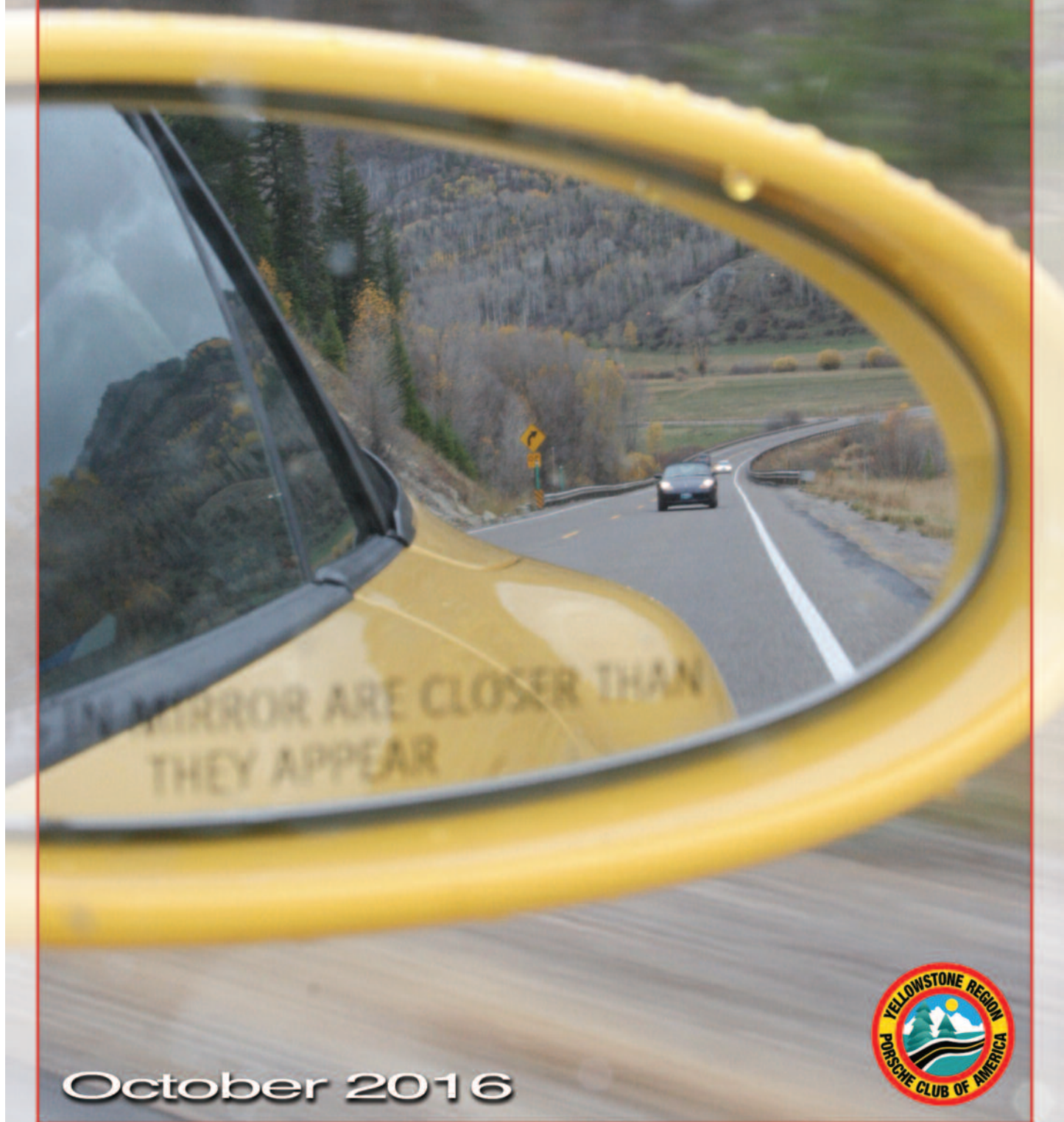


OLD FAITHFUL *Porsche*



October 2016





The New 911 Carrera. Ever Ahead.

