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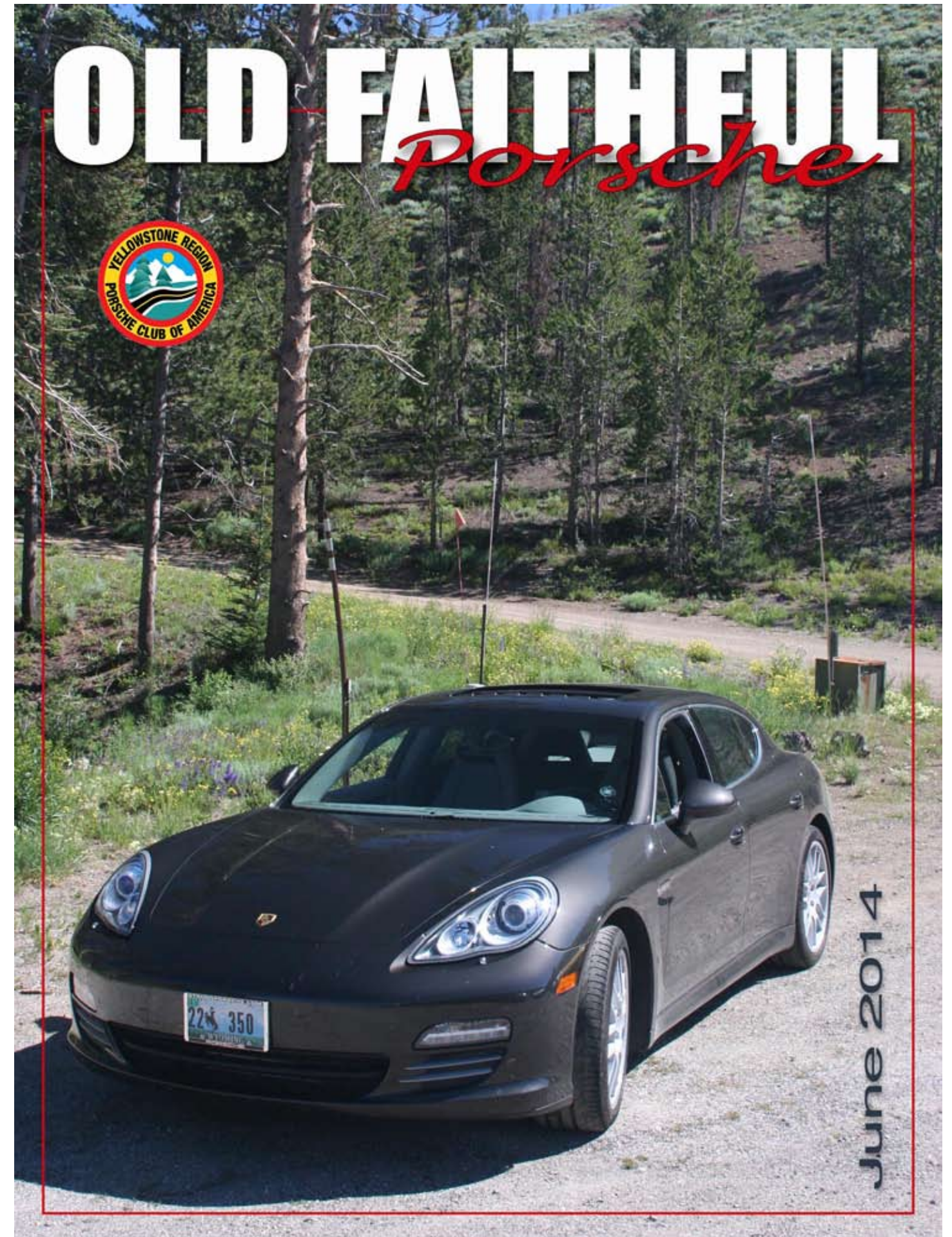
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We celebrate independence. Free to make our own choices, confident in our abilities and setting our own course, we prefer the keys and the open road. And for good reason. Being independent is liberating. At Bank of Jackson Hole, we understand the importance of independence. In fact, it's one of the pillars of our business. We prefer to be remembered by our first name, to be given prompt, courteous and straight answers, and to be a valued customer and not a number. So we started a bank with that very philosophy. Our locally headquartered, owned, managed and 100% independent bank was born out of our desire to put one person in the drivers seat: **You.**

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FDIC



Nancy Clancy
Membership Chair

Willkommen

"Please welcome our newest members"

James & Renny Kerr
Christian & Kara Yost
Thomas & Carol Yerden
Michael & Nick Allesandra

Old Faithful Porsche Newsletter

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President's Message

Change.

