OLD FAITHFUL Porsche

April 2015

YELLOWSTONE REGION PORSCHE CLUB OF AMERICA

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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

The sweeping curves of one of the sexiest 911 body styles is of Greg Wallace's 1996 993 Turbo.

President's Message

New Tricks

It seems there is never an end to learning new tricks. Today was one of those days.

I wasn't feeling very good about myself and didn't know how to get beyond my problems, as self-inflicted as they were. I had discovered that sometimes, even our best intentions have outcomes that go awry. Then my friends, having the resolve that good friends always do, assured me things would turn out okay. Being in the middle of the storm it was difficult to see their point. The 6 weeks of gray skies and cold Jackson weather certainly did not help. What I learned that day was definitely life changing.

I am sure Porsche has had their challenges too. Engineering and planning, designing and creating, and then, when you least expect it, something doesn't quite go the way you planned. Or did it?

The rear engine of the Porsche 911 is one aspect that comes to mind. What was Ferdinand thinking when he put the heaviest part of the car out behind the rear axle. Talk about a recipe for disaster,a big heavy pendulum just waiting to drop the hammer. What came to be however was completely what we all didn't know we needed. A car that needed both hands on the wheel, a car that required proper throttle control, a vehicle that was driven by the seat of your pants, and a car that was so much fun to drive, just when you least expected it, created the biggest car club in the world.

The Porsche Cayanne has also raised a few questions. How un-Porsche can you get when you build and design an SUV. There is no way a 6000 pound vehicle can take corners or even begin to feel like a Porsche, the epitome of which is light and agile. Fortunately for Porsche the nay- sayers were proven wrong once again. The GTS model is a great track machine, confirmed by many a You-tube video. Never mind the Turbo and Turbo S models outperforming all other SUV's made.

Then of course we have the Panamera. A four door 911. Oh the purists were in agony and the haters came out in droves. "The whales hump of a rear end," they exclaimed. However, sitting in the rear of a Panamera is luxury no matter what seat you are in. With that said, functionality has always been Porsche's forte. The beauty of the Panamera goes deeper than just good looks, it makes the statement that Porsche is more than just a "shallow" automaker.

And that my friends is the lesson I hope we all can learn, myself included - the lesson that when the going gets tough, we can look beyond the critics. Not only what others say or what others think, but even what we think of ourselves. Condemnation, no matter who instills it or where it comes from, can keep us from making the best of what we can be. My friends taught me to keep going that one dreary day in the middle of winter. They taught me to look beyond the here and now and look up, look toward the future and not to be dismayed. They taught me what Porsche has been doing all along, making great decisions true to their integrity no matter the outcome.

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

Ken Garff Porsche | Orem
((WE HEAR YOU))

PORSCHE

It's time to start "zoning"! The kick-off event for me was the Zone 6 Presidents meeting. This years meeting was hosted by the Canada West Region in Vancouver, BC. We time these meetings to be after the National Board meeting and hopefully we do good in the weather department. It's still very much winter in a lot of our 16 regions. These yearly meeting are a time for us to share knowledge, experiences and learn. It takes lots of effort and coordination to run a club of this size efficiently. Don't forget we are the largest single mark club in the world!

Amanda Kremser, daughter-in-law of Canada West's President Erwin, was our Zone 6 logo winner. We tried to have her at the Presidents meeting so we could thank her and we could have gotten a picture to share with everyone. Things didn't work out, sorry. Thank you Amanda!

My first zone visit was the week-end before the Presidents meeting at the Pacific Northwest's Tech session featuring the 918. This was held at the Bellevue Porsche store. Wow! Over 400 PCA'ers in attendance, what a great sight. We still didn't fill the service area, that Porsche store is HUGE. We where told it is currently the largest in North America. Great job PNW, tremendous support from the membership and a well run show.

The Presidents meeting was held in Vancouver this year to coincide with Canada West's 40th anniversary celebration, the oldest Canadian Region in PCA. Congratulations Canada West! We even had Caren Cooper, President of PCA, on hand to join the party.