The new 911 shows where we come from and where our roots are. But it also shows the direction of our thinking and how we see the future. Ever Ahead.

Visit our showroom, where you can experience the future in motion.

Porsche. There is no substitute.



Ken Garff Porsche
3425 N. Digital Drive
Lehi, UT 84043
(801) 852-5400
www.ken-garff.porschedealer.com



PORSCHE

Old Faithful Porsche is the official newsletter of the Porsche Club of America - Yellowstone Region.

2016 Yellowstone Region Executive Board



President

Scot Anderson
(307) 734-6006
scotthomas@hotmail.



Director

Stan Siegel
(307) 733-0447
siegelnest@msn.com



Vice President

Newsletter Editor
Greg Wallace
(307) 200-1924
gwallace@bropart.com



Director

Eric Weber
(307) 690-0128
powderstash@bresnan.net



Secretary

Pat Siegel
(307) 733-0447
siegelnest@msn.com



Webmeister

Ked Nilson
ked@kwazadilla.com



Director

Kristy Welfl
kristinamwelfl@hotmail.com



Director

Dwight Reppa
ddreppa@cs.com



Director

Mike Mielke
mmielke@westwoodcurtis.com



Director

Rusty Brown

Newsletter Contents

President's Message	4	Fall Autocross Day 2	12
Sunday PCA Runday	6	Classifieds	14
Storing Your Porsche	8	Advertiser Index	14

Cover Photo The Fall Get Together 2016. Scot Anderson's 2007 911 C4S rear view mirror.





President's Message

"It's a wrap," as they say. Another successful summer season for the Yellowstone Region Porsche Club. We started with our Spring Fling to kick the season off right. With 33 in attendance, Jackson Hole Roasters Coffee Shop was full to the brim, just the way we like our morning Java.

Greg Wallace's Pineridge Mall AutoCross on May 21st was our second event of the year. With rainy weather, the turnout was fair, but the skills for "real world" driving were unmatched. Raincoats were had as those who attended skidded their way around the track.

Our Rendezvous Dinner, scheduled for the first weekend in June, did not happen because we had so few sign up for the event. Not so sure "graduation weekend" is a good time for a gathering. Next year we will look at holding that event in the fall.

The Mike Mielke Barbeque was a huge success. Starting at Cars in Coffee at Elevated Grounds in Wilson was a great way to gather the troops. With a little caffeine in our blood, we headed over the pass to Legacy Classic Trucks to meet our very own Fred Vatter, PCA member extraordinaire. Giving all of us a private tour, Fred showed us the intricacies of rebuilding old classic trucks and suburbans. For car guys and girls, we all loved seeing the years shaved off the old cars we grew up with. From there we headed over Pine Creek Pass, took a left at the Rainey Creek Gas Station, and then again at the Chevron Station in Alpine. Heading back to Jackson we made our way to the home of Mike Mielke and his daughter Olivia who had food waiting for us. The greatest part for me of

course was that Mike required me to do nothing. I ate, I drank and I socialized. I didn't think I could actually sit still for that long, but to my surprise, I killed it.

Our summer tour to Bozeman was another of my favorite Yellowstone events and again was worth the wait. Three days amongst friends could not have been better spent. We toured the mining town of Butte, Montana, had plenty of social time along the way, not to mention, the food, the drinks and the after dinner cocktails. Victor upon victor of the Augusta Green Jacket was once again Anne Fish and Jim Wunsch. Their second time winning the Top Gear Challenge awarded them with Yellowstone's finest plaid smoking jacket. I look forward to seeing them wear the jacket to all upcoming events for 2017 and I am sure, this time, they will remember to put a patch on the sleeve.

As the summer approached its end, we had Greg Wallace's Pineridge Mall Autocross event for a second round this summer. The falls event was for two days and took place on September 10th and 11th. With better weather, the Eastern Idaho Sports Car Club helped us put on an amazing time. Thanks to Greg, we actually made money, taking the burden of supporting our club off the members, we can't thank Greg enough for a job so well done.

