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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

Greg & Scot eye the next turn while representing YELPCA in Chubbuck, ID during the wet & wild Spring Autocross.



— Old Faithful Porsche -



President's Message

Performance

What does it mean. How do you get it. And once you get it, what do you do with it. Questions any sports car manufacturer should be asking themselves. Porsche does this in spades and then some.

Handling is the characteristic of a vehicle to perform in a manner prescribed by driver input. Most commonly, these characteristics are measured by cornering, acceleration, braking and directional stability.

In most cases, an automobile that is engineered with an emphasis on handling over comfort and passenger space is called a "sports car." With Porsche however, they continue to astound us with sports car in every vehicle category.

The weight of a vehicle has to be the biggest factor in contributing to performance and the ability to control a vehicle. As safety requirements increase across every category, it seems every manufacturer tries to minimize pounds gained with each new generation. Some are more successful than others of course, from alloys to different types of steel, all the way to carbon fiber and various plastics, manufacturers have to weigh the benefit over cost of making a vehicle. Porsche plays this game well and fortunately they have the money to do so.

Second to weight, weight distribution is the next biggest factor contributing to a vehicles ability to perform. Weight distribution is defined as the height related to the center of mass which determines load and weight transfer. Load transfer is the ability to transfer weight between the front and rear tires of a vehicle. Taking into account the track length, a vehicles momentum acts on the center of mass to tilt the car backward during acceleration or forward during braking. During load transfer, the location of center of mass does not change in a lateral direction. The only change that occurs to the center of mass is the downward forces that act upon it.

Weight transfer, on the other hand, is the vehicles transfer of the center of mas in a lateral direction (side to side). In this scenario, weight transfer, also known as body lean, can be effected by track width. Body lean can also be minimized by springs, anti-roll bars and of course the height of the center of mass.

Load and weight transfer can have different effects on different types of cars. In steady-state cornering, front engine cars tend to understeer (turning the wheel and the vehicle continues to travel in a straight line). In steady state cornering, rear engine cars tend to oversteer (turning the wheel and the vehicle turns more than expected). As Porsche knows firsthand, a midengine vehicle (The Boxster or Cayenne) has an ideal center of mass to prevent either under or over steer, and can corner faster than either a front or rear-engine vehicles in most conditions.

In racing situations, however, a rear weight bias is preferred because of the advantage in handling effects during the transition from straight-ahead to cornering. As a vehicle enters a corner, the weight of the vehicle is transferred (load transfer) to the front tires, improving grip. At the same time, lateral forces act on the rear of the vehicle, due to inertia, to rotate the vehicle about the center axis into the turn. It's not until the vehicle begins to exit the corner that lateral forces acting on the rear wheels need to be counterbalanced in the opposite direction to launch the vehicle out of the corner. At this point, acceleration forces are applied to the vehicle, again load transferring weight to the back of the vehicle so that the rear tires have more grip and can accelerate the vehicle out of a corner in the desired direction (in theory). In pure racing cars, the ideal rear weight distribution is 60/40 or even a 65/35 split.

Car manufacturers are able to fine tune the under/oversteer characteristics by staggering the wheels and tires from the front to the rear of a vehicle depending on the weight carried by each end, as seen in most Porsche vehicles.

Suspension is another characteristic that controls



performance. Varying setups, which are generally different in the front and rear of a vehicle, can greatly affect handling. Most suspension characteristics are measured by spring rate, damping, camber angle and the flexibility and suspension elements of bushings, as well as the un-sprung weight of the rims and tires.

There are two types of springs used to control body motion, variable and linear rate springs. A linear rate spring is one that compresses an amount directly proportional to the load applied and is usually used in racing when ride quality is not a concern. A linear spring, being less pliable, normally behaves in a very consistent manner during all situations, from high speed cornering, acceleration and braking. This type of spring provides very predictable handling characteristics.

Variable rate springs, on the other hand, have low initial springs rates and increase the stiffness as higher forces are applied. The ends of the spring are wound tighter to produce a lower spring rate, allowing for small road imperfections to be absorbed more effectively, improving ride quality. However, at a certain point of compression, the larger coils take over to provider a higher spring rate, preventing excessive compression, excessive body roll and ultimately, a lack of control. Variable rate springs are used in a wide variety of applications, most commonly in vehicles designed for comfort, but also for off road racing where the need exists for both the absorption of small and large bumps exist.

