

OLD FAITHFUL

Porsche



July 2017



Porsche recommends **Mobil 1**

Among the things in your rearview mirror: shoulda, coulda, woulda.

In fact, you could leave regret happily behind you. Because never again will you arrive at a stoplight, look out the window, and see another car that incites envy. Though, for many others, you will become the source of it. Porsche. There is no substitute.

The 911.
Only A Sports Car Takes You There.

Porsche Lehi

3425 North Digital Drive

Lehi, UT 84043

(801) 852-5400

www.porschelehi.com

Showroom hours M-F 9:00AM-8:00PM,

Sa 9:00AM-7:00PM, Closed Sunday

Porsche Lehi

A KEN GARFF DEALERSHIP



PORSCHE

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

2017 Yellowstone Region Executive Board



President

Jim Wunsch
(307) 690-1788
jimwunsch@gmail.com



Director

Frank Forelle
frankforelle@yahoo.com



Vice President

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



Director

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



Secretary

Bobbie Reppa
ddreppa@cs.com



Webmeister

Ked Nilson
ked@kwazadilla.com



Treasurer

Cody Mulligan
(307) 699-1230
codymulligan@gmail.com



Director

Dwight Reppa
ddreppa@cs.com



Director

Mike Mielke
mmielke@westwoodcurtis.com



Director

Kristy Welfl
kristinamwelfl@hotmail.com

Newsletter Contents

A Day At The Lake	4
2017 Tour in a 1971 911 T/E	6
Events Calendar	7
Greg's Garage	9
Chronicles of Sebring.....	10

Jackson Lake	16
Classifieds	16
Membership.....	18
Advertiser Index	18

Cover Photo Jim Barlow's '71 991t with e engine. Cover Photo by Greg Wallace. See Story on page 6.



A Day at the Lake

By: Greg Wallace

Photos by: Greg Wallace

After meeting and getting supplies at Creekside Market, we took the scenic route to the lake. The Tetons were spectacular and it was a beautiful day on Jackson Lake, starting out with blue bird skies and very calm weather. The water was glassy and you could see the fish jumping. Eric Weber and I made our way to his mooring (not a buoy like everyone here calls them) at Signal marina. Eric turned the key and the motor barely turned over. One more try and you could hear all that power murmur from under the engine cover.

Now we were on our way to meet up with the rest of the party at Half Moon Bay. Dan & Nancy's 'Indian Summer', Jim & Anne's 'Pasatiempo', Mike Mielke's 'SS WWC', and a couple non member boats owned by new member hopefuls, Paul Sandretto and Ben Meyring. 5 big boats and a runabout is not a bad turnout for car lovers. Unfortunately my skiff is still a work in progress and could not make it this year. However, the adage holds true. What does BOAT stand for? Bring Out Another Ten thousand. Again, and again and again.

With all those boats, of course came many folks, many kids, and a couple dogs. The plethora of paddle boards, kayaks, noodles, floaties, water toys and a dinghy or two made for an absolutely fantastic chillaxing day on the lake.





2017 Tour in a 1971 911 T/E Luftgekühlt 4 and Targa California 2017 road trip

Story & Photos by: Jim Barlow



My son Will and I left Wilson early on the fourth of May 2017 and arrived in San Pedro California for Luftgekühlt 4 in the afternoon on Friday. It was a hot dry drive through Utah, Nevada and California, with an overnight in St George. We had dinner with Jim Tallichet at the Reef in Long Beach and rested for the weekend ahead.

Saturday we joined up with a fellow air-cooled enthusiast, Bruce Ladd from Casper at cars and coffee in Costa Mesa and to an open house at Auto Kennel again in Costa Mesa. We then joined Bruce and Jim at the Petersen Automotive museum in LA.



Saturday evening we relaxed and looked over some of the air-cooled Porsches assembled at the hotel going to Luftgekühlt the next day. One of the p-cars was a recent build of a rally car that they drove across the country just to go to the Luft event.

Early Sunday morning we left for the Luft event.

It was raining lightly, but the weather did not hamper the immense gathering of air-cooled Porsches. This was a truly great event for those interested in air-cooled Porsches.