It only seems appropriate to give you my input on the subject. I think it snowed, rained and sleeted this past Saturday. Then the sun came out. Change. It's a funny thing. Some people change clothes, some people change jobs, and some people change cars. It happens to all of us and I don't think it's something we can control.

My dog has got to be the greatest dog ever, although I might be a little biased. When he was younger, he use to give me hugs, one paw on each shoulder. I wasn't sure where he learned it but I'll take what I can get. Now he has a hard time getting out of bed, yet I'm happy to return the favor. I use to take him mountain biking back in the day. That was when he could run up and down the mountains while I chugged along the Cache Creek Path. Now he's not so fast. On our dog walks, I've learned the art of patience that he taught me so well. Last week he was having heart palpitations and panting in his sleep. That night I slept on the floor by his side. I am not really sure who it helped more, him or me! I just know when we woke, we were both alive to tell about it.

The associate pastor at my church told me he was moving to Texas in two weeks. The only words that came out of my mouth was, "what!!!" We

actually got along great and hung out together. Three short years and then another one bites the dust. It happens a lot in Jackson. People move here and then they don't. They say it builds character, but how much does a guy need! I've had so much of it I could probably clone myself a few times. I guess we'll all have to wait for the day.

Fortunately, Porsche's change too. And in some uncanny way, they continue to change for the better. If you look at the Porsche Cayenne, now in its third generation, has gotten more powerful, more fuel efficient and more fun to drive. Although the Cayenne has simplified its' "all-wheel drive" system, eliminating the low range gearing to the detriment of the off road enthusiast, I'll take losing 150 pounds in a vehicle any day. The agility of a vehicle increases exponentially with every 50 pounds lost and the fun factor in daily driving improves by leaps and bounds.

The Porsche Boxster continues to improve as well. From the first generation to the current model, it too has blurred the gap with its bigger brother. Now being more powerful and lighter, the distinction between the Boxster and the 911 leaves ground for great debate. There are many enthusiasts who will argue the accolades of one vehicle versus the other.

I have yet to drive the latest iteration of the 911, and am told that once again Porsche has improved on a product that many wonder how.

What I've learned from all of this however, no matter the circumstance, learning to adapt to change, as frustrating as it may be, has kept my stress levels to a minimum. We all have different coping mechanisms, hopefully they are of the constructive type. What matters most is our ability to adapt and embrace the change. With Porsche's, its usually not that hard. But sometimes life throws us a curveball we least expect. The challenge is to find value where it may seem there is none. For me, I know that God is in control. As my friend Andrew puts it so well, "what God asks us to lay down is usually redeemed and redeemed for the better." Some words of wisdom for sure.



Summer Tour to Park City, Utah. Friday July 18th to Sunday July 20th, 2014

Day One: A 5 hour trip to Park City will be broken up with a stop at LaBeaus Drive Inn (69 N. Bear Lake Blvd, Garden City) at Bear Lake, famous for their shakes. We'll continue on and check in to the Silverado Lodge at the Canyons Resort. We'll meet in the Lobby at 6 PM for dinner at 6:30 at the Buona Vita Italiano Ristorante on 804 Main Street in downtown Park City. (individual billing)

Day two: Saturday morning we'll take a two hour tour to the Rockport State Park at 9 AM and return for lunch and shopping in Park City. At 4:00, we'll regroup at the hotel for a field trip to the Salt Lake City Porsche, where ZA will give a personal tour of their new facility, and then let us test drive the latest and greatest from Stuttgart. Dinner will be at Volter's Osteria (173 West Broadway, Salt Lake City) (individual billing).

Day Three: Finishing off the weekend, we'll make our way back to Jackson on Sunday morning. Traveling as a group after breakfast, we'll stop in Bear Lake again for lunch at The Hometown Drive Inn (105 N Bear Lake Blvd, Garden City) for burgers and shakes.

This years' tour will take place with the Intermountain Region Porsche Club. They will be invited to join us for our dinners, the tour and the field trip to the new Salt Lake City Porsche Facility.

Contact: Scot Anderson 307-734-6006

Checks: Yellowstone PCA

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



Meet: 9 AM – Jackson Hole High School, WY and leave by 9:30 AM.

Cost: \$50 per person for members / \$60 for non-members.

Reserve for two nights: 7/18/13 through 7/20/13 (Friday through Sunday).

Tell the hotel you are part of the Yellowstone Porsche Club & use ID: CF9PCH.

Hotel: The Silverado Lodge Canyons Resort, 4000 Canyons Resort Dr., Park City.

Rate \$134 per night plus taxes. Phone: 435-649-5400.





**October Get-Together
New Member Social!!!**

The Porsche Rock-Tober Gathering.

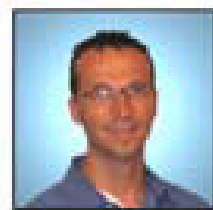
**At Sidewinders Tavern
965 West Broadway, Jackson, WY**

Wednesday – October 22nd, 2014 @ 6:30 PM.

