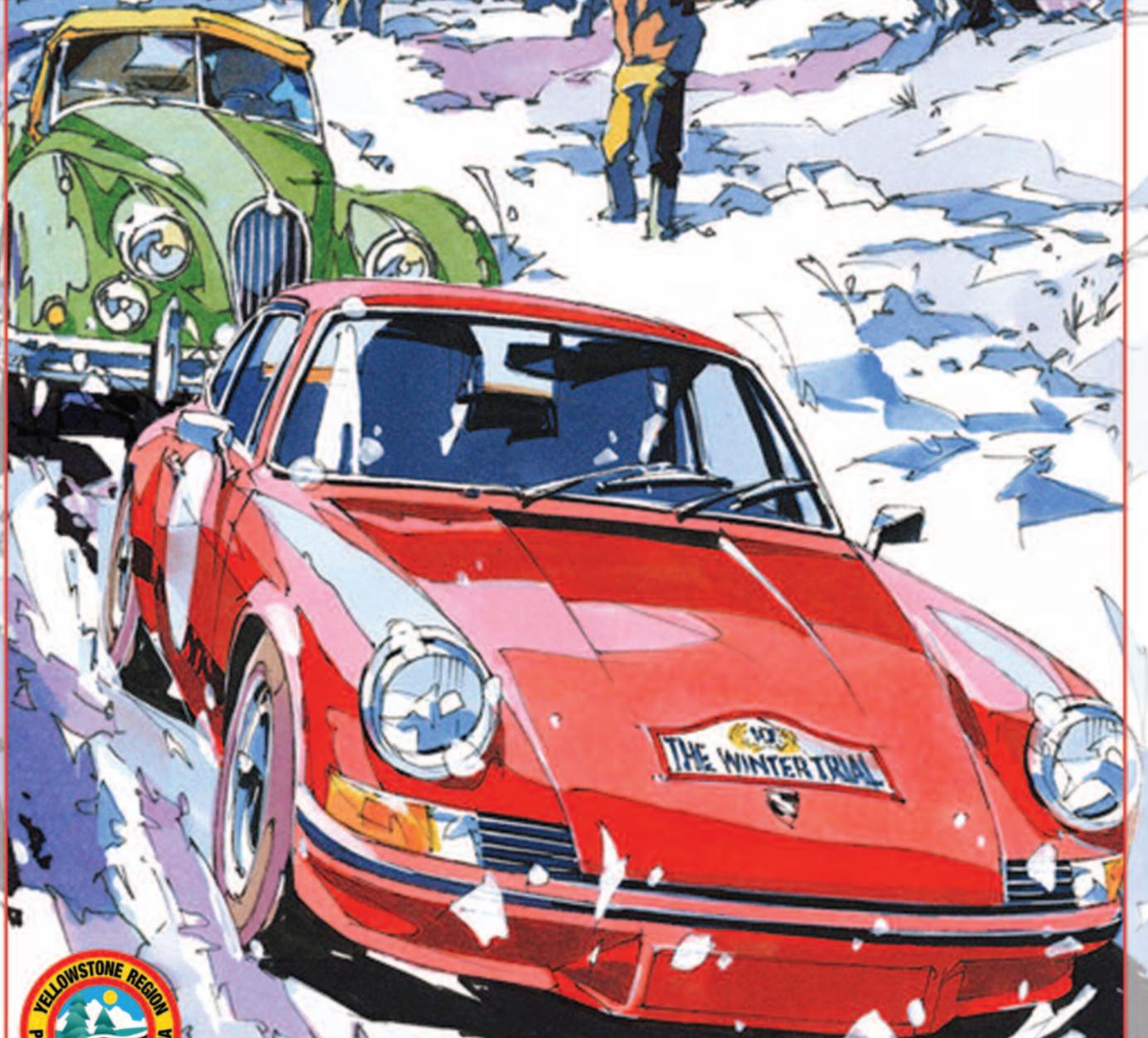


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Porsche



December 2016



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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 Porsche 911 Carrera RS stars on Winter Trial 2010 Poster





President's Message

Keeping It Real

The update for the Yellowstone Region PCA runs a little dry during the winter months. With the fresh snow on the ground, summer toys get put away and the winter gear arises. I put snow tires on my 911 thinking I'd drive my little car through the winter storms to grandma's house. Then reality stepped in and the views of bumpers were all I could see from my rear view mirror. It wasn't long, like the hoof beats on the roof that my anxiety arose with a clatter. I knew if I got hit by one of those behemoth Pickup trucks, Suburbans or Tahoe's, it would definitely leave a mark. Before the snow flew I found myself trading in my 2002 Jaguar XJR for something more winter worthy.