On Monday we traveled to Santa Monica for some beach time and flew out on Wednesday leaving the car at Hopalong storage in Costa Mesa for a return trip the first week in June to join the 2017 Targa California.



Will did not make the return trip to the Targa as he was getting ready for his work and training at Mount Hood alpine racing camp. I landed at the John Wayne airport about 9:30 am and was on the road by 10:00 am to Lancaster to meet the Targa California group (100 plus entrants). I drove across the LA basin to the base of the Angeles Crest Highway in La Canada Flintridge and headed





2017 Events Calendar

Day at the Lake: July 15

Three large vessels and a runabout will be the mode of transportation for this one day event at Jackson Lake. Meet at the Visitors Center @ 9:00AM. BYOB, lunch, snacks, sodas & water provided. Please RSVP by July 7 to Kristy.

Fairmont/Anaconda: July 28-30

Depart from the Coach at 12:00 Noon on Friday, July 28. 4.5 hour drive to Fairmont Hot Springs Resort. Friday dinner at Waters Edge @ Fairmont. Saturday group event to drag races in Anaconda, \$8 gate fee. Also, golfing Sat & Sun and scenic drives for those who don't go to races. Tee times will be set up for golfers. Block of rooms at Fairmont Hot Springs Resort, 406.797.3241, under Yellowstone PCA. Rooms need to be reserved by July 10th .

Scavenger Rally: August 12

Meet at Elevated Grounds for Cars & Coffee between 9-10:00AM. Depart from there. The day will end with lunch around 1PM.

Girls Garage Day: September TBD

**I AM
EMPOWERED
MOTIVATED
DETERMINED
STRONG
VIVACIOUS
ENTHUSIASTIC
INDEPENDENT**
woman



A fun filled day for all of YELPCA's amazing women. This is an opportunity for you to become more familiar with your car, ask questions, have a little fun driving and enjoy some quality Porsche Girl time. Guest Speakers, prize drawings, lunch. Followed by Club dinner @ 6PM. Location TBD

When: September TBD

Where: YELPCA Clubhouse, 3900 South Park Loop.
(Mielke's Shop)



Please RSVP all events to Kristy at kristinamwelfl@hotmail.com

over the San Gabriel Mountains and on to Lancaster. The Targa group met the next morning for a drivers meeting to discuss the route, rules and the day's events.



My friend Bruce had come from Casper in a RS America. We then had a short drive to Willow Springs Raceway and spent the morning doing some fun at speed laps around the track.



We then drove to Tehachapi and on to the Kern River Brewery in Kernville for lunch. After lunch we had a hot slog on the western edge of Death Valley to Lone Pine for evening rest and good night's sleep.

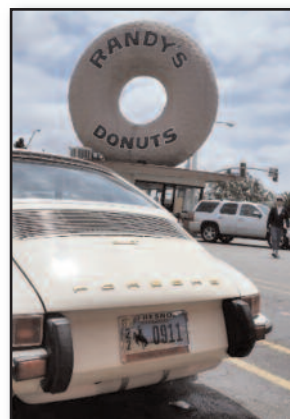
We left Lone Pine in the morning and headed for more fun drives in Death Valley heading to Bishop California for lunch. There were some fun twisty roads on the way with jaunt up to the Bristle cone forest at 10,000 feet.

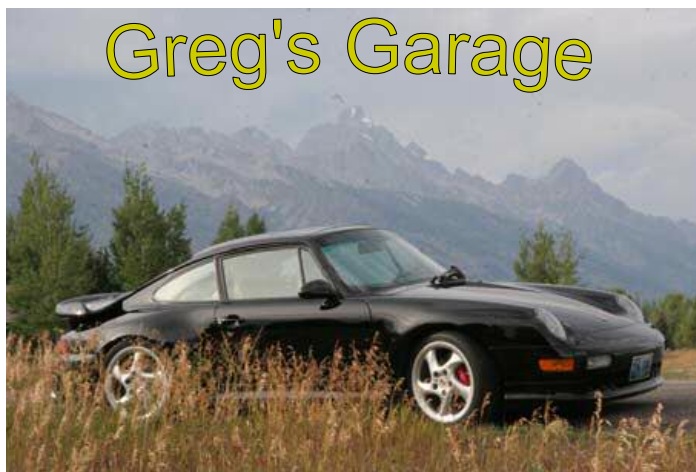


From Bishop we continued on to Mammoth Lakes for another rest and some tasty pizza. Saturday was spent with a drive out from Mammoth, a lunch break near Mono Lake and a mountain return to Mammoth.