The tires and wheels are another factor in how a car performs. Softer rubber compounds and tires using a stiffer inner cord increase road holding abilities and improve handling. For most roads, larger wheels in diameter, maintain a larger contact surface with the pavement and therefore perform better than smaller wheels. The depth of tread remaining on a tire can also affect adhesive forces, especially in wet conditions where hydroplaning can occur. Increasing tire pressures reduces the slip angle but lessens the contact area decreasing adhesive forces with the track or road.

Grip of varying rubber compounds are dependent on the ambient and road temperatures. Ideally, however, a tire should be soft enough to conform to the road surface (thus having good grip), yet hard enough to last (usually measured in miles driven) to be economically feasible.

Un-sprung weight (ie. the tires, rims, brakes, rotors and pads) are another important factor in the performance

of an automobile. Un-sprung weight is defined as a mass which has its own inherent inertia separate from the rest of the vehicle (the vehicle itself is the sprung weight). When a wheel is pushed upwards by a bump in the road, the inertia of the wheel will cause it to be carried further upward above the height of the bump. If the force of the push is sufficiently large, the inertia of the wheel will cause the tire to completely lift off the road surface resulting in a loss of traction and control. The heavier the tire, the more inertia will take effect, the higher the tire will travel in a vertical motion, the longer it will leave the road and the less control you will have of the vehicle.

Aerodynamics can also help in the stability of an automobile. Aerodynamic forces are proportional to the square of the air speed, and thus, become exponentially more important as speed increases. However, in addition to this cars also use downforce or "negative lift" to improve road holding. At high speeds, the amount of downforce used can be very helpful when taking corners to keep the back end well planted to the road. Many car manufacturers can aid in downforce through the use of a spoiler or by shaping the rear of the car to help in this effect. Of course Porsche tends to use in active spoiler that remains down at low speeds and raises as speeds increase. Various aerodynamics are prominent on many types of racing cars, but is also used on most passenger cars to some degree.

Over the past decade, aerodynamics have become more and more prevalent in race car design as well as for car manufacturers. Wind tunnels and computer aided fluid dynamics are just two of the tools used to shape vehicles to maximize down force, improve economy and decrease wind noise.

Braking is also a major factor in controlling a vehicle. Most high end cars feature high performance steel brakes, with the latest technology coming in from ceramic rotors. The ability of a vehicle to brake less wins races. It also helps to avoid accidents, which is a major safety factor. Porsche knows this well as they are often the standard by which other manufacturers try to emulate. Porsche Big Reds are the steel equivalent of the best braking in the industry. From a short 94 feet from 62 mph in the 911 RSR to 104 feet in the Boxster are benchmarks others can only dream about.

Power delivery to the pavement, amongst other features like all wheel drive, limited slip torque differentials and stability management systems, comes

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SALT LAKE CITY

Fall Autocross 2016 September 10, 2016

Pine Ridge Mall 4155 Yellowstone Highway, Chubbuck, ID Saturday September 10, 2016 @ 9 AM Entry Fee: \$40 For info contact Greg Wallace 307.200.1924 or gwallace@bropart.com



Rain Slick(er)s Anyone? By Greg Wallace

Photos by Greg Wallace & Dwight Reppa

Wet? Yes! Fun? Hell Yes!!

The YELPCA-EIRSCCA Spring Autocross, the first of two events this year, was successful, considering only 2 YELPCA members entered and rainy weather that almost ended the event early.

I arrived early Friday afternoon to meet the course designers from the EIRSCCA, flip flops, t-shirt and shorts. We were given access to over 4 acres of the Pine Ridge Mall parking lot which made for a fast and flowing course. Before we could even finish the course, flip flops, shorts and t-shirt were replaced with jeans, shoes and a shell. Our eyes turned to our weather apps on our phone trying to predict the weather for Saturday's event. Rain throughout most of the day, Yeah!



Saturday, we arrived around 8am and there where already a half dozen trailers with cars pulled out, the registration line only a few deep as the EIRSCCA guys input driver data into the timing computer. At \$40/each, we managed 26 drivers, only about 5 short of break-even financially. Rain threatening, asphalt a little damp, but no rain drop to speak of. The whole group is divided into 2 running groups and it was

decided that each group would get 4 runs in the morning and 4 in the afternoon. The group that is not running works the course for safety and picking up tipped cones. Now the big decision, which group runs first. Our group thought that the rain would hold off and asphalt dry if we run 2nd. Well that did not turn out like we hoped. The first group ran all the way through with no real rain to speak of and ½ way through our run we started to get damp.