The latest edition to my collection is a 2011 Cayenne, and of course I couldn't settle on the base model, I picked up the Turbo just for the fun of it. It may not be new, but it was the best I could afford. Thankful none the less that Santa delivered early, it's the Launch Edition, bringing the Porsche Dynamic Chassis Control, Porsche Torque Vectoring and 500 horsepower to the table, it is fun indeed. Oh, and did I mention the 1000 watt Burmester stereo. Like the 500 ponies under the hood, 1000 watts is total overkill. But I guess that's the beauty of it. As my friend and fellow PCA member John Lewis puts it, "that thing's a tank with a little F16 fighter jet thrown in." I couldn't agree more.

As for Porsche specific news, the sales figures for November 2016 are in and Porsche is up by 23.9

percent over the November 2015 numbers. The sales increases came from the Cayenne, the Panamera and the Macan. It was the Boxster, Cayman and 911 that had a decrease in sales, which makes sense as we head into winter. Looking at the Year to date totals, Porsche sales are up by 4.9 percent, not huge but still going in the right direction. Those sales gains go to the Macan, as it was the only vehicle that increased its numbers from 2015 to 2016, by 2445 units. With that, Porsche currently offers 4 iterations of the vehicle on their website, the Base Macan, the Macan S, the Macan GTS and the Macan Turbo.

Still waiting to hear more news on the Mission E electric vehicle. The biggest claim Porsche is making that intrigues me the most is an 80 percent charge in 15 minutes. That's a lot faster of a wait compared to a Tesla Model S that takes 40 minutes for the same percentage. However, it's just talk. Show me the real thing and then I'll get excited. Everyone seems to be playing the same game, talking about offering a future model with big claims that are better than the next guy. In addition to Porsche, Volkswagen, Audi, Mercedes and Aston Martin are making claims they have yet to put into reality. I give kudo's to Chevrolet (with the Volt and the Bolt) and to Nissan (with the Leaf) for showing us "actual" electric vehicles that are on the road today. I give shouts and praises to Tesla for getting the ball rolling back in 2008 with the Roadster, then the model S in 2012, the Model X in 2015, and now the mass produced vehicle coming out next year, the model 3.

Over the next 5 years, the automotive world will change drastically. In addition to electric vehicles, there will be charging stations popping up in every city, gas stations will need to accommodate charging to keep their customer base, and autopilot (self-driving automobiles, God forbid) will become standard in a majority of vehicles. In one respect, I look forward to the comforts of technology. In the other, however, when I want to take that Sunday drive to nowhere, nobody can take away that grin on my face from my gas powered, stick shifting, exhaust rumble of my 911. That to me is the "real" joy of driving.

Happy Holidays
Sed P. Anderson.



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.



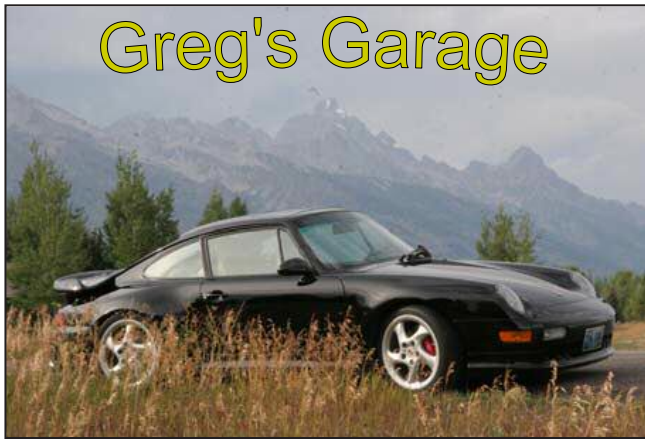
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Another year has gone by, it just seems to go by all too fast, even for a Porsche owner. I always wonder about Einstein's Theory of Relativity, as you approach the speed of light, time slows down. So, if I drive 100 mph, does that give me more time? Not sure, but if you get caught, you just might get some time.

Slowing down was not on the menu for YELPCA. Cars & Coffee, Summer Montana Tour, 2 Autocross events, several Get Together events and impromptu drives are many of the fun things that we did as a region. Now that winter is giving us a 1 – 2 punch, most of us have put our babies to bed for the winter as we focus on the holidays and winter activities. Some fly South, others stay and some do both. How ever you spend your winter, enjoy it.