Ok, some zone fun facts:

Canada West is the 7th oldest region in our zone
Pacific Northwest is the oldest at 56 years
Living Skies Prairie is the youngest of our 16 regions, at 1 year old

The BIG zone event of the year is the Zone 6 Grand Tour. Really, make your plans and clear your calendar, this will be THE tour to end all tours. A two week, 4,000 mile romp through the Grandest Zone of them all, how can you not be there? The regions are busy putting their routes together, planning the hand-offs and making ready for us. Can't do the whole tour? That's ok, our Tour master Bill Bauer is designing it so you can drop-in and out as needed. We have a commitment from Pete Stout, the Editor of Pano, to have a writer cover the event for a Pano feature. We are working on a live social media stream and Caren Cooper will be joining us for a least part of the tour. You really don't want to be left out. If you have questions, ask your President, they are involved.

Some Grand Tour Facts:

Starts Saturday July 28 in the PNW region
Two ferry rides
Ends Saturday August 8 in the Oregon region
Will pass through all 16 regions, we are the largest zone in PCA at over 1.4 million square miles

I'll see you in the zone!

tim

Yellowstone Porsche Club
2015 Event Schedule

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	—-
Pine Ridge Mall AutoX—Pocatello, ID	To be announced.	$50/ $55
Fall Get Together	10/21/15	$20
Winter Experience	01/23/16 & 01/30/16	$25

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

pca Club Racing
PORSCHE CLUB OF AMERICA

5 events to qualify for a trophy

contact zone rep for more info

A Porsche Enthusiast
by David Story

I was born in Idaho, but spent most of my life in southeast Washington. For the better part of my adult life I was involved in the building industry - construction, remodeling and restoration. At that time my company was building 40- 50 homes a year, I was on the board of directors of a community bank, and involved in our community and church.

About 10 years ago, seeing as I wasn't getting any younger, I decided to move on. In 2004, I shut down my homebuilding business and decided to pursue other interests. With a BA in Art from Washington State University, I chose to fulfill, amongst other things, my interests in the arts. My wife and I 'repotted' ourselves to 10 acres on the side of Mt Bonneville, above the community of Inkom, Idaho, to live a more creative lifestyle. Attached you will find a few of my sketches that I did recently in my spare time. I hope you like them and I hope I can share more as time progresses.

I can't remember when I became a Porsche enthusiast. It was sometime in college I think. BMWs or Ferraris never interested me much, but the Porsche was different. I loved the Porsche automobile, something about the 'form follows function' that just grabbed me. I also loved the evolution of the design, Porsche's goal of continually seeking to perfect the product. I was hooked and have been ever since.

In 1984, just before I became a PCA member, I purchased a 1967 912. My homebuilding business was just getting off the ground and I could not afford much. As I had more time than money, I decided to rebuild the vehicle. I stripped the car to the ground, doing the body work, repainting, reupholstering, and even overhauling the engine myself. When it was finished I had a good looking stock 912.

By the time the 90's rolled around, 912's weren't worth very much money. At that time, I wanted something that looked cooler, something that looked like it would run in the Pan Americana. I realized my first restoration was a mistake, so I started on it again. I installed SC flairs on the rear, lengthened the swing arms and sectioned the back stock bumper to match the new back end. I built my own front flairs, found a rusty S bumper and grafted it on to a good one to match the front. I located a complete 912E motor to replace the 1600 and a found a 914 tranny so I could attain the 3-4-5 gears from it. I finished the body work complete with paint, but as my business became more time consuming, the project went on hold. I brought it to Idaho where I have a complete shop with hoist, lathe and tig. My hopes are to finish the project when I come home from Africa this year.

