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October 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

Mike D'Alessandro's GT3 RS shows us it's wings.





President's Message

What does it mean to be a Car Enthusiast?

I can only imagine it has to do more with the love of gravity than it does the vehicle itself. For if it wasn't for the earth's magnetic pull, where would the G forces come from that maneuver our vehicle from obstacle to obstacle. If it wasn't for the earth's magnetic pull, how we would we hang the tail out around a hairpin corner. If it wasn't for the earth's magnetic pull, how would we feel that hard acceleration that presses you in your seat at every stoplight.

I'm just glad we have Porsche that knows that intimate relationship as well. The relationship that gravity cannot be denied. The relationship that gravity cannot be eliminated. And the relationship that gravity, the undying, never ending, physical construct that exists in every nook and cranny of this earth, is a force that has to be reckoned with like a trapped lion in a cage, like a creature that has no bounds, and like a relentless beast that toys with your emotions and keeps coming back for more.

Porsche continues to bring us what we, the car enthusiast loves, vehicles that work in harmony with gravity and not against it, vehicles that extrapolate the power of gravity in a way that transmits joy to the occupants, and vehicles that can protect us even when we overstep our bounds.

I have to give praises for the stopping power of Porsche. When the limits of gravity exceed our own intelligence, Porsche knows how to reign it in like no other. Stopping distances from 60 mph that range from

a fairly short 112 feet in the Boxster S to a super short 94 feet in the ceramic equipped braking system of the 911 GT3, Porsche knows how to avoid accidents, one of my favorite safety features.

The other safety item that makes the top of the list, Porsche acceleration. Engines that range in horsepower from 265 in the base Boxster (0 to 60 in 5.2 seconds), to 560 in the 911 Turbo S (0 to 60 in 2.9 seconds), and all the way up to 887 in the Weissach Edition 918 (0 to 60 in 2.5 seconds), can move a vehicle out of harm's way in a matter of moments.

Active suspension has to be number three on the list. Taming cornering forces makes even the novice driver look good. Porsche Dynamic Chassis Control can be found in the Cayenne, all the way to the performance oriented 911 itself. Using active anti-roll bars, electrically adjustable shocks, and torque vectoring are just a few of the technologies that keeps gravity at bay.

Road feel would have to be next, for without it, all else is lost. Knowing when the car enters a skid is vital to reacting properly to regain the adhesions of grip. Knowing and feeling steering input is vital for directional control. And feeling the laws of inertia through the seat of your pants is vital to maintaining vehicle stability. Porsche has these aspects down in spades.

From there, I give it up for visibility. If you can see it, you can react. From the front, to the sides and to the rear, Porsche gives us an undeniable view of the road. From avoiding oncoming traffic, to predicting changes in climate, and simply to knowing what lies ahead, information is power and the sooner we get it the better we are at preparing for it.

Porsche is a technology giant when it comes to the automobile. It's the serial that looks for its next kill. It's the David in the story of Goliath. And it's the match that has hunted the maker. From brakes to engine, from transmission to suspension, and from aerodynamic design to function, Porsche continues to bite back when it comes to taming the beast. The very beast that makes driving so much fun. The very beast that will give you a kick in the pants when you least expect it. The very beast that makes a man out of a mole hill, the woman out of an ant farm, and creates an undying desire to turn every corner, hill and jaunt in the road into a game of man vs machine, the laws of physics vs human intelligence and the kid that lies in all of us into the enthusiast that maintains mastery of the world around him.





When do you tell it that it's not a sportscar?

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!



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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.



RISE OF THE CONEHEADS

By Mike Faems

Photos by Mike Faems, Greg Wallace, Scot Anderson



The Yellowstone Region has taken the plunge!... Or, maybe more appropriately, put its foot down -- its right throttle foot.

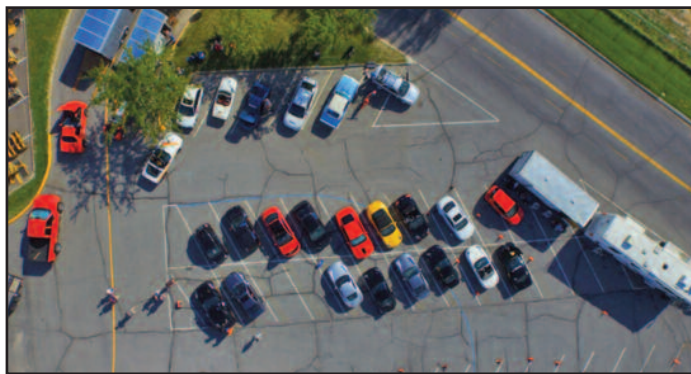
We've just completed our first official speed/time event on Sept 26th. An autocross.