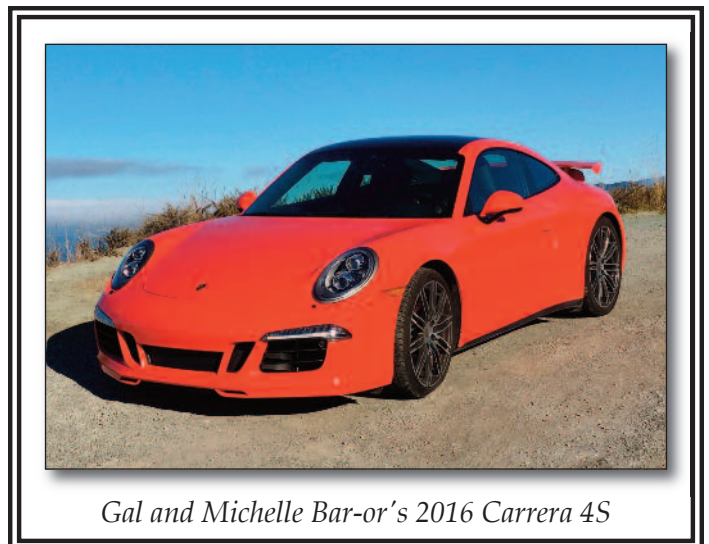
Also it is the time of year that I would like to thank all of our advertisers, Bank of Jackson Hole, Ken Garff, Porsche of Salt Lake City, Nancy Clancy, Auto Detail, Advanced Glass, Powder Stash Construction, ZA Konarski and especially Detail Driven, who started advertising with us this year. Please be sure to support them as most of them have been in our newsletter for a very long time, long before I took over 3 years ago. Man has it been 3 years since I have been in charge of this, crazy.

That does bring to mind that both Scot & I spend a fair amount of time putting the newsletter together 6 times a year. While other regions have upped their game, we still are recognized by PCA as an outstanding example for regions our size. Scot does an excellent job of having a President's Message every issue along with writing articles on events that we have, etc. He also sometimes has additional articles that help full the pages of Old Faithful. It is not an easy task, and that is coming from experience. As I spent 5 days trying to figure out what to write for Greg's Garage, which does not come out

every issue, it can take valuable time away from other activities that we enjoy. It is my hope that we can get more involvement from our membership by sending in pictures of newly acquired or current cars or write an article about a driving trip that might be of interest to our members. We are looking for content and anything Porsche related will work. Also, if you are interested in being more involved with the newsletter, please, please come forward. Your input will be greatly appreciated.

As for the upcoming year, we will have our first Get Together in the spring. Cars & Coffee will resume when the weather warms up and they get the gravel off the roads. As for the Summer Tour, Scot and I are thinking about timing the drive with the Sun Valley Road Rally, July 21-22, 2017. This way those who want to participate in the Rally can do that along with our group activities. I think it is a great combo for our event.

So, as I watch it rain here in town and dump copious amounts of snow in the higher elevations, I want to wish you all Happy Holidays and a Happy New Year.



Gal and Michelle Bar-or's 2016 Carrera 4S



Classifieds

Purchased certified pre-owned at Ken Garff in SLC Nov. 2014, I am second owner. With only 27,000 miles my Red Rocket is in "like new" condition and still has the "new car" smell. In Carmine Red and Black leather interior, red seat belts, Instrument dials in Guards Red and the Porsche crest embossed on the head rests, this car has ALL the bells and whistles including an invisibra. The original sticker price, \$114,470 is listed in photo section. Purchased the Porsche 100K extended warrenty for an additional 2K(this transfers to new owner). New summer tires spring '16 on 21" rims with only 850 miles, as well as a winter set of 19" rims w Blizzak snows(like new) keeps you on the roads no matter what the conditions are. Selling to downsize to a vehicle that will take the heat and run the sandy roads in Baja. Feel free to call me for a look in person. Contact me if interested, for links/ additional photos. Betsy Rudigoz 360-908-1953 Victor IDAHO.



Classifieds

2007 Cayman S \$32,750

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Criticized success!

by Pedro P. Bonilla Gold Coast region PCA

Porsche is probably the most criticized success story in the world!

Let me explain why I say that .