Now, with only 3500 miles on my rear tires, I am just starting to grind through the tread into the carcass. Just perfect for dry, maybe, but certainly not the rain slicks that are probably needed for a rear biased all-wheel drive car. (Many of you probably remember the last time I replace my tires after literally wearing them down through the carcass in Yellowstone on our Summer Tour. Just call me cheap.) With the first couple runs on dry asphalt and the last 2 on wet, things started to become interesting as the rear end really wanted to be in front at times. A couple frost heaves in the middle of the run did not help. In fact the first time I went over the frost heave, I banged my head on the roof and the car almost swapped ends. However, my times diminished and the rain get heavier.



After lunch, the rain was still coming down and we put up to vote whether we would continue. A handful of cars pulled out of the event at lunch and the rest of us voted to continue, albeit, only 3 runs each. Running in the rain puts a different spin, no pun intended, on things. Throttle input needs to be smoother so that torque buildup does not spin the very bald rear tires, braking must be smooth not to scrub momentum, very smooth line through the course, all these things going through the mind while trying not to get my head slammed into the roof on that frost heave coming into that fast right hand sweeper. But all this really does is

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make one focus on the technical aspect of the sport, feeling for that tire spin or step out, hitting the apex just right and do not spin it out at the finish, which had a little surprise of unweighting the car while full throttle.

To no surprise, my fastest time was on the dry asphalt, however, I was approximately only 1 second slower in the rain. So I either was fast in the rain or sucked on the dry,

in any event I came in 1st place in my Class....and I was the only one in my Class. Overall raw times, I came in 16th @ 37.659 and Scot came in 15th @ 36.847. They have a handicap system called PAX so that all kinds of cars can run against each other. On the PAX results, I

dropped to 19th while Scot climbed to 11th overall. Good Job Scot!

With new rubber on the rear I am ready for our next event on September 10th. The EIRSCCA guys have asked us if we want to do a 2 day event, Sat & Sun and as of press time, we are still waiting to hear back from the Admin at Pine Ridge Mall. Please mark your calendars and help represent YELPCA at our Fall Autocross.







Yellowstone Porsche Club 2016 Event Schedule

Cars and Coffee, Centu- ry Loop, Fred Vatter & Mike Mielke BBQ	7/16/16 Sat.	Indiv. Billing	
Summer Tour to	8/5/16 to	\$30	
Pocatello Auto Cross Men. Women welcome	8/7/16 Sep 10, 2016 Sat.	\$40	

Checks to: Yellowstone PCA

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



"I told my friends that on a scale of 1 to 10, you were a 3. Your car has bumped you up to an 8."





most commonly in the way of tire design. Porsche works closely with Pirelli, Michelin and other tire manufacturers to dial in directional stability, side wall height and comfort, and of course traction. Often denoted by the letter "N," tires marked by this designation are specific to Porsche OEM tires.

Steering cannot be left out of the equation. Rack and pinion systems have long been used by sports car manufacturers to give feedback to the driver on vehicle dynamics through the feel of the steering wheel. As technology has advanced, however, electronically assisted systems have taken their place to save weight. Porsche uses such a system in their vehicles as of date and has been amazingly successful at keeping road feel through an electronic system that is no longer linked directly to the wheels.

Precision of the steering is particularly important on ice or hard packed snow where the slip angle at the limit of adhesion is smaller than on dry roads.

Electronic stability control is another major player in vehicle stability. ESC is a computerized technology that improves vehicle safety by attempting to detect and prevent skids. When ESC detects loss of control, the system automatically applies individual brakes to help "steer" the vehicle where the driver wants it to go. In racing situations, however, braking, no matter which wheel, is not something that helps you win races. Fortunately, most sports cars allow you to turn the system off.

The aforementioned techniques are just a few of the more common methods car manufacturers improve performance in their automobiles. Porsche has done an amazing job at incorporating all they have learned over the past 68 plus years to perfect their vehicles

The Brumo's Racing team is synonymous with Porsche racing in America. The Jacksonville, Florida based competitor began in 1971 under the expertise of Peter H. Gregg, a legendary Porsche race car driver. His team has won three Daytona 24 Hours and Sebrign Enduro Races. Brumos has always had a tight connection with Porsche and often raced many factory on-Off vehicles.