My love for cars has also coincided with my love for motorcycles. I still ride a KTM EXC 200 on the trails and am planning to ride with friends from Utah to the Canadian Border on a dual sport ride later this summer. I also plan on continuing my love of art and have many ideas laid out for Porsche paintings

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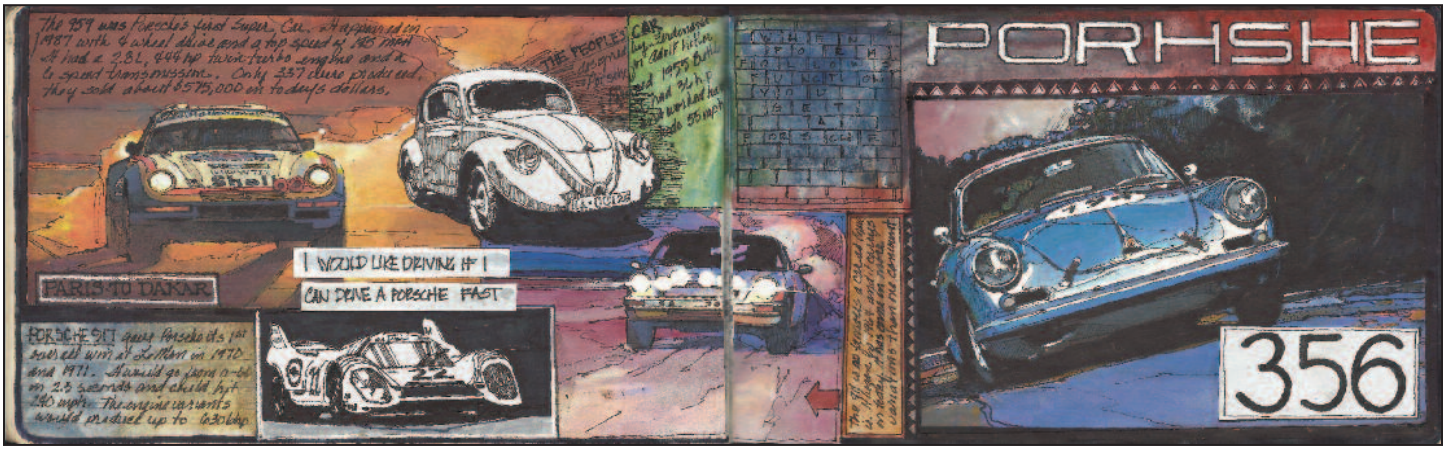
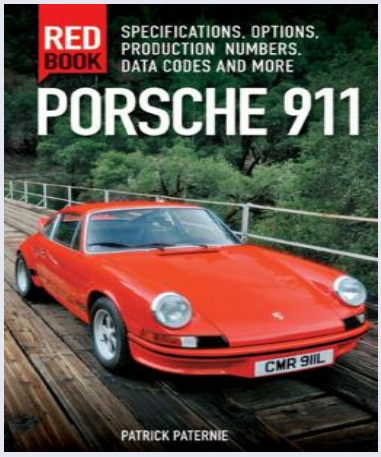


focusing on the 1960's and 70's, the Golden Years of Racing. I am currently 1 month away from completing a mission for my Church in Kampala, Uganda. I have been married for over 40 years to a wonderful lady named Kymm. We have 7 children and 19 grandchildren and we look forward to meeting the members of the Yellowstone Region Porsche club this summer.

Porsche 911 Red Book



Porsche's 911, one of the most iconic sports cars in the world, is also one of the most sought-after collectible sports cars. Potential buyers, collectors, historians, and armchair enthusiasts crave all the details that, in sum, make up the 911's DNA. Porsche 911 Red Book provides all of the critical information enthusiasts need and offers it in a convenient, portable package that can be carried to concourse, auctions, club events, or anywhere that quick reference to accurate data is required.

From the first 911 of 1964 to today's technologically advanced, class leading sports car, Porsche 911 Red Book offers all the data and detail desired by 911 fans. It provides an in-depth look at all the 911 versions including the Turbos, GT cars, and the limited production specials that have collectively forged the 911 legend over the past 50-plus years.