The finale of our 2016 driving season was our Fall Gathering. Once again held at the Elevated Grounds Coffee House in Wilson, we gathered at Cars and Coffee for one last time. After getting our morning fix, we headed over the Pass to Victor, through Swan Valley and back up to Jackson to view the fall colors. Being accompanied by two members of the Eastern Idaho Sports Car Club was certainly a treat. We finished off the day with lunch at our old trusty Sidewinders Bar. With 14 attendees for lunch, it was just like the old times when we had Ken and Robin Koop amongst our midst. If only they would come visit us - hint, hint.

The year's efforts were not without award. Greg Wallace, our Vice President and Editor, once again won second place for the newsletter. Our trustworthy website guru, Ked Nilson won second place for the website as well, with a total of 5 first place awards in the past. I commend both of you for the efforts you have put in to making the Yellowstone Region such a huge success. I also thank all of our members and their friends and guests for joining us this year, without your participation in the club, our events would not have been so much fun, so memorable and so worth attending. I thank all of you!



Porsche Club of America Yellowstone Region

Join our private Facebook group to see all the latest videos, conversations and discussions of the Yellowstone Region Porsche Club. This interactive site can now keep you up to date on all the happenings with the Porsche Club here in Jackson including real time invites and all the spontaneous get-togethers anyone could ask for.

Look for us:
Yellowstone Region Porsche Club of America.



PROUD SUPPORTER OF THE YELLOWSTONE REGION PORSCHE CLUB



Nancy Clancy
Associate Broker
(307) 690-8542
nancyclancy@jhrea.com
www.jhrea.com


NANCY LEE CLANCY
REAL ESTATE ON HIGHER GROUND

JACKSON HOLE
REAL ESTATE
ASSOCIATES

CHRISTIE'S
INTERNATIONAL REAL ESTATE



Sunday PCA Runday

By Greg Wallace

Photos: Greg Wallace, JT

It was one of those days you just wanted to roll back over and cover you head. Dark, Cloudy, Drizzling rain. I called his name, but Lucky, my cat, would not wake back up. Who can blame him, he is 19 years old. He might be named Lucky, but not as lucky as I, since I was heading out to the last driving event of the year.

The turnout was actually very surprising, I believe we had 18 folks show up at Elevated Grounds for the combined PCA Drive/Cars & Coffee. We even had a couple folks from the East Idaho Region SCCA, Orion & JT in their Subaru.

After some chit chat, eating delicious pastries and getting fueled up on caffeine, we, meaning 3.5 cars, took off to drive around the around the block. For those of you who have no idea what I am talking about, that Dwight & Bobbie only did half the loop before veering

off to IF, leaving the Clancy's, Greg & Scot in Scot's car and Orion & JT in Orion's Sooby. The passes were wet but no snow hindered our crawl over Teton & Pine Creek passes. We minded the speed limit as there was traffic impeding our forward momentum most of the way. At the warmer elevations, tree were still just starting their annual march to winter, with a nice mix of green, yellow and some red making it a scenic drive, even with the cloud cover. Driving past Palisades Reservoir was quite a sight. I don't think I have seen it so empty. You could even see the old road in the Southern half of the empty lake.

We stopped at the Chevron for a quick stop & leg stretch before the final leg back to Jackson. We briefly stopped by the Bird, or original lunch stop, however, they have started their off season weekend schedule. So Sidewinders became our destination where many re-joined us who did not back it around the block.

Enjoy the rest of the fall and see you at our next event.