The Penske Racing team, owned by Roger Penske himself, used many prototype racing vehicles like the 917-10 and 917-30. Winning ALMS races in the Porsche RS Spyders of the day, it was the Penske Team that introduced the 1974 Carrera RSR to the United States.

It was in 1973 that Al Holbert, the son of Porsche racer Bob Holbert, opened his own race shop. Racing a variety of 911's and 962's, it was Al who headed the

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Freeze Your Road Grime

By Pedro P. Bonilla GCR PCA

In this era of eco-friendliness where everyone wants to be green and help preserve and protect the planet, sometimes it seems that we can't.

I mean, how can you remove years and years of road grime on a Porsche's engine, tranny, and under carriage without using harsh chemicals such as degreasers, solvents, abrasives, acids, etc., etc.?

Well, I just ran into the coolest and most eco-friendliest way of doing this.

I went to visit a friend, who is the owner a local Porsche Shop in the area, and when I got there I saw something that made my heart skit a beat or two.

They had a Carrera GT (yes, the \$400,000 supercar from Porsche) on a lift and I could have sworn that they were sandblasting the \$20,000 CCCB (Carbon Ceramic Composite Brakes) rotors and calipers. I though my friend had just lost it!

I quickly ran over to stop the madness, but as I got closer, I saw that what was coming out of the nozzle wasn't sand, but what looked like water vapor.

"Cool", I said to the owner, "using steam to clean the car?" "Nope", he said, "that's not steam, it's CO2 " (carbon dioxide).



I was immediately intrigued and started asking questions:

"So, what is it and how does it work?", "How do you generate CO2 under pressure?", "Will it peel off the

caliper's paint?", "What other chemicals do you add to the CO2 in order to clean?", and a bunch of other ones.

He stopped what he was doing and started to explain:

"This is called Cryo Detailing and we're the first ones in the South East to apply the technology to automotive use. It has a very powerful, specially designed air compressor to blast away oil, grease, and stuck-on grime using only CO2".



"It is safe on paint, soft rubber, decals, etc." and he then showed me how safe it was by blasting the beautiful, Carrera Silver, left fender on the Carrera GT with his nozzle. I carefully inspected it, and it was perfect!

"We do not add anything else. It's just pressurized air and CO2". "Come with me, let me show you what's inside the machine". I followed him and we went to a giant blue plastic bin which as he opened it I could see that it was full of what looked like steaming rice. It was obviously rice-like CO2 pellets.



As they were reloading the unit again with the pellets



I took a handful (which almost burnt my hand from the intense cold) to photograph them, next to a penny to give you an idea of their size.





"The machine is fairly simple", he said, "it's a big air compressor which generates very dry, pressurized air, then uses the pressure and a venturi to add the CO2 pellets to the stream of compressed air through a hose. Before it reaches the end, we install the correct size-forthe-task mesh and nozzle for the particular job we're doing".

"So, depending on the air pressure, on the dry-ice particle size and on the nozzle's diameter and length we can do such delicate work as clean the white thread's stitching on a leather seat or we can strip off paint."

"Why dry ice?" I asked.

He answered: "The cold temperature, which can be brought down to 111°F below zero basically deepfreezes the grime which is then blasted away by the air pressure and the small dry ice pellets. That's why there's no residue other than the dirt we've just removed."

"So did you guys invent this or what?"

"No", he said, "this technology is actually used by Porsche and its dealers in Germany, as a standard service. We're just the first in the area to offer this service."

When I got back to my office I went online to check and I found this on Porsche's European Website:



But, the skeptic that I am I said: "well, this is nice and dandy on a concour-ready Carrera GT, but does it really work on old, baked-in crud as that on my 14 year-old, 214,000 mile Boxster? ;) ;)

He said, "bring it in tomorrow and I'll show you."

The next day I was there bright and early with my old girl.

First I took a couple of "before" pictures to have something to compare. Now, you be the judge:

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Living the Dream -A Day's Drive at Laguna Seca,

By Eric Schmidt, Porsche Club Member



For many years I have thought it would be a great experience to drive the track at Laguna Seca, Monterrey, Ca. I did not imagine that the opportunity would present itself to attend a Porsche Driving School at that location and better yet, drive my own car for the event in May 2016.