Topics of Discussion:

Presidents Message: New Members, 2014 Wrap up and Club Update
Vice Presidential Address: Turn in the Tetons Autocross and Winter Driving Education

Please RSVP a **Yes** or **No** to:
Scot Anderson at president@yellowstonepca.org



**Drinks available at the Bar.
Suggested Donations to cover costs: \$20 per person. Pizza and Salad.**



Yellowstone Region Progressive Potluck

Bring Your Own Beer or Wine.

August 23rd, 2014 - Saturday

The Club will Provide Food: Appetizers, Burgers & Brats.

The fun part is driving from House to House

**Appetizers: brought to you by the Club,
Greg Wallace & Elaine**

3:30 to 4:30
19 Moulton Lane, Victor, ID @ Teton Springs

**RSVP: Scot Anderson 734-6006
president@yellowstonepca.org**

**\$25 per person
Meet at the Stagecoach at 2:45 PM**



Take highway 22 from Wilson over the pass towards Victor, Idaho. Turn left onto E 9500 S. Travel 0.6 miles, take 2nd left onto Springs Parkway. At the traffic circle, continue straight. Travel 0.1 mile and turn onto Moulton Lane.



**Entree: brought to you by the Club,
Mike Mielke and Kristy Welfl**

5:00 to 6:30
3900 South Park Loop, Jackson, WY

**Checks: Yellowstone PCA
PO Box 11057,
Jackson WY 83002**

Return to Jackson via Hwy 22. At the Albertsons intersection turn right. Turn right on High School Road. Turn left on South Park Loop. Travel 3.0 miles on South Park Loop and the house will be on the left.

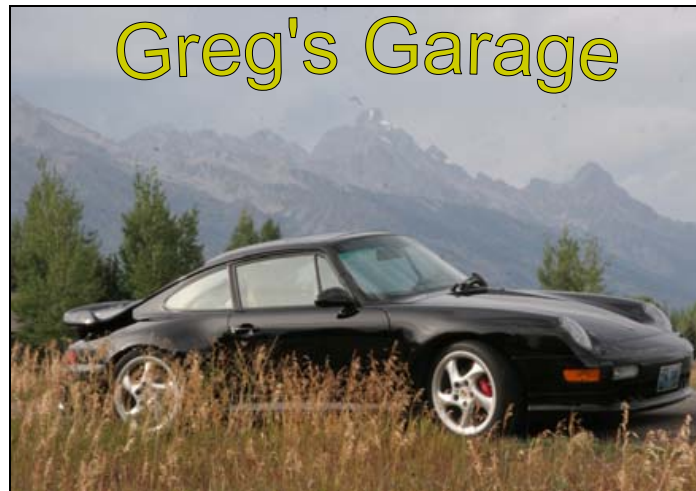
**Dessert: brought to you by:
Dick and Val Beck**

7:00 to 8:00
6445 Lower Cascade Dr., Jackson, WY



Head north towards the Airport. At the Gros Ventre Junction, turn left onto Golf Course Rd. Go through the intersection at Spring Gulch Rd & travel 1.7 miles on Sagebrush Dr. The road will drop down the bench. On the right is Upper Cascade Dr., then Lower Cascade drive. Turn right onto "Lower" Cascade Dr. Bear left at the end of the road.





Greg's Garage June 2014

For those of you who were lucky enough to see the Macan at the LA Auto Show, you got a peek at the new stallion in Stuttgart's stable. I have been thinking about upgrading my daily driver, a 1991 Toyota Landcruiser, after a good friend went for a ride with me last summer and said, "You don't take clients out in this, do you?" Making the comment while he was putting his hand through the tears in the seat covers. "Of course not," I said, "I save this vehicle for my closest friends." While not being embarrassed by his remarks, it did get the 'time to buy a new car' bug going. After all, it has been 6 years.

This bug is very aggressive and if not treated immediately, it can become consuming. I know a few of you who have battled this same disease and I am sure some of you know what I am going through. Now age does add to the complications as one ponders the pros and cons between practicality and perversion, sporty vs. sophisticated. Knowing that adrenaline works best to resolve the progression of the disease, past cures had always favored the perverse.

The fever sets in. There are cures available, but which one is best. Now at 4.4 seconds to 60 mph, just .5 seconds slower than my 993, the Macan Turbo provides the best known medicine of adrenaline for this ailment. However, recent studies have been known to show that the calm of practicality can also be a highly effective cure. So I wonder what the practicality pill of a Macan Diesel would do. At 31 mpg, that seems to be a highly effective cure as well. I recently read that 56% of those inflicted, in which

the Macan was the best cure, were considering the diesel, with it's 430 of torque, as compared to the 408 of the turbo.