Aaron Ackley

Owner

(307) 733-6606

1640 Martin Lane Jackson, WY 83001 • P.O.Box 8954 Jackson, WY 83002
autodetailofjackson.com



ANDERS ACKLEY

(307) 733-4885

advancedglassandtrim.com

WINDSHIELD REPLACEMENT • WINDOW TINT • WINDSHIELD REPAIR • CLEAR BRA
1640 Martin Lane Jackson, WY 83001 • P.O.Box 8954 Jackson, WY 83002

Classifieds

2007 Cayman S

\$32,750

Artic Silver / Stone Grey Leather, 33,400 miles, 6 Speed w/ Sports Shifter, Bi Xenon, Auto Climate Control, Bose Surround Sound, Heated Power Seats, Pref. Pkg. Plus, 19" Carrera Classic Wheels, Wheel Caps w/ Color Crests, Sports Steering Wheel, Self Dimming Mirrors Rain Sensor, Porsche COA, Rear Center Console and Head Light Washer Covers in Exterior Color, Seat Belts-Silver, No Smoker, Grey Car Cover, No Accidents, Borla Sport plus Stock, Exhaust, Excellent Condition, WPOAB29897U780151
Clear CarFax.

Michael Alessandro
Jackson Hole WY
(619) 977-6874
mda@imolainv.com



307-730-0512

Express Detail

Scratch Removal / Exterior Polish

XPEL Paint Protection Film

Mobile Detailing Service

Heated Car Storage

940 West Broadway

(Behind the Luckys Grocery Store)

www.DetailDrivenJH.com



Storing your Porsche

by Pedro P. Bonilla Gold Coast region PCA

We are blessed here in Florida that we don't have to store our cars for winter and we get to drive them all year.

But, for many of our members, Florida is their second home. That means that they probably have to store their Porsche for an extended period of time either here or at their primary place of residency.

So, here is the procedure for storing:

1. Find a **suitable** storage facility. A garage is fine but you need to make sure that it will be dry, free from pests (mice) and preferably humidity-controlled, clean and secure.

2. Thoroughly **wash the exterior** and finish with a nice **coat of wax**. Do this the day before storage so that the car has a chance to dry completely.

3. **Clean the interior** by vacuuming carpets and seats and **clean & treat the leather**. Clean all glass inside and out.

4. Really **clean the wheels**. Brake dust is corrosive. The best way is to remove each one and clean the inside as well. Use a product such as P21-S. Waxing the wheels afterwards is a great idea.



5. **Condition all the rubber** including tires and all rubber gaskets. Use a good conditioner such as Gummi Pflege. Stay away from silicone-based "protectants".

6. **Flush the brake/clutch fluid**. This fluid is very hygroscopic, meaning that it absorbs water and must be replaced every 2 years or sooner.



7. **Change the Oil and Oil Filter**. Old oil can have corrosive characteristics (acid). Top off all other fluids as well (coolant/antifreeze, windshield washer, power steering fluid, etc.).

8. **Fill the tank** half way with gasoline. Add a good fuel stabilizer, such as StaBil and finish filling

completely. By driving the car from the gas station to your storage facility the newly stabilized gas will start to run through the system, especially the injectors.



9. Fully extract and **lubricate the radio antenna** mast (if present) then retract.

10. **Close all openings** such windows, doors and A/C vents. You may want to put some cedar chips or moth balls in the cabin and around the outside to repel mice and other vermin. If storing in non-humidity controlled conditions, place a couple of desiccant bags in the cabin. Put plastic bags secured with rubber bands over the exhaust tips when they have cooled off.

11. **Over inflate the tires** to 45-50 psi and leave the car on the ground. Don't raise the car off the ground on stands. The suspension components are meant to bear the weight of the car, not hang from it.

12. **Leave the car in gear** (or in Park for an automatic). **Do not set the parking brake**.

13. For **convertible tops** leave them **relaxed**, by opening the main latch. This won't keep the fabric stretched over an extended time. Same for Targa tops.

14. Prop up the **windshield wipers off the glass** with a small block of wood or similar.

15. Make sure you have any radio or alarm codes noted, then **disconnect and remove the battery**. On newer Porsches that have electrically operated trunks, make sure that the trunk cannot be closed completely by using a block of wood or similar to keep it propped open.

16. The removed **battery** should be connected with a **smart charger** such as a **TechnoCharger** from CTEK or similar. Also top off battery fluid with distilled water. It should be kept in a cool, dry place and not on a cement floor.



17. **Cover the vehicle** with a good quality car cover.



18. Give her a **goodbye kiss**.

I'm of the school that thinks that not starting the car during storage is best.