I had taken delivery of my 2015 911Porsche Targa 4S at the factory in Zuffenhausen, Germany in October 2014 and driven it for five weeks thru Bavaria, Austria and Switzerland. That alone was a life long dream come true to tour those countries in such a great sports car. However, being a new car and my very careful attention not to exceed my own perceived limitations in driving the car, I did not press the performance envelope of the potential of this Porsche.

When the opportunity arose to drive the car on the track at Laguna Seca with a Porsche Trained Instructor, I jumped at the chance to test my ability and the car's performance under a controlled environment. I can

attest to the fact that the car's performance far exceeds my ability to drive it to its potential. What a marvel of engineering the Porsche company has created for human enjoyment. I have owned an Austin Healy 3000 and a 330

GT Ferrari in the 60's and this car far exceeds those two cars in both Performance and Driver Comfort.

As for Laguna Seca, the track is 2.23 miles of turns, strait sections, hairpin turns and a Cork Screw downhill twisting. blind fall of 30 feet and to keep your attention a left turning desending short strait section with and immediate right turn to then end in a hairpin left to a

straightaway to accelerate to 100 mph. This is only a short section of the track but the part I found most challenging. Why - you ask? You must keep your speed up and maintain momentum previously built up or sacrifice time which cannot be regained. Every turn is a coordinated effort of a combination of braking and accelerating at just the right moment. This is the skill of a race driver who over the years becomes one with his car and the track to feel the ultimate experience and satisfaction of driving his automobile to his and it's Limits.

My satisfaction was to navigate and complete 15-20 laps at times averaging 2.35 - 2.24 minutes at an average speed of 55-60 mph. This is not fast by comparison my other fellow drivers were negotiating the course in 1.55 - 2.12 minutes. The best time was 1.35 but that was a professional driver who had driven the track for many years. Just remember, I am driving my own car, not a factory race car which is lighter and more powerful and driven by a professional. It was a great day and I would highly recommend it to any Porsche owner.





Summer Tour to Bozeman, MT. Friday August 5th to Sunday August 7th, 2016



Once Again... A Top Gear Challenge to transfer the Augusta Green Jacket!!!



Day One 8/5/16: Friday morning at 9 AM, a 4.5 hour trip to Bozeman:

- lunch: Alley Bistro (59 Mt Highway 287, Ennis, MT.)
- Check in to the Country Inn & Suites at 4 PM.
- Regroup in lobby at 6:30 / dinner at 7 PM: Blacksmith Italian (290 W Kagy Blvd, Suite C, Bozeman, MT)

Day two 8/6/16: Saturday morning at 9 AM, regroup in the Lobby:

- 3.5 hour tour around the Loop (Three Forks, Twin Bridges, Virginia City)
- Short hike Lewis & Clark Caverns in Whitehall, MT (10 to 11 AM).
- Lunch: Bob's Place, Virginia City, MT (1:00 PM).
- Hang out in Bozeman (3:30 to 6 PM).
- Regroup in lobby at 6:30 / dinner at 7 PM: Copper "Underground" Whiskey Bar (120 E Main St., Suite 2, Bozeman) (Private Room).

Day Three 8/7/16: Sunday morning at 9 AM,

regroup in the Lobby:

- 4 hour drive home
- Lunch in Big Sky or Ice cream in W Yellowstone

The Absoroka PCA will be joining us.

Meet: 9 AM – Stage Coach Bar, Wilson, WY and leave by 9:30 AM. Cost: \$30 per person

Reserve for two nights:8/05/13 through 8/07/13 (Friday through Sunday).Group:"Yellowstone Porsche Club"10 Rooms Held until 7/1/16

Hotel: Country Inn & Suites by Carlson 5997 E Valley Center Rd. Bozeman, MT 59715.Rate \$140 per night plus tax.Phone: 406-586-2230.





The Truth About Reaching 200 MPH - Rarefied speed

by Arthur St. Antoine Illustrated by: Tim Marrs April 1, 2016



This months's confession: I don't drive 200 miles per hour all the time. Most people I meet, when they find out what I do and how long I've been doing it, somehow assume I'm pushing cars to 200 mph and beyond on a weekly basis, scorching around test ovals with a Gauloises

cigarette dangling from my lips, racing fighter jets in the desert—maybe even occasionally topping out on the 405 freeway during my commute home. But the reality is this: I've reached a bona-fide 200 (or better) fewer than 10 times in my career. I've accidentally walked into the ladies room more often.