With that said, now I would have to visit one of these beasts. Newport Auto Center of Newport Beach, CA had a couple on hand and there she was, standing there, sun glistening off her agate grey metallic bonnet & boot, carbon fiber accents just screaming, take me for a ride. And the skin covered seats, soft, heated, cooled in two-tone black/garnet. I am feeling better already. But wait! The only issue here being that the diesel cure will not be available until next year, leaving many to suffer. And so it is, I suffer, weighing the pros and cons of the cures available.

In the meantime, if you see a dirty Land Cruiser moping about town, go ahead and wave, chances are, for the foreseeable future, it's me.

Yellowstone Porsche Club Event Schedule

Porsche Parade— Monterey, CA	06/15/14— 06/21/14	Indiv. Billing
4th of July Parade— Jackson, WY	07/04/14	\$20/ \$25
Summer Tour— Park City, UT	07/18/14- 07/20/14	\$50/ \$55
2nd Annual Party Cruise—Jackson lake	08/02/14	\$20/ \$25
Progressive Potluck— Jackson	08/23/14	\$25/ \$30
Turns in the Tetons— Targhee Autocross	9/13/14	\$50/ \$55
Fall Get Together— New Member Special	10/22/14	Dona- tion.

Checks to: Yellowstone PCA

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Jackson, WY 83002

(Note: Member / Non-member rates.)

add, mine were well rested. After soaking, playing, eating and much merriment, we decided to return the same route we came. I was certainly not driving as enthusiastically as before. I think the water and the food took its effect. I can honestly say however that the day was a blast and I can only hope everyone



enjoyed themselves as much as I did. As they say in the PCA world, it wasn't the cars, and it wasn't the hot springs, it was getting to know each other, being together and enjoying everyone's company that made the trip worthwhile!



Yellowstone PCA 2nd Annual PARTY CRUISE!!!



Capt. Clancy got a new Outfit.



And Greg got a new blender!!!

Date: Saturday—August 2nd, 2014.
Meet: 10 AM. Visitor Ctr on N Cache (Across from the Rustic Inn). Leave 10:30.
Lunch: Leeks Marina at 11:30 (individual billing)
Cost: \$20 per person
Contact: Scot Anderson president@yellowstonepca.org 307-734-6006
Checks: Yellowstone Region PCA
Mail to: Scot Anderson
 PO Box 11057
 Jackson, WY 83002
Attire: Bathing suit, Towel, Suntan lotion and BYOB.



Lava Hot Springs

By Scot Anderson

The trip down south to Lava Hot Springs was one hot ride. Dwight and Bobbie Reppa, Rusty Brown, Greg Wallace, Greg's girlfriend Elaine, and Jim Stockhouse met me at the Stage Coach Bar in Wilson. Leaving promptly at 9 AM, we met Mike and Olivia Mielke and Kristy and Ballie Welfl at the Jackson Hole High School. And it was Jim Stockhouse that proceeded on to make a side stop to pick up Jim Wunsch for the ride.



Deciding to take the high road, we travelled through Alpine to try our hand at Tin Cup Pass. It wasn't long before the roads started to twist and turn that we found ourselves working the corners like a race car should. I played sweeper until Mike Mielke's prompting via two way radio forced me to switch and play lead. The weather was overcast which helped with visibility. Being Open Range, we made sure blind corners and crests did not have lurking cattle waiting for us on the other side. The rumble of cattle guards beneath our tires was the only unnerving aspect of the trip. Not being very familiar with the roads, there was only one corner that put me on edge. It happened to be a decreasing radius 90 degree turn and I was happy to brake hard and take up both lanes on that corner. Fortunately Ballie Welfl, my copilot, didn't notice the grimace on my face. It was great however being able to blast out of the corners as there were plenty of straights to be had on the trip. Checking my rearview mirror, I couldn't tell if others were enjoying themselves. It seemed the hills and undulations kept us separated a bit.

Stopping in Soda Springs to regroup, we were able to catch our breath. The smiles were plenty and the human death toll was nill. Unfortunately however,

Jim Stockhouse did report the untimely demise of a bird he encountered. With further inspection, Jim's front bumper had the distinct imprint of bird and its excrement finely signed like no other. We gathered for a group photo and then departed once again. Jim and Jim turned around as they had plans for the afternoon back in Jackson and the rest of us journeyed on.



Meeting up with Dan and Nancy Clancy at the Hot Springs was an expected pleasure. They had spent the night and were waiting for our arrival. Checking in to the facility was without drama. We set up for lunch and soon were joined by Elias and Tenisha Bisharat, who made the trip from Pocatello. It was great having them join us as it is not often we have Idaho representation on our trips. We learned that Elias had just opened "Z's Garage" in Pocatello and is happy to work on Porsche cars for those in need. (Feel free to call him at 208-847-5226 for all your car repair needs).