I say this because most engine wear happens during the first few seconds after startup, while the oil builds up pressure and starts lubricating the engine internals.

When you're ready to take her out again, there's very little that needs to be done, because most was done before:

1. Remove the cover
2. Remove the plastic bags over the exhaust tips
3. Remove desiccant bags and vermin repellent from the cabin
4. Remove windshield wiper props
5. Secure the convertible or Targa top
6. Replace and connect the battery
7. Drop tire pressures to recommended psi
8. Start the engine and let it warm up a bit
9. Go for a drive!

If you're really concerned about that initial startup wear, the following is the procedure that the Porsche Museum uses for their cars on display:

1. Remove the spark plugs
2. Spray WD-40 into each cylinder through the spark plug hole
3. Spray WD-40 into the air intakes
4. Turn over the engine by hand a couple of turns with a wrench on the main pulley
5. Every 3 months repeat above (leave spark plugs out of the engine)
6. Every 3 months move the car a bit to change the position of the wheel bearings
7. On a manual gearbox, shift into gear prior to doing above (No. 6) to move the transmission internals

8. Drive the car every 6 months

For more information on long and short-term storage as well as multiple DIY Projects and Maintenance, please visit our website at: www.PedrosGarage.com.

Happy Porsche'ing,

CONTACT _Con-413EED7E1 \c \s \l Pedro



The IMS bearing fix: DOF



We have the **technoFix**
IMS bearing Direct Oil Feed
solves the lubrication issue
of the bearing affordably
fits all '97-'08 Porsches

We carry the **techNOwind** clear windstop for 981

Call 954.385.0330 **technolab**/PEDROSGARAGE
Florida Pre-Purchase Inspections (PPI)

**FREE DIY tutorials
and technical info
on our website.**

technolab
PEDROSGARAGE

We also offer: Bolt-on HP kits, ECU Chip, HID/LED
Performance Parts, Brake Caliper Restoration & Painting,
AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com



Oh the Joy!

By Scot Anderson

The Pine Ridge Mall Autocross was an event to be had. The Yellowstone Region PCA and the Eastern Idaho Sports Car Club of America were able to combine forces to put the event on. Without the EISCCA, the day could not have happened, for it is their equipment, staging and expertise that allowed the Yellowstone PCA to sponsor the event.

Once again, for the third time, Greg Wallace organized what was to be a day of laughter, jokes, surprises and smiling faces, intermixed with a little nervousness, smoking tires and a few skid marks.

Greg had arrived the day before to meet the SCCA president Kameron and VP Shane to set up the cones in Shopko Parking lot of the Pine Ridge Mall. With Greg's professionalism, he arrived early and waited 3 hours for cones that were ordered for the event. His patience proved worthy however, the cones came and Greg was able to block off the parking lot before Kameron and Shane got there. Upon their arrival, Greg assisted the two with course set up so that it was ready to go.

The next day came quickly and it started with registration on Saturday morning, September 10th. The warm sunny weather and beautiful blue skies brought SCCA members out in droves. I did my best to man the registration table. Fortunately, SCCA volunteers were there to help. Joey collected the event fees, Raul put participants in various classes based on the vehicles they brought, and I was in charge of waiver signatures. My job was probably the easiest of the three, yet I still struggled. The rush of participants within that hour could only be described as organized chaos.

Booting up the timing equipment can sometimes be difficult. Syncing the starting and finishing sensors took a little more time than expected. It wasn't until 10 AM where we divided the participants into two groups and the coin toss was made. Group A won the toss and chose to work the course first. The advantage was to allow Group B to clear the course of any debris and give Group A the opportunity to witness the sketchy parts of the course.