It's not been for lack of access to capable hardware. But managing to get behind the wheel of a car with the chops to top the Big Two is one thing; truly reaching such a speed is an infinitely rarer proposition—like watching an episode of "Game of Thrones" versus actually engaging your neighbor in a siege of crossbows. That's because reaching 200 miles per hour—for real—requires not only a truly exceptional automobile but also miles and miles of empty tarmac, good conditions, a decent amount of previous acclimatization to high speeds, and, not least, a reasonable dose of luck. Doesn't matter whether you're gunning an Indy car around the speedway or a Porsche 911 Turbo across a dry lake bed: When you're covering a football field's worth of distance every secondwhich is what you're doing at 200 mph—cracks in the road become craters; birds become cruise missiles; a sneeze becomes a life-threatening event.

Mind you, I've come close to 200 lots of times. Though it's becoming harder and harder to do, if you manage to find atraffic-free stretch of unlimited German autobahn, a beefy AMG Benz or turbo Bentley will have you streaking past 180 mph without even waking your passengers from their schnitzel comas. On closed high-speed ovals I've topped 190 mph in Ferraris, Corvette ZR1s, Nissan GT-Rs, and the Batmobile (OK, kidding on that one). And on a closed runway at Mojave Air & Space Port years ago, I drove a Mercedes SLR McLaren to 199.9 mph (we had extremely accurate timing equipment on board) before running out of tarmac. Literally. Determined to hit 200 mph, I braked so late the car ran off the paved surface and into a few yards of weeds beyond. The SLR was fine, but the owner of the car turned a few shades of red. Earlier he'd been bragging that his McLaren was "easily" topping 200 on the runway. (A pro racer also tried a run and came up shorter than I did.)

That experience at Mojave was revealing. There I was, driving a 617-horsepower supercar on a closed stretch of perfect pavement 12,500 feet long. But even in an SLR McLaren, with a running start (I entered the end of the runway from a taxiway), a few decades of experience behind me, and nearly 2.5 miles of road ahead of me, the Big Two proved elusive. I'll say it again: 200 mph is way out there.

I consider 180-190 mph the speed equivalent of the Hillary Step on Mount Everest, the last big challenge before the summit. You're close to the top—so close you can even see it—but actually surmounting that final hurdle and climbing those last few feet (or mph) ... well, more than a few times you'll need to say "uncle" and turn around with your goal so close you can taste it. See, lots of good sports cars and sport sedans can reach 160 mph or so without undue strain. Outstanding ones can reach 180-plus with equal aplomb. But then they hit the Wall. Don't equate blistering 0-to-60 acceleration figures with lofty top speeds. Nearing The Big Two, your vehicle's power-toweight ratio means almost nothing. It's all about aerodynamics and horsepressure. Either your machine has the muscle and/or the sleekness to push aside staggering amounts of air, or it doesn't. To reach 200plus mph, you're talking about a lot more car and a lot more road. The climb only gets steeper near the top.

I told the video crew: "I'll make as many 180-mph passes as you want. But I'm only doing the 200-mph run once." Yeah there's that much difference between the two.

Years ago I had a chance to drive a Porsche Carrera GT around a 5-mile banked oval in Arizona. That car was a beast: 605 hp, mid-engine V-10, capable of topping 133 mph in the quarter mile. Yet it took me more than a full lap (partly because the g forces in the banking were intimidating) before, at last, on the back straight the speedo ticked past 200 mph. Later, as I rode shotgun with IndyCar driver Bryan Herta at the helm, we whirled around and around that oval like an Olympian spinning up to hurl a discus before finally reaching 201.5 mph at the end of a straightaway.



Topping 200 sure looks a lot easier when Vin Diesel is doing it.

More recently, shooting an episode of "Epic Drives" for YouTube, I had the opportunity to introduce a 691horsepower Lamborghini Aventador roadster to more than 4 miles of Montana two-lane specially closed down just for our speed runs. I told the video crew: "I'll make as many 180-mph passes as you want. But I'm only doing the 200-mph run once." Yeah, there's that much difference between the two.

After the Aventador underwent a thorough check by a Lamborghini tech who'd flown in just for the afternoon, I was off. In a blink the big V-12 brute was flashing past 140 mph. And now the road, which had looked smooth and flat standing still, started to pitch and undulate and roll. Passing 170 mph, I short-shifted just to keep the chassis calm before rocketing through a kink that appeared out of nowhere. No speed run I'd ever done before had been so sustained, felt so much like being swallowed by a black hole. Telephone poles were blinking by like heartbeats, the lane stripes looked like incoming machine-gun rounds. The speedo passed 195 mph, then 198, then ... 200. I kept my right foot flat

as my shutdown point flew by. "C'mon, stretch it!" I yelled at the Lambo—and it did. Slowly, steadily the speedo needle continued to rise. Eventually I hit 207 mph—and finally had to lift before running out of road.