The Hot Springs were rather beautifully done. You could tell it was early season as the crowds were few and the flowers were still blooming. I was rather impressed with how nice of a facility the springs were. Manmade pools with varying temperatures made for a great afternoon. The floors of the pools were covered in smooth pebbles to give an invigorating massage to the souls of your feet. There were platforms in every pool to rest your buttocks and, I will be happy to



The 356

By Scot Anderson

The first mass produced Porsche was introduced in 1948. The 356 sold in coupe, cabriolet and speedster variants. This is the very vehicle that put the German Car Company on the map as the quintessential sports car manufacturer. Today, the vehicle stands as an icon, the first vehicle to bear the name of the late Professor Ferdinand Porsche.



At the close of world war two, Ferdinand had been imprisoned in France as a "collaborator" to Hitler. His employment by Hitler to design "Kraft durch Freude" (Strength Through Joy) the original VW Beetle, ended up getting Ferdinand in trouble. Having been responsible for the electric vehicle, front wheel drive, torsion bar suspension, the Auto Union racing cars and the aforementioned Beetle, it was Ferdinand's son Ferdinand "Ferry" Porsche that was to oversee the construction of the VW Beetle Special that was to become the 356.



Ferdinand Senior was released from prison in time to see the first 50 aluminum bodied cars made in the company's Gmund, Austria plant. One roadster prototype and 49 coupes rolled out of Gmund. By 1951, production was moved to Stuttgart, Germany. Although the very first prototype 356 vehicle had a mid-engine design, production cars remained true to Professor Porsche's intent, similar to the VW Beetle, of being rear engine vehicles. The first Stuttgart produced models were rear mounted, horizontally apposed and air cooled 4 cylinder engines in the capacity of 1086 cubic inches. Later production models grew to 1290 cubic inches and again later to 1488 cc's. It was the 356 that Professor Porsche continued to develop his design cues of light weight, aerodynamic and superior handling characteristics, rather than power, to earn themselves the undeniable bad boy reputation.



The vehicle came with independent suspension on all four corners, torsion bars and drum brakes. In 1956, the 356 model, referred to as pre-A, was replaced with the 356A. It was the first 356 to have





In 1959, the 356 continued to evolve and was then known as the "B" model. The 356B kept the rear trailing arms, half shafts, crown wheel, and pinion and differential housing from VW. The rest of the vehicle was created by the Porsche design studio. The T5 body, now used on the 356B, had more pronounced headlights and wrap-around front and rear bumpers. T3 and T4 bodies never appeared.



In 1962, the T6 Body was developed. It had a larger rear window, a front luggage compartment that was squared off rather than rounded, and the fuel filler, which was originally under the front bonnet, was moved to the exterior of the vehicle to the right front quarter panel.

In 1963, the final development of the 356 had been named the 356C. It continued to use the T6 body, however, ATE disc brakes replaced the drums on all four wheels and the choice of engines were of two variants, the 1600C with 75 brake horse power and the 1600SC with 95 bhp.

It was earlier in time that Max Hoffman entered the picture. As an Austrian immigrant, he moved



Old Faithful Porsche

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to America in 1941 along with his love of European automobiles. In 1947, Mr. Hoffman opened Hoffman Motor Company on Park Ave in New York. Having met Ferdinand Porsche at the Paris motor show, Max imported 15 Porsches in 1950 to sell through his American based show room.

In 1951, Mr. Hoffman purchased the Glockler-Porsche No. 2, one of the very first Porsche 356 models built specifically for racing. Max raced the vehicle in Palm Beach Florida later that year. Putting on a great show for the crowds, Max gained great notoriety driving the Porsche. In 1952, Mr. Hoffman competed in the Florida and Bridgehampton races, gaining a first place victory driving his Glockler-Porsche, which instilled his love for the Porsche automobile.



The outcome was a cross between the 356 convertible and the American Roadster known as the Speedster. It differed from the cabriolet by its wrap around and lower wind screen that could also be removed for racing. The door waistline of the vehicle was lowered by 1.4 inches. The hood was shortened and also lowered. When the hood was closed, it disappeared out of sight. The instrument panel was flatter than in other models and was dominated by the revolution counter taking center stage and the speedometer offset to the right. The upper part of the dashboard on the Speedster was also upholstered. The seats were specific to this model, as they were buckets in lighter weight than the standard 356. The base engine was a 55 bhp, 1500 cc motor and the optional 70 bhp, 1500S was available at an extra cost. At \$2995 the Speedster was the cheapest Porsche to be sold in the US. That price was of course only possible because the revolution counter and the heater were additional options.