In an autocross, competitors race against the clock around a "course" made up of cones set-up in a parking lot. Quickest time wins.

Since we are newbies at organizing this kind of competition, Event Chair Greg Wallace wisely enlisted the considerable knowledge and resources of the Eastern Idaho Region of the Sports Car Club of America (EIRSCCA) to jointly stage the event with us.

These guys in Eastern Idaho are good. They stage 6 to 10 autocross events a year. They have a couple of former National Champions in their club. And they are prepared. Both in their cars, and in their equipment.

Of course they have orange cones. Hundreds of them. Enough to supply all the construction projects in Jackson Hole for a whole summer!



They also own very sophisticated timing equipment that lets them track multiple cars on course at the same time.

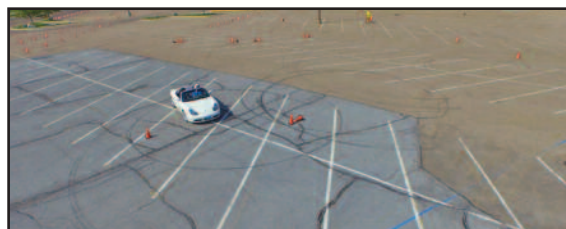
EIRSCCA has their own house trailer -- make that time and scoring center -- with a wrap around picture window to let the officials and PA announcer view all the action.

Our course was set up in two vast parking lots on the south forty of the Pine Ridge Mall in Chubbuck, Idaho.

Cones are arranged in a course consisting of slaloms, speedy straight sections, and gates that indicate left or right turns.

Half the entrants wait in line for turns to attack the course, while the other half of the drivers work the corners -- resetting cones and making sure each driver navigates the course correctly. Each entrant was entitled to a total of eight runs of the course. As drivers became familiar with the course, their times usually improved with each run.

And the cars! Big honkin' Corvettes. Quick little hatchbacks on wide sticky tires.





There even was a Nissan GTR making 700 HP. One of it's drivers was Steve Maison, a Jackson local with Indianapolis 500 racing experience.

The more serious of the EIRSCCA guys trailer their cars to events. Or they swap out their everyday street tires at the venue for super-grippy, dedicated autocross tires.

At the other end of the spectrum was a well-driven little Fiat 500 Abarth. And wait!!!!... can it be???? A rusty old Fiat 850? Many of the entrants weren't even born when that car was introduced well over four decades ago.

Cooliest car there, beyond the Porsches of course, was a Stalker.

What's a Stalker you might ask? Well, think of a Lotus Super 7. But instead of that sweet little Lotus Cortina engine, there is a monster Corvette LT-1 V-8 shoe-horned into the engine bay. Wide – I mean WIDE! – tires at all four corners to get all the horsepower to the ground. It's a beast purpose built for autocross. Fittingly, the driver of that car had a sweatshirt with a skull superimposed over



an orange cone. It read "Bad to the Cone".

Registration was handled by our President, Scot Anderson and Event Chair Greg Wallace, with the rest of us helping out.

There were five of us entered from Yellowstone Region, Greg, Scot, Dwight Reppa, Eric Weber and yours truly. Distance no doubt played a part. But a large contingent showed from EIRSCCA, for a total of 37 entrants.

Most of us PCA people had run an autocross or two in the past.

But this was like going from Pony League directly to the Major Leagues. As I said, there were former National Champs competing.

We were road-kill (cone-kill???) for the EIRSCCA guys. None of us could climb out of the bottom third of times. More than once the PA Announcer talked of how much they were enjoying munching on "German Food." Ouch!

Fastest raw time of the day for the PCA contingent went to Event Organizer Greg Wallace, followed by El Presidente Scot Anderson and Dwight Reppa.



Winter Driving Experience



Porsche Club of America
Yellowstone Region



SATURDAY – JANUARY 23TH AND JANUARY 30ST, 2016
10 AM – 3 PM AT THE TETON COUNTY FAIRGROUNDS – JACKSON, WY.

The Yellowstone Region Porsche Club is sponsoring its' second annual Winter Driving Experience at the Teton County Fairgrounds on the corner of Snow King Avenue and Millward Street.