There were all kinds of vehicles that day, a modified BMW M3 that was strictly a race car with

its fenders, flares and sticky tires, a few modified corvettes, as well as a new stock edition convertible, an Audi S5, a Porsche Cayman, a turbocharged Honda Civic, a stripped down Honda civic with no windows or bumpers, a Ford Focus ST, a VW GTi, A Subaru RX with an STi engine, a Mitsubishi Lancer Evo7, a Stalker (Lotus 7 type racing vehicle), a couple of 1980's Camaro's with complementary body roll by GM, a new LS1 Camaro sans the body roll, a Nissan 350ZX track edition, a Mini Cooper S works convertible, two Mazda Miata's (one new and one older), Greg's BMW M5 and my 911 C4S. The playing field was a mixed bunch for sure and that was just the vehicles. The participants were of all types, from first time novices to the autocross professional, it was group of people who just wanted to have fun, myself included.

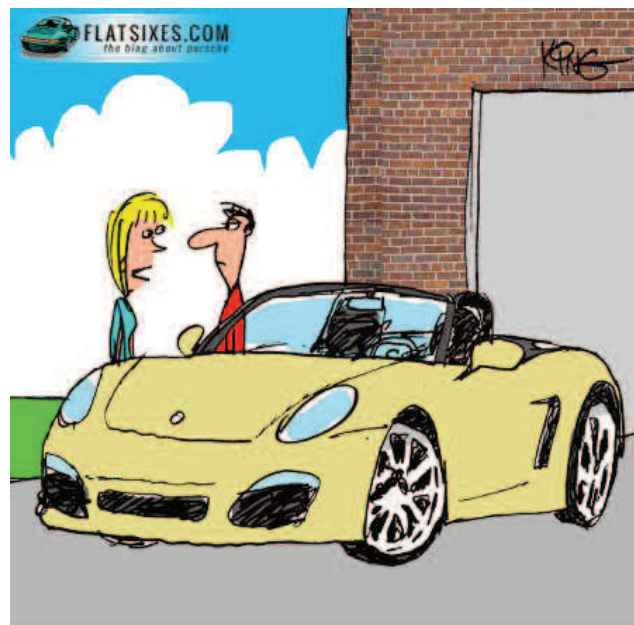
Having run 3 autocrosses in the past and a few days at Miller Motorsports Park, my nervousness was finally under control. I had learned that the only person you really compete against is yourself, trying to improve your own time with every lap. I can't tell you how many times I tried to figure out how to go faster, where I could shave off a tenth of a second, how I could apex the corner better, whether I should brake sooner or if changing my line wider to maintain my speed would be to my advantage. They were all thoughts going through my mind as I waited for my next turn.

I remember sitting at the starting line, breathing hard, thinking "I can do this, I can do this." The flag was raised, rpm's up to a moderate 4000, the flag dropped, release the clutch, all-wheel drive engaged, form of "Mike Faems Race Car Driver" and I was off. First gear, scissor the wheel from cone to cone, more gas, go faster, keep it smooth, second gear, wait brake... too much speed, go wide, go wide... screeetch, and there it was, the Nadia Comaneci 360 – only I wasn't on the gymnastics floor. Going sideways was not quite the intended line I wanted and that cone was about to make contact with my passenger door in a manner I was not expecting. Fortunately, the resistance of the pavement prevented the inevitable and I avoided that cone by inches. Stalling my car of course was the icing on the cake. Start the engine, punch the gas and keep from getting rear ended by the car behind me. "Dangit" I proclaimed, too much speed. Next lap I'll have to do better.



The next lap came quickly and I smoothed out my right foot. With every lap I got smoother and my times improved. The big sweeper in the middle of the course became a 4 wheel drift with just the right amount of throttle control. I cannot even explain the joy of holding an arc in a 4 wheel drive Porsche. With just the right amount of weight behind my back end, working the corner, I would have made Jay Lo proud.

The day ended quickly and the smile on my face was one of many. Was it the joy of driving your car better, faster and under more control? Or was it the fact that your mistakes were so easily corrected with just a slight change of speed, your line or the gear you selected? No, it was neither of those. The joy of driving was made so unmistakable by the simple pleasure of cheering each other on, congratulating your newly made friends and looking forward to the next opportunity to do it again. That was a pleasure I will never pass up.



"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."



Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.