In 1952, Max Hoffman met with Ferry Porsche for lunch in New York. Mr. Hoffman felt the need for an emblem on his imported cars and it was Ferry that penned the first sketch on the back of a restaurant napkin. Including the crest for the state of Baden-Württemberg, with the black prancing horse from Stuttgart's coat of arms, and the words "Porsche" across the top, the emblem was created and first appeared on steering wheel hubs in 1953.

It was in 1952 that Porsche produced the US destined, open top, two seater, 356 known as the American Roadster. Max Hoffman suggested to Ferry during his visits, that the factory should produce a stripped down, open top version of the 356 to compete with the British Austin Healey 100 and Triumph TR2.



Dave Strong
Porsche



Z.A. Konarski

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neal@stoneworksofjacksonhole.com

In 1954, the first Porsche, a 356, appeared at the New York Auto show and marked Porsche's acceptance into American culture. At this time, Mr. Hoffman is selling 11 Porsche's per week throughout the US, totaling 30 percent of Porsche's worldwide sales. Becoming known as the "Grandfather of imported sports cars," Maximilian E. Hoffman is key in making the Porsche brand a household name.

It wasn't until 1956, when the 356A series appeared, that the Speedster was updated with a new 1600 cc top of the line engine.

The Speedster sold well in the US and was produced for only 4 short seasons from late 1954 to 1958. Production of the Speedster was at its highest in 1957 with 1,171 cars. Thereafter, production started to decline. The Speedster was then replaced in late 1958 by the "Convertible D" model. It featured a taller, more practical windshield allowing for better headroom, roll-up glass side-windows and more comfortable seats.

In 1959, the 356D was replaced by the 356B "Roadster." Unfortunately, the sports car market for open top motoring was failing quickly and the soft top model of the 356 declined significantly in the early 1960s

All models enjoyed varying popularity throughout the world. The 356 was a hit in the US because of its ability to be a daily driver during the day and track star on the weekends. The speedster of course being the most successful on the track, was ready at a moments' notice and was popularized by James Dean and the movies 48 Hours, Another 48 Hours and Top Gear.



It wasn't until 1963 that the 911 was scheduled to take place of the 356. However the 356 continued to sell in great numbers because of the higher cost of its new replacement vehicle. In response, Stuttgart continued to produce the vehicle until 1965 and after 17 years in production, Porsche built 76,302 examples, putting Porsche on the marquee as the leading sports car manufacturer.

The historical significance of the vehicle is felt among many that continue to drive the vehicle today. Small, light, rear-engined and highly maneuverable, the 356 set the standard by which all other Porsches have been built. That standard lives on in the 356. So much so, that in the current market, in pristine condition, a 356 can garner up to \$250,000.

356 Reviews

Catherine writes:

1964 Porsche 356 Review

This Is One Egg I'd Never Scramble — The Egg may be small, but she's perfectly formed! Handles brilliantly, cruises at high speeds without any trouble, and best of all.....I get to smile at the wideboys in their brand new 911's and say "mine has more class, and I own her"

Pros

Great performance, reasonable gas mileage, sounds so good I don't need a radio

Cons

I didn't get her sooner!

Travis writes:

1964 Porsche 356 Review

Indescribable. — You hear of cars being called close to handling like a go-kart, but this is no go-kart. This is the most perfectly balanced car I have ever driven. Way better than my Dad's 911. Sure it could use a little more power seeing how it only has a vw 1600 with 2 zenith carbs, but for what it is it does have some pick up. I won't say anything about the brakes seeing how it is a Porsche.

Pros

4 disk brakes, (uh, 1964 i say right???)

Cons

4 speed, not good for today's highway speeds.

In the Zone

I've been "zoning" some and I am still a long way from meeting everyone! But I'm closer now than a month ago and by the end of the year I will have had my feet in every Region at least once. Lots of Zone 6 activities going on; so let's get started.

If you are part of Zone 6 and attending the Parade in Monterey, you are invited to attend the Zone 6 Reception. As of a couple of days ago there were 250 Zone 6'ers registered. Good job Zone 6! We are in the process of finalizing the reception and here's what we know so far. It will be on Monday the 16th of June at the Hyatt (host) Hotel, after the Concours. The time is not firm but 4:30 to 5:30 pm is what we're trying to get: the perfect time for a reception. There is no Parade Banquet that night and everyone is on his or her own for dinner. Meet your friends and make some new zone 6 friends at the reception, then head out for dinner. We'll make sure you are updated with all you need to know before you go to Parade.

Have you heard about how California is low on water? If you are going to Parade you'll find out first hand. We'll not be allowed to wash our cars at this year's Parade. I'm bringing my waterless cleaner and a bunch of micro-fiber towels. It'll take more than that to dampen my Parade spirits!