In 1948 Ferdinand Porsche introduced the first production sportscar, with his name as the brand: The Porsche 356. Designed by his Son Ferry, it was not an overnight sensation. It took Porsche 2 years to manufacture and sell 50 cars, but by the early 50s the 356 had gained a following, especially by enthusiasts on both sides of the Atlantic because of it's design, build quality and aerodynamics.

The 356 evolved and got refined throughout the years. It was offered in different iterations: 356A, 356B, 356C with air-cooled, flat-4 motors ranging from 1,100 cc to 2,000 cc, initially borrowed from the VW Beetle, mounted behind the rear axle (except for the prototype, No. 1, which had a mid-engine layout). Speedsters, Coupes and Cabriolets all sported the 356 designation.



Even with all the success, in 1963 Porsche announced that it would phase out the 356 and replace it with the 901. Only 82 cars were badged as 901s because of a trademark dispute with Peugeot, and the 901 became the 911.



Porsche marketed the 911 as a larger, more practical version of the 356. It also had a pair of rear seats.

Critics were quick to pounce on its lack of focus.

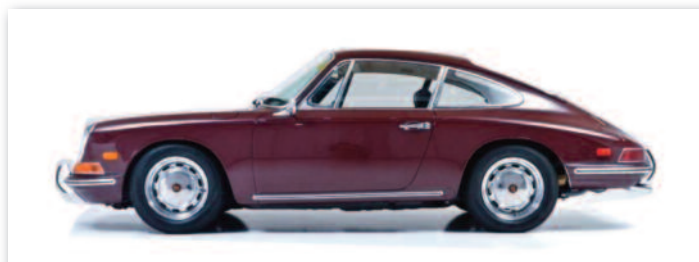
The 911 continued with the engine behind the rear axle, but instead of the flat-4 engine, Porsche opted to install a more powerful flat-6 in the new platform.



This added almost 50% more cost to the car which made the acceptance of the 911 somewhat slow at first.

This drastic price increase drew quite a bit of criticism.

Concerned that the increase in price of the 911 with the 6 cylinder engine would substantially hurt sales, Porsche introduced an entry level 4 cylinder model dubbed the 912 immediately after the end of production of the 356 (in 1965). Initially, the 912 outsold the 911, boosting total production until the 911 gained its assured success.



The 912 was short-lived because of the 911's success and in 1969 Porsche announced that the new entry-level model would be the 914 which had been designed collaboratively between VW and Porsche.



This new platform had been originally intended to be sold as a VW (replacing the Karmann Ghia) with a flat-4, and as a Porsche (entry level) with a flat-6. The 914 was a mid-engined, targa-topped, two-seater

When the 914 hit the market it was not considered a (real) Porsche by most enthusiasts!

Because of an internal feud between VW and Porsche, after the death of VW's CEO (Heinz Nordhoff in April, 1968) and the appointment of the new one (Kurt Lotz, which was not part of the Porsche clan) VW refused to share with Porsche it's tooling for the 914 and the price of the 914-6 ended up being just slightly less than the 911. The 914-6 sold quite poorly, while the less expensive 914-4 became Porsche's best seller during its model run outselling the 911 by a very wide margin with almost 120,000 units worldwide.

In 1976 the Porsche 924 replaced the 914 as the company's entry-level model. It had been a joint project between VW and Porsche. In production terms, it was the first Porsche model powered by a non-flat, water-cooled, front-mounted engine, with an automatic transmission as an option!



Needless to say, die-hard Porsche fans felt betrayed!

The 924 platform which had a 2.0L and then a 2.5L in-line 4 was developed into the 944 with 2.5L, 2.7L, 3.0L and 2.5L turbo power plants successively.

Eventually this platform turned into the 968.

In 1993 at the Detroit Auto Show, Porsche unveiled the Boxster Prototype. It got a very favorable response and in 1996 they announced that the Boxster would go into production as a new entry-level model, the 986. The company went back to its roots by offering a rag-top, mid-engined, two-seater, flat-6 but the die-hard fans of the 911 (by now designated as the 993) **were quick to point out that this could not be a "real" Porsche since it was water-cooled!**



continued on page 10

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Eventually the 986 Boxster turned out to be the car that physically saved Porsche from financial collapse. The 986 evolved into the 987 then into the 981 and now into the 718 and also spawned the Cayman which appeared in 2006.



But the criticism of the company didn't stop there.

In 2002 (2003 in the US) **Porsche became a truck (SUV) manufacturer [big collective GASP!]** with the introduction of the Cayenne.