On that run I'd estimate I was at 200 mph and above for at least 30 seconds. That's more than 30 football fields, more than 9,000 feet, darn close to 2 miles in the time it takes to watch a TV commercial for Frosted Flakes. Lamborghini claims the Aventador can reach a v-max of 217 mph—and maybe it can. I'm just not sure the world is big enough.



PROUD SUPPORTER OF THE YELLOWSTONE REGION PORSCHE CLUB





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Real Estate on Higher Ground







Porsche' factory's Indy car experiences during the late 80's.

Vasek Polak, a Czeck immigrant and Porsche automobile dealer, opened his own shop in Hermosa Beach, California. Vasek revealed many a new racing 911's to the American public. The 934 was the winning 911 that took the Cetegory 2 in the 1976 SCCA Trans-AM championship.

Martini racing, one of the better well known teams, is actually the sponsor for Porsche's own factory team. The Martini Racing Team used many of Porsche's prototype vehicles like the 911 RSR's, the 934 and 935's. The team themselves won in every GT racing series and in international prototype racing as well. Coming directly from Porsche, they were responsible for the introduction of customer modifications based on the factory teams experimental 911's.

Alex Job Racing, established in 1988, was the first US race team to use Porsche's 911 GT3 R during the inaugural 1999 American LeMans Races. The team also helped develop Porsche's sequential race gearbox that was used in the 911 RSR. They took home the trophy in the 2002, 2003 and 2004 ALMS championships.

The Barbour Racing Team won many a championship title beginning in 1978. The 12 Hours of Sebring and an IMSA victory at the 24 Hours of LeMans during that year got this team noticed. Twenty years later, the Barbour Team returned to racing in 2000, and won the seasons ALMS GT series in 911 GT3 R.

Seth Neiman's Flying Lizard racing team, out of Sanoma, California, was conceived in 2004. Using Patrick Long as its top driver, the team won three drivers championships and two team championships in the ALMS since its creation. They have also become one of the most respectable racing teams in modern day GT racing.

The newbie to GT road racing is Kevin Buckler and his team The Racers Group. TRG is the overall winner of the 2003 Rolex 24 at Daytona raceway. Buckler provides services and cars to professionals who love racing and has contributed five vehicles to the 2016's "twice around the clock" Florida Enduro.

It should be noted that Porsche has won Le Mans more than any other manufacturer in history. In this weekend's upcoming ALMS race, driving a Porsche 919 Hybrid, Swiss driver Neel Jani, France's Romain Dumas and Germany's Marc Lieb, set the fastest time of 3 minutes 19.733 seconds this past week (6/15/16) in the qualifiers at the Sarthe circuit. They are now set to start the June 18th LeMans race in pole position for the second year running (by the time you read this, I can only expect the Porsche Team to take on another American LeMans victory).

To commemorate their success, Porsche is producing a special edition 911 called the Endurance Racing Edition to celebrate Porsche's racing heritage. Congratulations Neel, Romain and Marc and congratulations Porsche for giving us the best sports cars on the road today.





CARS AND COFFEE At the Elevated Grounds Coffee House On the Teton Village Road.



Cars and Coffee is a Non-PCA event where all car enthusiasts join for social camaraderie and merriment.

All enthusiasts are welcome to show off their "wheels" and is open to all makes and models. The event is every Saturday, as the weather permits (April thru October), at 9 AM at the Elevated Grounds Coffee House on the Teton Village Road.

Rumor has it that some of the attendees go for a drive after the event.



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



















Porsche 919



Brumos Racing



Al Holbert Racing



Alex Job Racing



Vasek Polak Racing



Barbour Racing



Martini Racing



Flying Lizard Racing



The Racing Group





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.





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But maybe what impressed me the most was how delicately the Cryo Detail takes off the grime but leaves the part completely undisturbed.

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To learn more about Cryo Detail and more, please visit my website at:

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Happy Porsche-ing,

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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.

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Additionally, he was one of the seven original approved drivers for the 918 Spyder prototype. He is also a 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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