Join us with facilitators Mike Faems, Scot Anderson, Greg Wallace. Mike Mielke and Stan & Pat Siegel for a fun day of driving. Jackson's very own "Porsche & Specialty" mechanics Brian Moore, of RMC Motorsports, and Eric Weber, of the Yellowstone Region Porsche Club, will be available for proper safety and mechanical questions pertaining to your vehicle.

Using an autocross format, you will be able to practice your own ability to better handle your vehicle on inconsistent surfaces of snow and ice. The goal of course is to help you improve your skills in maintaining vehicle dynamics, stability and driver control.

This event is open to the public and is available to adults and teens, locals and tourists, so no matter what winter car you drive, bring it along to improve your own driving skills. Gift Certificates are available.

Contact: Scot Anderson at 307-734-6006 or president@yellowstonepca.org
Checks to: Yellowstone PCA
Mail to: Scot Anderson PO Box 11057 Jackson, WY 83002
Cost: \$25 per person per day. Maximum: 20 participants per day.



There also is an adjusted time called PAX that takes into account the performance potential of each car. These weighted scores had Scot fastest of our group, Dwight second and Greg third. No doubt the gauntlet has been thrown for title Speed King of the Hole...

As for your humble scribe, the Yellowstone Region's first autocross was a humbling experience. I can find my way around race tracks like Sebring, Watkins Glen and Road America. I can even occasionally find my way to a podium. But I couldn't find my way around a parking lot full of cones. Seven attempts. Seven times I got lost. Seven times DNF. On that last attempt I ended up headed for two corner workers who scattered in wide-eyed horror. With that I decided to forego my eighth and final attempt.

Even worse I hit road debris on the way home and suffered a flat tire. (Note to Members. Dig out your car's jack and make sure it's wheel greased and functional.) Mine was, barely. Fortunately one of the EIRSCCA guys saw me pulled over on the

side of I-15. He had a floor jack in his car. I limped the rest of the way home on the collapsible spare. The manual says only drive short distances on the spare. But I know for a fact if you hold it to the recommended 50 mph you can do at least 110 miles on one, emergency blinkers flashing the whole way home.

All in all, the day was a lot of fun.

Special thanks goes to EIRSCCA's Cal Craner, for all the guidance and planning expertise, as well as setting up the course. A great guy and a fast driver, too! And to Annie Gardner and Pine Ridge Mall for providing a few acres of parking where we could play.





We are looking forward to staging another Autocross with EIRSCCA next year, and eventually organizing our own.

Yes, we may merely be "German Food" now. But we are looking forward to the day when the main course will be "Idaho Potatoes".



CLASS	CAR #	DRIVER NAME	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6
ST-X	24		09.575	11.895	18.355			
ST-E	2		01.466	04.207	03.810	03.504		
GS	541		0.817	05.010	05.057			
ST-E	50		07.366	06.967	10.197	06.507		
FE	84		05.149	08.640	05.399	04.010		
ST-X	1		16.371	06.334	02.575	02.973		
ST-E	15		08.495	07.150	08.487	02.360		
GS	7		09.408	08.465	05.468	04.730		
ST	20		04.567	06.431	03.432	08.737	08.830	
ST-E	20		08.470	06.443	07.617	06.740		
ST-E	8		08.470	06.443	07.617	06.740		
GS	52		06.470	06.443	07.617	06.740		
GS	64		08.464	06.408	07.608	06.738		
GS	93		03.749	07.600	07.717	07.670		
ST-E	17		05.437	04.910	08.600	04.003		
GS	50		02.333	02.470	07.706	08.000		
GS	71		04.130	07.010	03.000			
GS	71		02.470	07.010	03.000	04.000		

CLASS	CAR #	DRIVER NAME	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500
ST-E	10	JOHN	08.500	08.500	08.500	08.500	08.500	08.500



Zone 6 Grand Tour

By Tim Hagner

Day 3, July 27, 2015:

Onto Vancouver Island

What a day it has been! We loaded 24 Porsches onto the ferry and sailed to Horseshoe Bay (north of the city of Vancouver) from Vancouver Island. There we were greeted by our new host, Canada West Region, and waved good-bye to PCA National President Caren Cooper (work is a real pain sometimes!).

Green, overcast, and damp is how to describe our start toward the Whistler ski resort. As we climbed the mountain the skies turned to blue filled with sun. Tops were lowered, children sang, and grown men wept. Also, as we climbed into the mountains we left the dense and lush forests that turned into a more alpine region.