TREFFEN LAKE TAHOE
September 7-11, 2016
Resort at Squaw Creek
Olympic Valley, CA

For program information and registration details, see the Treffen website: treffen.pca.org

or e-mail the Treffen North America staff at: treffen@pca.org

PHOTO COURTESY TAHOE SOUTH/ R.DAHNOUN

Fall Autocross Day 2

By Greg Wallace

Just a couple weeks before this event, the East ID Region SCCA and YELPCA were granted permission by the management at Pine Ridge Mall to hold a 2 day event. This was good news as we put a tremendous amount of time and energy putting on this event and adding a second day gives us most importantly another day to turn perfectly good tires into ones that will need to be replaced in the near future, but also, makes setting up the next day's course a fairly simple task.

After a full day in the hot sun on Saturday with 30 drivers, we managed to have 22 drivers register to enjoy Sunday Runday. Basically, we reversed Saturday's course and added a loop in the middle to lengthen the course by 10-15 seconds. This almost fully double right hand loop certainly put the front left tire under duress as it had to push our cars round and round, from under to over steer and back again. Continuing to do these events, might force me to buy stock in Dunlop and Continental to cover the cost of rubber I left in Chubbuck.

So, for full disclosure, while representing the Porsche Club, I decided to run my 2003 BMW M5 in this event. Pretty new tires, no engine mods, smaller differential and strut braces front and rear. So, this super car of

2003, 400 HP, 400 lb-ft of pure enjoyment coming in at 4085 on the curb weight, that would run circles around most cars of its time, certainly had its work cut out for her in the classes with the smaller, newer versions. A handful of 335s were there to strut their stuff with all their newer technologies and suspensions. By the end of the second day, I had to tell myself that I am here for grins and giggles. Which, by the way, I did every time I went around the track.

Those smaller, newer BMWs were sporting damn close to the 400HP that my sedan has, but coming in 600-800 lbs less, makes them much more nimble on these tight courses. Carbon fiber roof panels and of course, they were all turbos to get that HP with smaller displacement. But enough of my excuses.

You can see by the timing sheets, we had a lot of different kinds of cars. Just so you know, RAW times are the best times for each driver on Sunday. PAX times are handicapped times according to SCCA regulations, leveling the playing field.

Hope to see more of you at our Spring autocross.

RAW 9/11/2016

1	1	SSM	7	Brown, Scott	corvette z06	32.738	0.000
2	1	EM	37	goetz, don	stalker	33.180	0.442
3	1	SSP	13	Clark, Chris	Corvette	33.274	0.094
4	1	CS	38	bissey, chuck	350z	34.292	1.018
5	1	STR	24	johnson, shane	miata	34.337	0.045
6	1	SMF	15	brown, joe	civic sedan	34.399	0.062
7	2	SSP	7	Harper, Jeff	corvette z06	34.523	0.124
8	1	SM	8	Zahm, Trent	Evo 8	34.557	0.034
9	1	STS	27	clements, kameron	civic si	35.382	0.825
10	1	GS	7	Brake, David	Focus st	36.002	0.620
11	1	AS	86	Kaiser, Shane	Camaro ZL1	36.837	0.835
12	1	DM	11	Sherry, trent	mk1 sprite	37.779	0.942
13	1	FS	77	Powell, Josh	bmw 335is	37.950	0.171
14	2	SM	23	christianson, jordan	bmw 330i	38.200	0.250
15	2	CS	5	Gassaway, Josh	miata	38.217	0.017
16	3	SM	4	stewart, savanna	eagle talon tsi	38.875	0.658
17	1	CAMT	1	christopherson, James	camaro	39.889	1.014
18	1	DS	13	Feige, Danielle	Mini cooper	39.916	0.027
19	2	FS	111	Wallace, greg	bmw m5	40.173	0.257
20	1	BS	4	mika, bart	bmw 335xi	41.123	0.950
21	2	BS	1	cao, kevin	audi s5	43.398	2.275
22	1	STF	11	Sims, Abner	Mini cooper	50.912	7.514