Yellowstone Region Porsche Club—Group Buy **MSRP: $24.99** **MEMBER PRICE: $18.99**

RSVP to president@yellowstonepca.org by May 1, 2015
Checks made out to: Yellowstone PCA
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002

PORSCHE CLUB OF AMERICA
Yellowstone Region

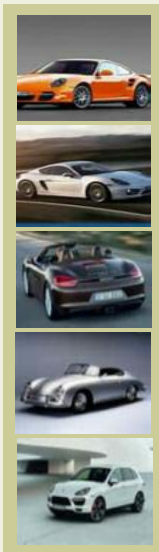
Rock-tober Get Together: **New Member Social with Free Pole Dancing**

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

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

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



The Zone 6 Grand Tour

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

Don't forget your passport

More information to be announced.

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

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.

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 *Héetíhco'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 eocsystems 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

Winter Gathering 2015
Inquiring Minds Want To Know

By Mike Faems

The weather had been so strange. Near record high temperatures and a seemingly endless warm spell, it was the kind of climate that brings Porsches out from their garages.

We were expecting a big crowd for our winter get-together at Sidewinder's Sports Bar on March 18th. If hot pizza and fresh salad chased with frosty beverages and lively conversation couldn't bring out the faithful, certainly balmy, blue-sky driving weather would.

We were far from wrong. In fact twenty-eight region members showed up. And that got us to thinking, what did our faithful members think about Good Weather and Great Automobiles? So we decided to ask some questions, not a scientific poll mind you, but a collection of random thoughts from the assembled. Some that didn't mind being identified, some that were on the shy side, and some we'll let you guess who said it.

Question1) What do you make of this warm winter we're having?

"For every day of winter this year, a day of summer. Superb!" (Stan Segal)

"About DAMN time!" (Jim Moses)

"We sent the snow to Boston"

"I'm sorry they cancelled the Hill climb" (Pat Segal)

"Great reason to get the car out early!" (Scot Anderson)

Question 2) Did you drive your car this winter?

"Every Day" (Of course Fred drives a Cayenne Turbo!)

"Every Day" (Of course Alberto drives an All-Wheel Drive 991 Twin Turbo S!)

"Drove it here today, but parked way down at the west end of the lot. I didn't want Budge's hill to fall on it!"

"The Cayenne – yes. The 911 – No!" (Joe Bennett)

Question 3) Is your Porsche in hibernation?

"Yes. It's a race car, but I do start it once in a while."

"I drive the Porsche. The Ferrari is in hibernation"

"Yes. It stays in the garage until the stones, sand and gravel go away"

And your humble scribe still has two 993s in hibernation, thanks to a dear friend opening his garage – err hibernation den – to them.

The next query elicited some interesting responses, with one car the choice of many:

Question 4) After your own car, what's the coolest Porsche in the club?

"Scot's yellow cab."

"Dick Beck's Speedster, cause I like old cars and young women!"

"Rusty's Panamera 4S."

"Dick's car."

"Alberto's Turbo S, the top-of-the-line 911"

"Dick's Speedster"

"Reysbeck's white Speedster"

"Dick's Speedster"

"Dick's 356 Speedster"

Dick, you might want to hang on to that car. But if you do ever want to sell it, looks like there's a market for it, right here in the Yellowstone Region.

Question 5) If my Porsche was a movie star it would be _____?

Now this question brought some very interesting responses. Usually gender related. (We won't reveal any responder's names on this one to protect the guilty)

"Sylvester Stallone"

"Steve 'The' McQueen" (a logical choice in your intrepid reporter's opinion since he drove a Porsche 917 in the best racing movie ever made)

"Porsche's are females... let me think!"

"The cat from the Jungle Book – Baghera"

"Steve Austin" (note: not sure if the responder was referring to Stone Cold or the Six Million Dollar Man)

"Alan Ladd – SHANE!" (now there's an owner with a sense of local history)

"The guy in American Sniper – Bradley Cooper."