Porsche no longer would be exclusively a sports car manufacturer as it had been since inception and for the previous 54 years. Then in 2009 Porsche announced the 970, a luxury, full-sized, 4-door, front-engined (V6 or V8, or hybrid), 4,000 lb sedan known as the Panamera.



What is this world coming to?

Real Porsche cars should only have 2 doors!

In 2013 Porsche expanded it's model line with yet another SUV. This time with a smaller but turbo-charged Macan ...



.. but the latest one is the "ultimate betrayal" to it's die-hard fans:

Porsche sports cars will no longer have a flat-6, normally aspirated engine, as God intended!

It was recently announced that all Boxsters, Caymans and eventually Carreras will be exclusively powered by four cylinder turbos.

As you have read in the article, Porsche has been very criticized throughout it's history. But coldly analyzing those criticized decisions as a Monday morning quarterback, they have been spot on!

- The 911, criticized for its lack of focus, became the most iconic car in history
- The 914-6 is today a highly sought after model of a "pure sportscar"
- The 924/944/968 platforms are lovingly restored, driven and raced worldwide
- The Boxster became the car that saved Porsche, now 20 years in production
- The Cayenne was Porsche's best-seller until last year
- The Panamera has been another Porsche success story
- The Macan now became Porsche's best selling model
- The jury is still out on killing the flat-6*

(*) This is my attempt at sarcasm ... maybe. That one really hurt. What were they thinking? ;)

For more information on Porsche's model history and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro



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Yellowstone Region Porsche Club

The Yellowstone Region Porsche Club is named after the Yellowstone National Park, originally settled by the Arapaho Indians 11,000 years ago. Yellowstone in the Arapaho native language is *Henihco'oo* or *Héetihco'oo*. It is the first national park in the world, signed into law by President Ulysses S. Grant on March 1, 1872. The park is known for its wildlife and many geothermal features, like the Old Faithful Geyser, and the many ecosystems that are contained within its boundaries. It is located primarily in the state of Wyoming, but also extends into Montana and Idaho. Like its diversity, the Yellowstone Region Porsche Club includes parts of Wyoming, Montana and Idaho and maintains some of the greatest driving roads around, beautiful scenery and the greatest people in the area.



Porsche Club of America
Yellowstone Region



The Underdog

By Scot Anderson

The black sheep of the Porsche brand, the 914, in the eyes of some, may be a little homely, is not very well known and ran for only 5 years. Lately, however, the little Porsche that could, the ugly duckling that in its old age is a beautiful thing, is slowly becoming one sought after machine.



When the 914 was released back in September of 1969 at the Frankfurt Motor show, Porsche had high hopes to reproduce an iconic, back to basics sports car much like the 356 speedster some 15 years prior. Unlike the rear engine 356, the 914 was a different beast altogether. Its engine resided behind the rear seat and made for a very compelling automobile. Porsche's goal was to bring the pride of ownership to a larger audience as the price of the 911 and 912 were escalating.

The 912 reached a hefty \$5,000 in the late 60's, with options bringing it into the sixes. It was the 914, in replacement for the 912, that Porsche decided to produce for the lower end of the market. Drawing on the success of its mid-engine track cars, Porsche couldn't wait to make marketing references to their winning strategies on the track in parallel with a production vehicle. However, for cost reasons, Porsche needed help to fund the project. In the words of Ferry Porsche himself, "from the realization that we needed to broaden our [model] program at a less costly level [and] that we couldn't do it alone."



Looking for a partner to help produce the vehicle and keep costs low, Porsche contacted Volkswagen's chief Heinz Nordhoff, who created the VW brand to be the top selling import in the US. It was a natural union for both companies, both were German and both companies had worked closely together over the years. Heinz Nordhoff was looking for a replacement to the slow selling Karmann-Ghia. The 914, designed around VW components by the folks at Porsche, was just what he was looking for.



In due time, both Ferry

Porsche and Heinz Nordhoff hatched a plan. Porsche would design a car to accept the powertrain from VW for the upcoming upscale rear-engine sedan, the 411. The vehicle then would be sold as a VW-Porsche, where Porsche would have the option of installing their own engines to sell the vehicle through its own dealers. The first "joint venture" between the two manufacturers, the vehicle promised to prevent layoffs at Wilhem Karmann Works, Volkswagen's division that was to produce the Type 3 Ghia, and allowed Porsche to produce a vehicle that would calm the US dealers clamoring for an affordable model.