PAX 9/11/2016

1	1	CS	38	bissey, chuck	350z	34.292	*0.819	28.085	0.000
2	1	SSM	7	Brown, Scott	corvette z06	32.738	*0.882	28.874	0.789
3	1	STR	24	Johnson, shane	miata	34.337	*0.841	28.877	0.003
4	1	SSP	13	Clark, Chris	Corvette	33.274	*0.872	29.014	0.137
5	1	GS	7	Brake, David	Focus st	36.002	*0.806	29.017	0.003
6	1	STS	27	clements, kameron	civic si	35.382	*0.832	29.437	0.420
7	1	SMF	15	brown, joe	civic sedan	34.399	*0.861	29.617	0.180
8	1	SM	8	Zahm, Trent	Evo 8	34.557	*0.870	30.064	0.447
9	2	SSP	7	Harper, Jeff	corvette z06	34.523	*0.872	30.104	0.040
10	1	EM	37	goetz, don	stalker	33.180	*0.920	30.525	0.421
11	1	AS	86	Kaiser, Shane	Camaro ZL1	36.837	*0.833	30.685	0.160
12	1	FS	77	Powell, Josh	bmw 335is	37.950	*0.814	30.891	0.206
13	2	CS	5	Gassaway, Josh	miata	38.217	*0.819	31.299	0.408
14	1	DS	13	Feige, Danielle	Mini cooper	39.916	*0.811	32.371	1.072
15	2	FS	111	Wallace, greg	bmw m5	40.173	*0.814	32.700	0.329
16	2	SM	23	christianson, jordan	bmw 330i	38.200	*0.870	33.234	0.534
17	1	CAMT	1	christopherson, James	camaro	39.889	*0.834	33.267	0.033
18	3	SM	4	stewart, savanna	eagle talon tsi	38.875	*0.870	33.821	0.554
19	1	BS	4	mika, bart	bmw 335xi	41.123	*0.826	33.967	0.146
20	1	DM	11	Sherry, trent	mk1 sprite	37.779	*0.919	34.718	0.751
21	2	BS	1	cao, kevin	audi s5	43.398	*0.826	35.846	1.128
22	1	STF	11	Sims, Abner	Mini cooper	50.912	*0.809	41.187	5.341





Welcome addition to expert sales team

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 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!



Ken Garff Porsche
3425 N. Digital Drive
Lehi, UT 84043
(801) 852-5400
www.ken-garff.porschedealer.com





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:

Greg Wallace

(307) 200-1924

GregWallace@JHREA.com

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

Advertising Policy

Classified ads are free for PCA members, but are subject to available space in the newsletter. Business ad rates are specified below and are annual full color rates. Send your ad text and jpg photo (if available) to: GregWallace@JHREA.com

Back Cover	\$675
Inside Back Cover	\$620
Inside Front Cover	\$620
Center Double Truck	\$1000
Full Page	\$575
Half Page	\$350
Quarter Page	\$225
Business Card	\$160

Advertiser Index

Strong Porsche
Ken Garff Porsche
Bank of Jackson Hole
Z. A. Konarski @ Strong Porsche
First Interstate Bank
Powder Stash Construction
Nancy Clancy
Advanced Glass & Trim
Auto Detail of Jackson
Trefton Lake Tahoe
Detail Driven
Pedros Garage




Powder Stash Construction
S.P.L Standards
New Residential & Remodels
Eric Weber
P.O. Box 7722 • Jackson, WY 83002
307-690-0128

2014 Premier Porsche Dealer

Z. A. Konarski
Sales Representative

Porsche of Salt Lake City
1045 S. State Street
Salt Lake City, UT 84111
Phone: 801-736-0917
Fax: 801-537-7313
Cell: 801-580-0911



PORSCHE

Certified Porsche Brand Ambassador - Sales
za@strongporsche.com
strongporsche.com





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

Limits pushed.

2015
Premier
Porsche Dealer

Porsche Salt Lake City
1045 South State Street
Salt Lake City, Utah 84111
801-531-9900
porschesaltlakecity.com

 **Strong Auto Group**
Utah's First Family of Performance Automobiles



PORSCHE

SALT LAKE CITY