Sunday we had a farewell breakfast and then headed across Nevada via US 6 to US 93, Wendover and home through Evanston. A total of 3700 miles were driven in the old 911 and it did not miss a beat.





At our annual meeting back in June, there were 3 board seats whose terms had expired. Scot Anderson, President: Pat Siegel, Secretary & Stan Siegel, Director. We also had a 4th board member, Rusty Brown, who stepped in when the Treasurer position opened a couple years ago, and decide to step down this year opening up the 4th seat. I would like to personally thank all of you for your support and time given to YELPCA.

Now we had to fill these seats, and as most know, it is sometime hard to find volunteers in a group as small as our, however, we did manage to fill all 4 seats. Jim Wunsch was elected President, Bobbie Reppa was elected Secretary, Cody Mulligan was elected Treasurer and Frank Forelle was elected Director. Thank you all for stepping up. It is good to see some new faces getting involved at the board level. We are all looking forward to your leadership.

I am sure you all noticed that this newsletter did not come out in June, as it has for 10 years or so. Since we did not have any group events until July 15, I decided to come out a bit later to have those photos and article as content for this newsletter. I am also toying with the idea to only publish 4 times annually as there is a fair amount of work involved in publishing the wonderful newsletter. And as my real estate career continues to grow, I have less free time to do these other things. So, I am hoping that we have a couple more folks out there, like Jim Barlow, who wrote an article for this issue. Any car related article would be welcome. Please let me know if you are willing to write something.

PORSCHE CLUB OF AMERICA
Treffen
ASHEVILLE

There are secrets hidden in these mountains...

Drive. Dine. Explore.

Treffen Asheville
September 20-24, 2017
Omni Grove Park Inn
Asheville, North Carolina

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org



The Chronicles of Sebring:

by Pedro P. Bonilla Gold Coast region PCA

The Clutch, the Brakes and the Engine. Part 3.

Dispelling or confirming some Porsche myths.

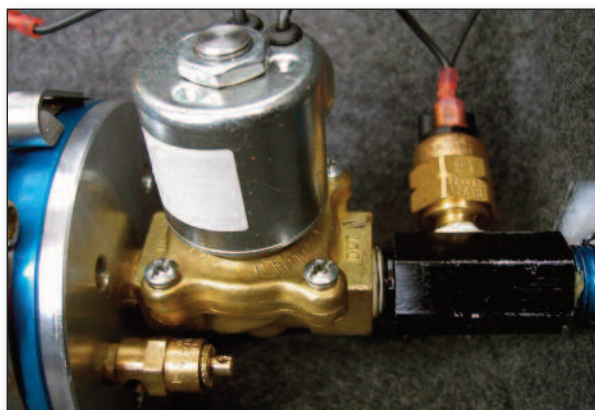
What a difference a year makes!

If you've read the previous two Chronicles you'll know what my car now has: an Accusump!

An Accusump is an aluminum cylinder which can hold 2 or 3 quarts of engine oil under pressure. It gets connected to the engine's oil supply via a high-pressure oil hose. Between the Accusump and the engine there's an electric valve and a pressure switch.

When the engine is running the Accusump starts accumulating oil until it is full and holds the oil at the highest pressure the engine generated.

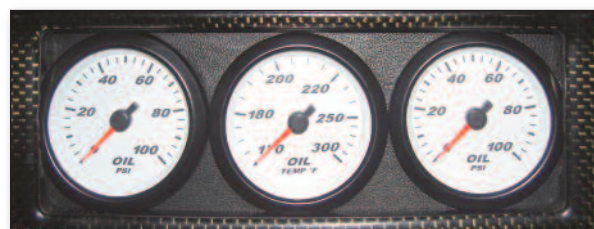
Now, when the engine's oil pressure drops below 35 psi, the pressure switch opens the electric valve and the Accusump sends the accumulated oil under pressure back to the engine.



But why do such a convoluted installation?