"Kim Novak" (to those of us more life experienced, you might say "Yeah, I can see that")

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In fact it was pretty easy to figure the responders age and gender, just by the response:

"A good looking young chic, very cute with some meat on her body!"

"Richard Gere."

"Angelina Jolie"

"Raquel Welch"

"Gwen Stefani, because my car is flashy!"

"J. Lo, because my 911 has a great rear."

Surprisingly, no one said Kate Upton. Wait… is that a revealing comment??? Never mind. But we will be forwarding the above responses to Teton Psychiatry for further analysis.

Question 6) If I were to buy another Porsche this summer, new or old, what would it be?

"I don't like the new ones… I'd probably buy a RUF 930 Slopenose" (Stan)

"918 if money is no object."

"918 Spyder – the Weissach Edition." (Scot)

"918 Spyder"

Hmmm…There seems to be a pattern here, but other cars were mentioned

"A 2011 GT3" (Jim Wunsch)

"A new 911 C4S Cab, in white please." (Ann Fish)

"A Porsche Bicycle" (Joe Bennett)

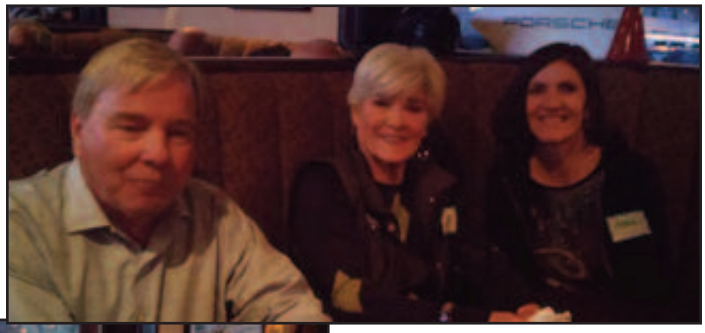
Hey, when you have the coolest Porsche in the Region, what else but a Porsche bicycle?

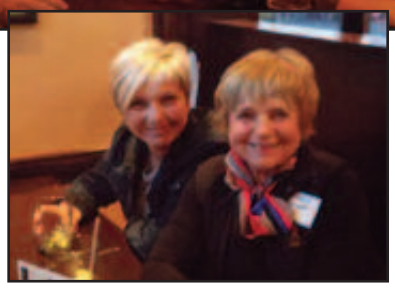
"New – A GT3RS, it's on order. Old -- a Porsche Tractor of course" (Alberto)

"A Corvette Z 06… a better performer than a Porsche." (Now who on earth would say something like that?????)

As to your nosey interviewer, turnabout is fair. I must say I'm rather smitten with the Cayman GTS, or perhaps even a GT-4, if I could get one.

All-in-all the March get-together was yet another lively and fun Yellowstone Region Event. Thanks to everyone who braved the warmth, and reveled in the questions… or maybe it should be the other way around?





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 4th, 2015

Cost: $20 per vehicle
Contact: Scot Anderson 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

Summer Tour to Montana

Friday (one night): 07/17/15 - Missoula, MT.
Double Tree Hotel: Yellowstone Porsche Club
406-728-3100 $139-$159+tax. RESERVE BY: 06/18/15
Only 10 rooms available at these rates.

Lunch at Naps Grille - Hamilton, MT - individual billing
Dinner at The Depot - Missoula, MT - individual billing.

Saturday (one night): 07/18/15 - Fairmont, MT
The Fairmont Hot Springs Resort: Yellowstone Porsche Club
406-797-3241 $160-$190+tax. RESERVE BY: 06/18/15.
Only 10 rooms available at these rates.

Dinner at the Barclay II - Anaconda, MT - individual billing.

Sunday - Drive home from Fairmont, MT.

Join us Friday at 8 AM 07/17/15 at the Stagecoach Bar in Wilson as Rusty Brown and Mike Mielke teach us how to drive in Montana. We'll eat, drive, hit the hot springs and then drive some more. As they say in Texas, "Times a Wastin' - Get on it!"