Our lunch stop was in Pemberton, B.C., at the Big Sky Golf Course. What a lovely spot to repose and relax. Shortly after lunch we turned the corner and passed through the mountains and drove into arid desert-like conditions with only 18 inches of rain per year. There were great Porsche roads, spectacular views, and best of all, the Porsche friends on the trip. We started the day with 24 Porsches and ended the day with 24 Porsches — there were some new faces, however, in place of those who left the tour.

I'm happy to report that there was some rain today. Within 20 kilometers of our destination, Kelowna, B.C., you guessed it, a rain shower. We're three for three for rainy days on the Grand Tour.

The Count

811 miles driven

4 Regions Visited; Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West

12 Regions to go

Day 4, July 28, 2015:

Goodbye Pacific, hello Mountain Time Zone

It's day four of the Grand Tour and we had an early start — meaning before 9 AM.

The drivers meeting was at 8 AM, and then we were off. From Kelowna, B.C. we headed south then east, back into the dense conifer forests and some really big and impressive mountains. We followed the Crowsnest Highway to our lunch stop in Rossland, B.C., for another great meal. Then it was back on the road to explore some roads less traveled ending in Fernie, B.C., far enough east that we entered the Mountain Time Zone and had to move our clocks forward an hour.

Thank you British Columbia Interior Region members. You were great hosts and delivered us to some truly great Porsche roads.

Tomorrow we go into the Canadian Rockies and are hosted by the Wild Rose Region. It just keeps getting better and better.

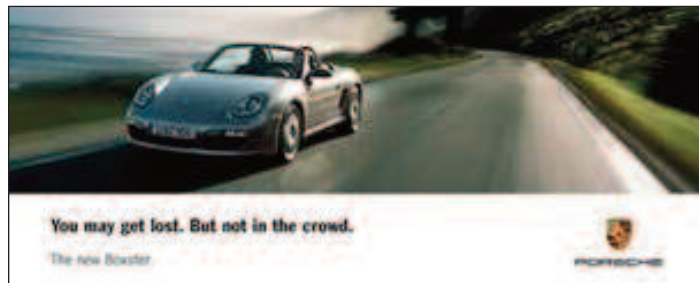
The Count

Total miles driven: 1,250

Driven day 4: 439

Regions visited: 5. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior

11 Regions to go



Day 6, July 30, 2015:

Glaciers in Banff National Park

I have only one word to describe today: glacial. Words and photos really can't describe the splendor of today's drive.

We held our drivers meeting in Canmore, A.B. with 21 Porsches lined up and ready to go. Wild Rose Region started the day as our host and led us through Banff National Park to Lake Louise. What a spot! This is one of those places you need to see to believe (like the Grand Canyon). I've seen photos of Lake Louise, and it's nice. In person it's wow!

After an hour-and-a-half stop for strolling the lake, photo ops, and shopping, we were off for more adventures. You know, 21 Porsches really put on a show everywhere they go. Smiles, waves, photos, and "Nice car!" are common occurrence as we travel, and we are doing our best to be good ambassadors for PCA.

More driving, and then it was onto lunch and into the care of Polar Region, our hosts for the rest of the day. We drove through Jasper National Park to the Columbia Icefields. Everywhere you look there's another glacier. Did you know that Snow Dome Mountain in Canada is considered by some to be a hydrological apex in North America, meaning that melted snow and ice drain to three major oceans, the Pacific, Arctic, and Atlantic? (There is dispute as to whether the Hudson Bay drains into the Atlantic or not, which is why Triple Divide Peak in Montana is also considered by many to be the hydrological apex in North America.) Google it and be amazed. As we rolled out of Jasper we watched the magnificent Canadian Rockies fade in our rear view mirrors. But we are also looking forward to our stop for the day, Edson, A.B., and all that that lays in front of us on the Grand Tour.

Today was a pivotal day for five of our Porsches: They started heading back to the West Coast and home. Some will be joining us again for the last legs of the tour, and we look forward to seeing

them again. Others are changing plans so they can complete the whole Grand Tour with us. Everyone is enjoying each other, meeting new PCA friends, driving their Porsches on great roads, the thrill of adventure, and buying 94-octane unleaded gas. Talk of "The Next Time" has already begun. Word is spreading, and we're now having some "pop-ins" along the way joining in on the Grand Tour adventure. Will you join us?