Well, Boxsters and Caymans in particular, when fitted with racing tires, can generate such high lateral G-force in the turns that the oil inside the engine creeps up the walls of the oil pan and the pump sucks air! This is not good; having an engine running at 7,000 RPM with no oil pressure. And that is precisely what had happened to me last year, when piston rod number 6 let go because of overheating due to oil starvation.

Because the Boxster doesn't have an oil pressure gauge and because you can't see what's going on inside the Accusump, to determine if it's working properly or not, I also installed a set of gauges: One oil pressure gauge for the engine oil (right), one oil pressure gauge for the Accusump (left - which was probably overkill) and one oil temperature gauge (center).



I also installed an onboard HD video camera to be able to study the oil pressure during a track event. The next 2 photos were captured from the video during a Super Solo run at the 48 Hours of Sebring 2012.

Turn 13 and turn 17 are both high G-Force turns where you can see the engine oil pressure has dropped and has kicked in the Accusump so there is always positive oil pressure throughout the turn. Watching at the video, there's not a single moment, during 10 hard laps at Sebring where the engine pressure drops below 30 psi.



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



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



Aaron Ackley

Owner

(307) 733-6606

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

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

Weekly Mobile Detail Service



For more information call Bobby at
307-730-0512

Star Valley Storage Condominiums

Own a heated 50'x15' storage unit with 12'x14' roll up doors.
Well insulated. Single or Multiple units available.
Less than 15 minutes from Star Valley Ranch
Phase II ~ 25 Units



Adjacent Units No Walls



Single Unit

Interested in Buying or Selling?

Call for a Comparative Market Analysis on your property.
GregWallace@JHREA.com ~ 307.200.1924





Ed: I need to stress the importance of installing the Accusump correctly.

Many installations are done wrong and will not offer the desired protection.

Oil, like water, will take the path of least resistance. If the Accusump is connected to an un-checked oil pressure point, it will not work properly. A one-way check valve needs to be installed at the Accusump's oil inlet so that when the oil is sent back because low oil pressure triggers the switch, the oil is made to travel through it's originally intended paths to cool and lubricate the cams, lifters, etc. If the check valve is not installed then the oil will flow right back to the oil sump. Generally the best place to install the Accusump is to a heat-exchanger delete plate or to a spin-on oil filter adapter. If the latter is used then it's generally recommended that a new full-sized oil filter be installed at a different location.

This Sebring outing was one of the best I've experienced, although it didn't start out that way. Prior to our event, INDY cars had been testing at the track. When we made our first run, many of us thought that we'd had a flat tire, especially coming out of the hairpin (turn 7). Our car would loose traction and slide left, as we were making the right-hand turn and at the same time we'd hear and see chunks of tire material coming off the left rear tire. The funny thing was that by the time we'd get to turn 10, another righthander, things would be OK. It turned out that the tires that the INDY cars had been using laid down so much soft rubber on the track that our hot tires would pick it up and then release it on the hard turns. We took enough material off the inside of the rears to make grapefruit-sized balls of rubber from each tire after the first three or four sessions.

On several occasions I also thought that my car had brake fade going into turn 7. It turned out that

it wasn't brake fade, but rather that the car was sliding into the turn on the soft rubber layer that was present. A very weird sensation to say the least. But after a couple of days of "cleaning" the track, it became very good to the point that on Saturday (the 48 Hours Club Race is Thursday through Sunday) I was able to set my personal best time ever!



I had said before that Sebring hated my car.

I don't think that's the case.

I just hadn't prepped enough in order to successfully handle the difficulties of one of the most tough and legendary road courses in the world: Sebring International Raceway.

Can't wait for later in the year when I get to tackle it again!

For more information on any of my modifications and more, please visit my website at: www.PedrosGarage.com.

Happy Porscheing

Pedro



Kristi Welf
Membership Chair

Willkommen

"Please welcome our newest members"

Charles Burt,
who joins us from the Big Sky region.

Philip Sherringham

Val Williams

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	\$680
Inside Back Cover	\$650
Inside Front Cover	\$650
Center Double Truck	\$1000
Full Page	\$600
Half Page	\$350
Quarter Page	\$240
Business Card	\$170




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

Advertiser Index

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





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