Porsche made it a point that styling would be a priority for the 914. With Butzi Porsche at the helm of design, he found the Gugelot Design Studio, a limited liability company located in Neu-Elm, 50 miles outside of Stuttgart. The company had created a front engine prototype of a vehicle made from a foam core and fiberglass that intrigued both VW, Porsche and Karmann. With minor revisions by Butzi himself, the vehicle was re-created to accommodate the mid-engine layout desired by both Porsche and VW. It was here that the 914 was born.

To add rigidity to the all steel monocoque body, Butzi added a Targa-type roll bar that was later named by many journalists as the "basket handle." Between the basket handle and the windshield,



Butzi added a fiberglass roof panel that could be removed for sunny weather. To meet US safety standards, Porsche had to add larger bumpers to the vehicle. Also to meet US height regulations for headlight visibility, Porsche added pop-up style headlamps. To keep costs low, Butzi designed a very simple interior. The dash had upright binnacles, a large center tachometer flanked by a speedometer to the right and a fuel gauge and warning lights in a binnacle to the left. Heat and vent controls were stock Porsche, and it was the door and dash hardware that came from Volkswagen. The door sills in the vehicle were very low and the center console housed the shift linkage and a few electrical wires. With a mid-engine design there is no drive shaft required to stretch the length of the vehicle like in a front engine car. The seats were also very flat and low and took advantage of the expansive flat floor of the 914.



Impressively, the 914 also had two trunks. One in front of the vehicle, just like in the 911, and one behind the engine. The front trunk houses a spare tire with room enough for luggage. The rear trunk provided more luggage room and clips to store the roof panel, although not necessarily at the same time. The engine was accessed through a narrow lift up hatch just behind the rear window.

Porsche kept costs low by borrowing from its parts bin. Using the MacPherson struts, lower A arms

and longitudinal torsion bars from its 912/911 siblings, the front suspension gave way to a great performing vehicle. Using new pieces for the rear suspension, Porsche designed semi-trailing arms and coil springs to reduce body roll. Steering was rack and pinion and brakes were of the solid disc type at all four corners. VW provided the wheels from the 411. Boge telescopic shocks were standard, but gas pressurized shocks from Bilstein were optional.



The first

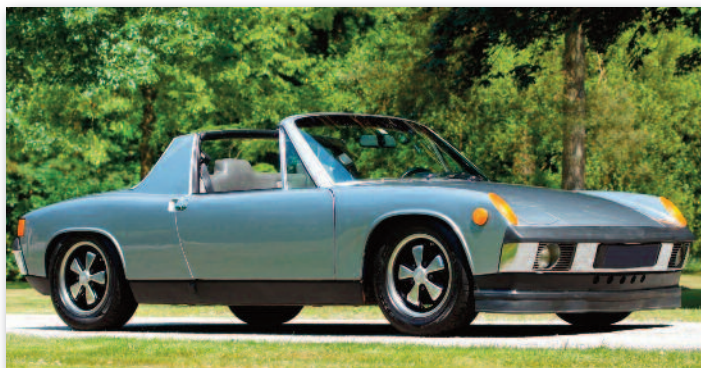
production 914 used a Volkswagen 102.4 cubic inch (1679 cubic centimeter) fuel injected, overhead flat four engine from the 411. A Bosch Fuel injection system provided mild 8.2:1 compression and modest output of 85 horsepower at 4900 rpm and 103 foot pounds of torque at 2800 rpm. The only transmission was Porsche's 5 speed manual from their 901 model.

On the road, the 914 was able to do a 0 to 60 mph sprint in 14 seconds, the standing quarter mile in 19 seconds at 70 miles per hour and the top speed was an impressive 110. The weight of the vehicle however was 2100 pounds, and for its 96.4 inch wheelbase, was rather portly for the time. Weight distribution was 46 front and 54 percent rear. Amazingly, the vehicle sat 4 inches lower than the 911.

Bearing the VW and Porsche badges in Europe when it first went on sale in 1970, it came only with a Porsche badge when it hit the US shores a month later. On the road, the 914 had unique characteristics that made it a competent and at times a little quirky of a vehicle. Road and Track claimed that the 914 didn't have "great absolute cornering power – at least not yet." In contrast however, Road and Track claimed slalom behavior was "excellent. Initial response to steering input is utterly without delay. What happens when the driver lifts his foot off the throttle in a hard corner

continued on page 14

– this is the trickiest thing about rear heavy cars - is simply a mild tuck-in of the front or, at the



extreme, a smooth breakaway of the rear.”