Have you heard about the Zone 6 logo contest going on from now till September 1st? There are lots of talented people in our zone and I'm sure there will be no lack of great ideas. I know this because I've received 5 logos already! The winning logo will be announced on September 15th. Send your logo submission to your regional President and they'll pass it on to me. We are updating the Zone 6 website so all your entries can be viewed there. More to follow.

Speaking of the Zone 6 website, Dennis Coplen of PNW is doing some updates and revisions to the site for us. Thank you, Dennis. This is a work



in process, so stop by and check it out and look for the logos!

Big news, Living Skies Prairie Region is proud to announce the launch of their new club on Saturday May 31st, in Saskatoon, SK. This is the 16th Region in our zone. Welcome to the family! I look forward to meeting everyone.

Coming next year, it's never too early to start planning, the Lap of Zone 6. This should be a driving tour for the ages. Lots more to come on this and thank you to Bill Bauer for taking this on!

Hope to see you soon and don't forget: it really is about the people.

Tim Hagner
Zone 6 Rep

Porsche Club of America Yellowstone Region



Turns in the Tetons
Targhee Autocross



Presented by: The Yellowstone Region Porsche Club

Turns in the Tetons is the Yellowstone Region Porsche Club's inaugural autocross at the Targhee Resort on September 13th, 2014. Similar to the Winter Driving Experience put on this past winter at the Teton County Fairgrounds, the Yellowstone Region Porsche Club will be putting on a dry pavement autocross for all of our members and guests.

With two classes to choose from: recreational and competitive, the event is sure to please everyone. The cost of the event is \$50 per person.

- Registration begins at 9 AM at the Targhee Resort in Alta, WY.
- The Race starts at 10 AM.
- Dinner and Awards ceremony will be by individual billing at the Targhee Resort at 6 PM.



Check Number: _____ **Amount enclosed:** _____

Last Name: _____ **First Name:** _____

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City: _____ **State:** _____ **Zip:** _____

Emergency contact Name: _____

Emergency contact Phone #: _____

Emergency Contact at this event _____



Desert Test Drive: 2002 Porsche 996 Cabriolet

DAVE BURNETT
on May 6, 2014 at 2:32 pm

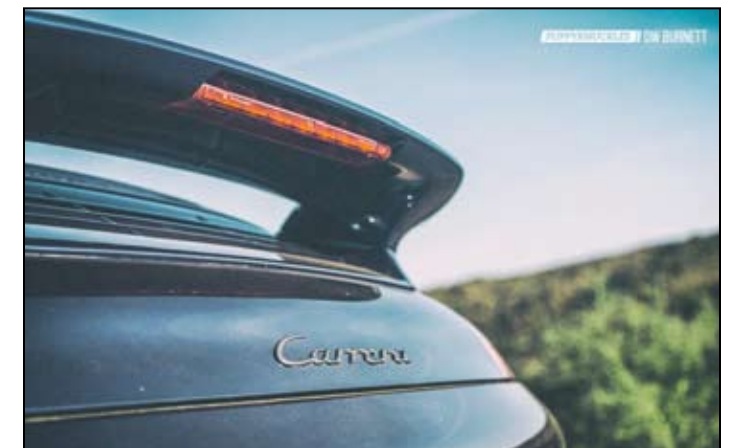


When you have a chance to grab the keys to a Porsche and disappear into the Arizona desert for a few hours, you take it. It doesn't matter if it's the iconic 911, a spunky 914, a Boxster, or even (shudder) a Panamera, those few hours are a precious gift. Unlike the mean streets of Brooklyn, on which it's nearly impossible to find the limits of, say, a bicycle, the vast, smooth ribbons of asphalt across the scorched desert outside Phoenix beckon you to turn the radio off and mind-meld with the machine. I had such an opportunity to drive the capable, quick, and controversial 996 cabriolet. Can this Porsche help me find inner peace in the desert?



Go to the right internet forums (or nearly any Cars and Coffee) and you'll find the guys wearing Porsche-branded polo shirts who like to say things like "air-cooled," and "ring times," and who can probably recite word for word the best man's speech at Ferdinand Porsche's wedding. These people are sometimes called

"Porschefiles" and they generally do not like the 996 generation of the 911. Introduced in 1998, this was a blank sheet, brand new car that shared exactly zero components with the previous 911 model, the 993. They say the Porsche 996 is a middle finger to the Porsche faithful, that it messed with the recipe. For decades the 911 meant an air-cooled flat six hanging over the rear wheels. The 996 kept the flat six out back but was water cooled. The car got bigger, quieter, and more comfortable. But the 996 was also a better performer in most measurable ways than the outgoing car. It was faster and safer and just as efficient, and Porsche sold a ton of them.