RSVP while you still can: president@yellowstonepca.org
$30 per person—bring a bathing suit. Individual billing!!!

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 6th, 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**

2014 Premier Porsche Dealer

PORSCHE

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Porsche recommends Mobil 1 and MICHELIN

Power of Identity

The 911 has many strengths. The 911 Carrera 4s, with its superlative traction, dynamic performance and safety, has acquired even more. Why not take your seat behind the wheel and make these strengths your own? Whatever the weather.

Visit our showroom, where you'll see how it all comes together. Porsche. There is no substitute.

Experience the power of the 911 Carrera 4S.

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PORSCHE

Porsche Boxter/Cayman Exhaust Modification - Part 2

By Pete Bonfrisco
Inland Northwest Region

Porsche Boxster/Cayman exhaust article is broken up into two separate parts. Part one focused on the goal of the modification and the research which led to choosing the Borla Cat Back Exhaust. While Part two was initially scheduled to provide DIY instructions to remove and install the exhaust, and present quantitative performance results; due to unforeseen events, this article will focus on the trials and tribulations surrounding the installation.

Part 2: Installation

From the onset of making the decision to modify my car I was, in short order, able to identify what modifications I would do myself. The limiting factors in my DIY decision are always: 1) do I have or can I obtain the proper tools; and 2) can I identify and have on hand the correct material. At first glance, the exhaust modification seems pretty straight forward; thirteen bolts remove the stock exhaust and ten bolts to install the new exhaust. However, after scrutinizing forums, reading numerous installation instructions that didn't directly relate, and meeting with Porsche owners, one very obvious question begged to be asked. Why aren't Porsche owners doing the install themselves? Even people in the Porsche club looked perplexed as I stated how straight forward the modification should be. Do Porsche owners know something I don't? In an effort to find the answer I called Porsche performance shops around the country to try and glean some light on the difficulty of the modification. All I got from shops was the standard answer of three to five hours of labor with no real justification as to why. I finally called Borla technical support, explained why I was perplexed and asked for feedback. Borla could not provide any definitive advice other than recommending that the exhaust be installed by a professional shop, but why? I guess I'm on my own.

I started the project Friday night by completing the following tasks:

1 Gathered all tools and materials.

2 Jacked up the car and removed the rear wheels and the plastic cover. Removing the cover provided access to the header/cat back flange bolts.

3 Sprayed the 6 flange bolts with penetrating oil and let it sit overnight.

4 Cleaned up. Total time invested was 15 minutes.

Sunday I continued the project:

5 Started the clock.

6 Unpacked the Borla exhaust and inspected it for missing parts and damage.

7 Loosened all bolts securing the stock exhaust and inspected the 6 flange bolts. The flange bolts have the potential to break so I had spares ready.

8 Installed a ratchet strap to help support the exhaust as I removed the 13 bolts.

9 Removed bolts and lowered the exhaust. Total time to remove the stock exhaust is 35 minutes and this included taking pictures.

10 Set the Borla exhaust into position under the car and started threading the flange nuts to hold the exhaust.

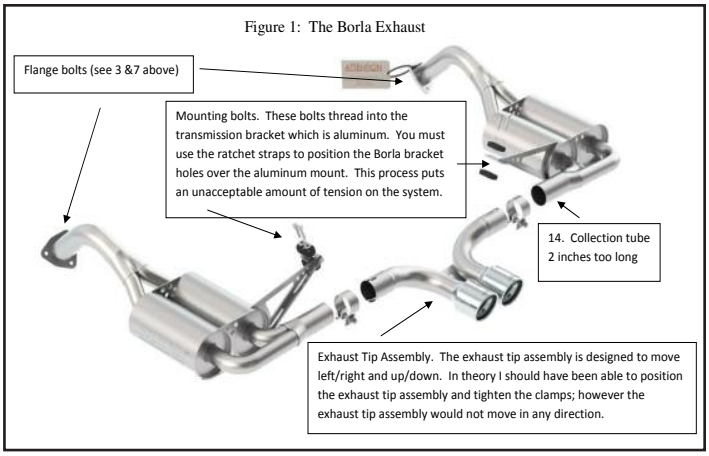
11 Installed ratchet straps to help hold up the exhaust.