Car and Driver didn't quite agree. They claimed the 914 “understeers a lot. While you are making the transition from straight to curve, there is no real problem unless you have to slow down abruptly. Here the 914 has the same trailing-throttle oversteer characteristics of the 911E, lift your foot off the gas as you enter a bend and the tail tries to come around. An expert driver can use this to set up for a corner, but a novice will probably never try it twice.”

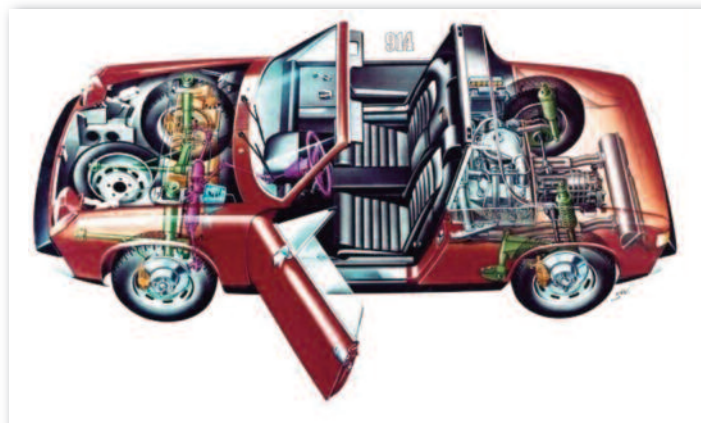
US advertising of course emphasized the advantages of its mid-engine design, lower center of gravity, and better handling and braking. In one particular advertisement, Porsche claimed “if there's one thing we've learned from racing, it's where to put the engine. So, if you're thinking about a true two seat sports car, think about this: When you don't get a back seat, you should at



least get an engine in its place.”

Unfortunately the public wasn't impressed. Being deterred mostly by price, the competition at the time was able to hold its own. Originally

advertised for \$3,015 in Germany, the 914 came to the United States at \$3,495. At that price, the 914 competed against the MGB, a vehicle that maintained many maintenance issues, to the Triumph TR6, although at a lower build quality was quite a bit faster, to the Fiat 124 Spider, a prettier and full convertible, and to the all-new



Datsun 240Z, a conventional front engine sports car that sold for \$175 less.

Road and Track summed it up quite well when they test drove all but the Datsun. “Though the 914 was the slowest off the line, it was marginally fastest all out. It also equaled the [Fiat] and handily beat [the MGB and the Triumph] in braking, and outdid all three in fuel economy. But its blocky styling was the most controversial of the group, and neither workmanship nor materials seemed worthy of the Porsche name - or the price.”

Surprisingly however, one hundred thousand 914's were sold to Porsche loyalists. Yet many believed, with its VW engine, that it was hardly a Porsche at all. That's when Porsche decided it was time to make the vehicle true to its name. The result was produced in late 1970 as the 914/6, with a true Porsche engine (the Volkswagen 4 cylinder version of the vehicle was unofficially known as the 914/4). Porsche borrowed the 2.0 liter flat six cylinder engine from the 1969 model 911T, with capacitive discharge ignition and twin triple choke Weber carburetors. They equipped the car with 5.5 inch wide, five lug wheels, fatter tires and ventilated front disc brakes. Porsche added a full suite of instrumentation, including a 150 mph speedometer, an 8000 rpm tachometer, three-speed wipers with electric washers, a dual tone horn and a vinyl top for the Targa roof.

continued on page 16



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!



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The extra cylinder made a world of difference. The flat six had an engine wail that was true to the Porsche name. The 914/6 now had the exciting “seat of the pants feel” that was known for the company and it certainly had the performance to boot. Road and Track recorded a 0 to 60 time of 8.6 seconds, a standing quarter mile in 16.3 seconds at 83 miles per hour and top speed of 123. In addition, the vehicle returned 21.3 miles per gallon.

However, the gains in performance came at a price. The 914/6, now a proper Porsche, was \$2,500 more than its sibling, the 914/4, and sold for \$6,100. Making it an even harder sell, Road and Track said it best, “[We’d] probably pay the extra \$431 for a 4 speed 911T, with its handsomer body, better detailing, extra years of development, slightly better performance and +2 seating.” With only 3,551 vehicles sold in the US, Porsche quietly ended production of the 914/6 in 1972.