The owner of this Midnight Blue Metallic 2002 Carrera convertible is a life long Porsche owner who has owned multiple 911s (and a 912) since the late '60s. You won't find him wearing a Porsche polo shirt obsessively polishing the paint as if the car lives in the Smithsonian, or arguing with you about what a "real" Porsche is. He's too busy still driving this 996 every single day for any of that.

And now it's my turn. The door felt light as I opened it and I stepped in and slid down into a satisfyingly low seating position. I looked for the ignition to the right of the steering wheel. Nope... Hmm.... Ah, there! I pushed in the clutch and took a deep breath, inserted the key, and opened a storage compartment on the center console. Dammit.

I finally found the ignition (it's on the left side of the steering wheel) and was greeted by the clicks and chirps of well hidden radar detector waking up. Full disclosure: I am not usually a convertible top guy. Most cars look and perform worse with the roof cut off. But having the engine of a Porsche 911 roar to life

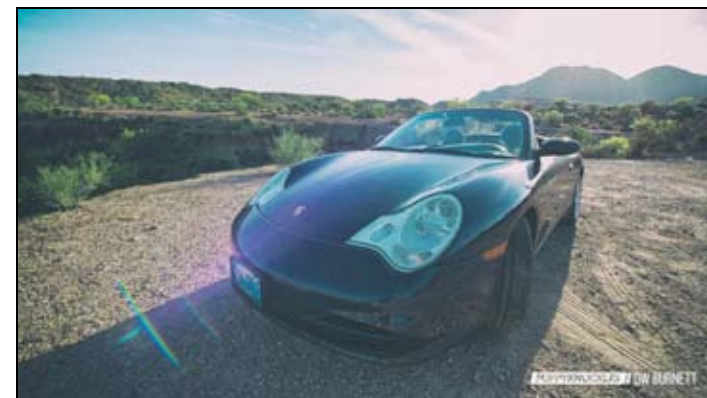


right behind my head was amazing. I could hear every nuance of that 3.6 liter flat 6 turning over as I backed the 996 out of the garage into the hot sun. Suddenly, the convertible sports car made perfect sense.



The clutch is a brute, requiring a lot of force, but the engagement point is easy to learn. The six speed shifter has relatively short throws and was never vague. No missed shifts all day. Compared to my Mustang GT, the Porsche has less torque down low and takes more throttle to get it happily moving, but it's got a short first gear that makes the most of the power.

This 2002 version of the 996 got an upgraded 315 horsepower engine with improved components to avoid the catastrophic failures of earlier units. This engine likes to rev and once you hit the fat torque curve at around 4000 rpm it's all smiles. The buff books of the day put the 0-60 times of the 996 'vert at around 5.0 seconds, which is certainly quick. It doesn't really feel as fast as it is, though. At least not in every day driving. This car is less about straight line speed and more about practical, well-rounded performance. The gear ratios are well sorted and on the highway a quick downshift to 5th gear provides plenty of grunt to get around slower traffic.



an engine hanging over the wheels doing the turning is really a joy. The turn-in is immediate and the car handles flat as a board. I have read complaints leveled at the 996 that the suspension is too soft. Not this car. It rides like a skateboard. I'm not sure if the suspension is aftermarket, or stock and just a little worn out, but soft is not the word I would use.



This car had the factory optional and very good looking 2-piece BBS Sport wheels, shod with nice sticky Michelin Pilot Super Sports. Those drilled rotors are factory equipment as well. I didn't push the car to test the brakes, but the pedal feel was linear and agreeable. Speaking of pedals, I felt like I had to work extra hard to do any heel/toe downshifting. Maybe I just needed more practice.



There's that 315 horsepower water cooled flat six. The electric fan was working overtime in the 95 degree desert sun, whirring loudly away even after sitting still for twenty minutes. As you can see this Porsche is not a trailer queen. It gets used like any other daily driver and the engine compartment full of desert dust to prove it.

In every 911 ever made you will find a the soul of a practical every day car right alongside the dominant athletic performance that has made it one of the world's most important sports cars. Perhaps the best definition of a real Porsche file is someone, like the owner of this 996, who knows how to take advantage of both. It's not about breathing rarified air, it's about combusting it.

As the sun dropped lower in the sky, I reluctantly headed back into town. The direct connection to the road I felt as cactuses and desert bluffs whirred past the open cockpit was calming and addictive. Did I find inner peace in the desert behind the wheel of a 996? Well, it's certainly the right tool for the job. And the 80,000+ miles on the odometer show that someone else finds some solace there, too.

Dave Burnett
www.puppyknuckles.com

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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 Fri, July 4th, 2014

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: Lederhosen, St. Pauly Girl Outfit or German character.



Porsche Club of America
Yellowstone Region
 PCA

4th of July Parade in Jackson