12 Torqued the 6 flange bolts to 35 ft/lbs and tightened all others.

13 Adjusted the exhaust tip assembly and secured it into place. Total time for steps 5-14 was 45 minutes.

Unfortunately, the exhaust tip assembly would not move. Figure 1 below illustrates the problem visually.

Figure 1: The Borla Exhaust



Clearly the exhaust tip assembly not being able to move was problem, so I searched the internet and forums, but the only thing I could find involved taking a hammer to the rear of the exhaust tip assembly to forcibly move it. For me this is not an option. I decided to call Kitsap Muffler and see if they could schedule me in for a little fabrication work. My investigation revealed:

14 The right muffler collection tube was 2 inches too long. This contributed to the lack of left/right movement.

15 Misalignment between the right and left sides of the exhaust contributed to excessive tension on the system and prevented up/down movement.

16 To solve the problem Kitsap Muffler cut 2 inches off the collection tube. When the cut was completed the system violently snapped into a tension free position.

17 In order to connect the exhaust tip assembly with the collection tube, a bridge tube was added, which allowed the tip to be positioned and welded.

18 Tested for exhaust leaks. Done! Total time for steps 15-19 including drive time and clean up was 2.5 hours.

First impressions of the system are fantastic and have exceeded my expectations, but before I report the results I have to tell the rest of the story. Like I said, I cut the collection tube, added a bridging tube and welded the system together, this was on Sunday. During the fabrication we realized that we would not be able to perfectly align the right and left exhaust tips without more extensive fabrication. I weighed the cost-to-benefit factor and made the decision to leave the install as is because the error was cosmetic and could only be identified under careful inspection (see photo to the right). My final concern surrounded the warranty. Would Borla stand behind their product and honor the guarantee despite the fact that I altered the system? I e-mailed Borla, explained issue and asked if they would still warranty the exhaust. I did not ask to be reimbursed for the cost at Kitsap Muffler, nor did I express any dissatisfaction. In fact, I took the time to provide Borla a drawing of the problems I encountered. Borla stated they would honor their warranty. Shortly thereafter, I got a call from the owner of Borla, "David Borla". David asked if he could replace the exhaust. His thoughts were that

the problems I encountered were not typical or acceptable and would like to send me a new exhaust. I told him that this is unnecessary and the issues I encountered are easily resolved in a performance shop, however I could not recommend the exhaust as a DIY project. After some coaxing from David I agreed to install the new exhaust. I figured if the exhaust fits as expected I could be done in an hour or two and then I could recommend the exhaust as a DIY project. Wait! What if the exhaust doesn't fit the way David is expecting? In an effort to mitigate any potential problems and gain a reputable witness I approached Alex at MaxRPM Motorsports. I explained the situation to Alex and asked for his help. I asked Alex to provide me with a lift to remove the current exhaust, install the newly provided exhaust and if something went wrong be available to help me trouble shoot. Alex agreed and lent me a lift. If the exhaust was a perfect fit I would be recommending the DIY project, but it didn't and I cannot recommend the install for the typical Porsche owner.

Final Thoughts

The Borla exhaust is excellent and I would do it all over again because my primary goal was achieved, HP/TQ. The fabrication work needed is not just a Borla problem, but many aftermarket exhausts require some level of modification. Throughout the process Borla was engaged with all aspects of the project. Borla's customer service was excellent; everyone at Borla I spoke with took ownership and was committed to resolving the problem. Finally, I would like to thank Alex and the entire team at MaxRPM Motorsports for their help, support and patience throughout the project.

Rusty Brown
Membership Chair

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