Volkswagen's version of the vehicle mustered on. The 914 continued to get revisions. In 1972, the car gained a revised engine, designated the EA series. Replacing the W series unit in the years prior, VW gave the engine recalibrated fuel injection to meet the 91 octane standard required that year in the state of California. With 10 percent better fuel economy, wiper and washer controls incorporated into the turn signal, an adjustable passenger seat, and fresh air vents at either side of the dash, VW also increased the price by \$700.

The Appearance Group option was also new for 1972. For \$311, the buyer could equip his or her 914 with a vinyl roof just like on the Porsche 914/6, a dual tone horn, upgraded carpeting, 5.5 inch wide rims with upgraded tires, and a leather steering wheel.

In 1973, Volkswagen kept the 1.7 liter engine in a de-tuned version to meet California's smog emissions. Dropping the horsepower to an anemic 69 horsepower allowed the vehicle to continue sales in all 50 states. VW also added a 2.0 liter 4

cylinder engine as an option, rated at 91 horsepower. The increase in power didn't quite match Porsche's version, but it was a great compromise at \$5,599. It included the Appearance group, alloy wheels, a center console mounted clock, a voltmeter and an oil temperature gauge, as well as anti-roll bars to the front and the rear of the vehicle. The anti-roll bars allowed for lower spring rates and a softer feel to the vehicle. Road and Track stated “The relative stiffness of the front and rear anti-roll bars seems to have been chosen to provide understeer at all times and under all conditions. When driven around a curve, the front end slides and the back end sticks. Apply full power and the front end pushes toward the outside of the turn. Let up on the throttle and the front end tucks toward the inside of the turn.”

In 1974, the 914 came with larger front bumper guards to meet the United States 5 mph front bumper rule. The standard power train for all models was a 1.8 liter engine over the previous detuned 1.7. With modified rockers, combustion chambers and larger ports, plus larger valves, it produced 72 horsepower at 4800 rpm. Although 4 less horsepower than the 1.7 liter it replaced, it maintained the ever restrictive California emissions standards required by the state.

In 1974, a Limited Edition US version was also released. It came with a front spoiler, side stripes, alloy wheels, your choice of white or black paint, and an upgraded interior. With hopes of perking up the slow sales, it seemed nothing could help the Karmann-Ghia/356 replacement. After getting bigger bumpers in the US in 1975, the joint venture ended the production of the 914. Selling a total of 118,947 vehicles, including both Volkswagen and Porsche versions, the sales for the little car that



competed for the fun factor in the 70's ended.

However the 914 lives on. In today's market, it seems anything with the Porsche nameplate can survive history's worst nightmares. The 914 is no exception. Enthusiasts today recommend doing your research. As with any vehicle, avoid the rust. Rust wreaks havoc on electricals as well as the mechanicals and body. Parts for Porsche's are not cheap either. Finding one that has been well maintained will save you money in the long run.

Secondly, finding a vehicle that was built in the later years of production will give you a more reliable and safer vehicle. The sweet spot of course is the 1973 to 1975 versions that came with the anti-roll bars, seat belts and proper gauges to maintain the reliability. The hot spot however is the 1970 to 1972 Porsche version - that is, if you can find one. The 914/6 comes at a premium over the VW-Porsche model.

Checking the serial numbers helps to insure the vehicle is as it was designed. There are 4 serial numbers total on the 914. All of them should match to insure the engine was not replaced or that the vehicle has not suffered major damage.

Also looking for the options makes for a more

valuable vehicle. The chrome bumpers are a highly sought after option, as well as the front and rear anti-roll bars that came with the upgraded interior. On the front end of the 914, the classic fog lamps make for a sweet looking machine.

Paperwork on a classic Porsche can also reveal how much money you may or may not need to spend on future repairs. Someone who has detailed paperwork usually has maintained their 914 in a similar manner, saving you a great deal of time, money and frustration.

Looking at the local online sales channels for the VW-Porsche 914, prices range from \$4,000 for vehicles that need work, on up to \$21,000 for vehicles that have had many replacement parts. If you can afford it, it is cheaper to have someone else pay full retail for replacement parts and have them installed than it is to do it yourself. Of course, that's part of the game with most vehicles. The Porsche 914/6, however is the gem of the model. I could only find two of them online, one for \$79,000 and the other for \$125,000. None the less, as with most Porsche's, the 914 continues to climb in value. Although perhaps not as beautiful as some may like, its' rarity speaks for itself and its beauty is always in the eye of the beholder.

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"Please welcome our newest members"

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