William Fong of Pacific Northwest Region tells us why Grand Tour is special:

The Count

Total miles driven: 1,788

Driven day 6: 295

Regions visited: 7. Pacific Northwest, Olympic Peninsula, Vancouver Island, Canada West, British Columbia Interior, Canada West, Polar Region

9 Regions to go



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



Cars and Coffee – Summer 2015

By Anne Fish

Photos by Greg Wallace, Anne Fish

This summer the car aficionados of Jackson Hole rang in a new tradition. What started as an idea among several friends at the PCA June dinner morphed into a weekly gathering which included everything from Porsches and Ferraris to a classic MGA and a Power Wagon with six wheels!

Cars and Coffee events are celebrated across the nation with various different formats. Initially it was thought that our local get-together could be a once or twice per month ordeal. It was Val Beck who suggested that we might consider meeting weekly since the weather can be so unpredictable and since our summers and the available days to drive our cars are so few. It turns out that she had the perfect idea!

Our (non-PCA) sponsored event had a casual, “come if you can” approach, not requiring an RSVP but with an understanding that we would meet each and every Saturday morning at 8:30 a.m. at Elevated Grounds on the Teton Village

Road. Some weeks the participants decided to take an impromptu drive to a destination which was decided upon by those in attendance, and one particular weekend we planned a drive to Mesa Falls (near Ashton, ID) which Marty Quadland suggested. Another Saturday several of the participants wandered over to Rick Manning’s shop, where he makes custom frames for late 1930’s Ford cars and trucks.

The Jackson Hole Classic Car Club joined us on several occasions and we hope that next year the message will spread to other car lovers and owners of exotics to muscle cars. All are welcome!

Cars and Coffee will ramp up again next June 15th and run until it is decided that the weather is either too bad or we are tired of each other’s car stories! (This year we had intended to have our last Cars and Coffee at the end of September, but the weather was still gorgeous and the turn-outs were great, so it was decided that we would continue on indefinitely).

Thanks to ALL who have participated, and we look forward to next summer with you!





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Porsche Club of America Yellowstone Region

The Yellowstone Region PCA has no membership dues. We charge for individual events and only charge those who participate. Our club is a non-profit organization and is 100% volunteer.

To join the club, we simply require that you join the National PCA organization.

PCA membership is available in three payment options: 1 year = \$46, 2 years = \$90 & 3 YEARS = \$132.

You will need your Porsche VIN to join the Club at:

Online: pca.org/membership

By check, payable to: Porsche Club of America

Mailed to: PCA National Headquarters P.O. Box 6400 Columbia, MD 21045

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

Scot Anderson PO Box 11057 Jackson, WY 83002

307-734-6006

president@yellowstonepca.org



Yellowstone Porsche Club 2016 Event Schedule

Winter Experience	01/23/16 & 01/30/16	\$25
Spring GTG	3/16/16	Indiv Billg
Rendezvous Dinner	6/4/16	TBD

Checks to: Yellowstone PCA

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(Note: Member / Non-member rates.)

Classifieds

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Rusty Brown
Membership Chair

Willkommen

"Please welcome our newest members"

Old Faithful Porsche Newsletter

The views or comments expressed in the Old Faithful Porsche newsletter are not necessarily those of the Porsche Club of America or the Yellowstone Region. Old Faithful Porsche is published expressly for the information and entertainment of the Porsche Club of America - Yellowstone Region, its members and supporters. Old Faithful Porsche assumes no responsibility for any submissions. All submissions become property of Old Faithful Porsche unless other arrangements are made with the editor and president. Reprints from this Newsletter are not permitted without prior permission from the Editor. Send editorial submissions to:

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Visit the Yellowstone Region web site at: <http://yel.pca.org/>

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Auto Detail of Jackson





We're independent so you can be too.

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.**

www.bojh.com



We answer to
no one but you.

Headquartered in Jackson Locally Owned and Managed 10 Branches 18 ATMs Commercial Loans Real Estate Loans Mortgage Loans Trust Services

Main Branch
990 West Broadway
733-8064

Town Square Branch
10 East Pearl St.
733-8067

Wilson Branch
West Highway 22
733-8066

Smith's Food & Drug Branch
1425 South Highway 89
732-7676

Hillside Facility
975 West Broadway
734-8111

Teton Village Branch
3285 West Village Dr.
734-9037

Aspens Branch
3525 North Moose
Wilson Rd. 733-8065



911 GT3

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