



White River Rolling

Published by the White River Region of the Porsche Club of America

April 2017
Volume 2 Issue 1
<http://wrr.pca.org>



2017 Region Officers



President

Leonard Zechiedrich
uber930@gmail.com



Vice President/Membership

Mike Hays
ammonman@cox.net



Secretary

Sharon Hays
mamahays@cox.net



Treasurer

Melody Zechiedrich
melzechiedrich@gmail.com



Webmaster

David Ferrell
def300s@gmail.com



Newsletter Chair

Dave Decker
wrrnews@gmail.com

Zone 5 Representative



Jon Jones
jonesjon843@gmail.com
(918) 740.7951

On the cover – Dave Decker's 1998 Boxster

2017 Calendar of Events,

April 8: Ausflug SWM. Meet at Allen's Foods in Bella Vista at 10:30. 80 mile route around SW MO Lunch in Joplin at Turtleheads Raw Bar.

April 22: Drive to Air Cooled Treasury in Springfield, MO. There is also a car museum at the same location. Lunch at Springfield Brewing Co. More details to follow soon!

May 6-7: Mayfast at Hallett Raceway

May 13: Drive to Jasper and have lunch at the Ozark Café. Departure time will be probably 9:30/10:00. We will put our heads together over the map and pick a starting point.

June 10: Meet at the Lowe's parking lot in Siloam Springs at 10:00. We will drive down 59 to Ft. Smith and have lunch at Ed Walker's Drive In. Super fun place, and a great drive.

July 8: Alan and Sherri Lamb have invited us to their home in Siloam Springs for a pitch in dinner.

August 5: Drive to Top of the Rock in Branson, MO and have lunch.

September 16: Block off this whole day. We will be having the first (hopefully annual) WRR Time Speed Distance Rally. (I'll make sure there's time built in there for lunch.)

September 20-24: Treffen Ashville. This is a PCA National event to be held in Ashville, NC. Alan and Sherri Lamb are planning to attend. They want to organize a group to drive out together.

September 30: Porsche Palooza Planning meeting!! We will meet at Myrtie Mae's for breakfast at 9:30. Planning meeting immediately following.

October 7: Meet for breakfast at Pour John's in Siloam Springs at 9:30. That same weekend, Cimarron Region is hosting Oktoberfest at Hallett Motor Racing Circuit.

November 6: Packet Palooza: 5:00pm at Kelly Miller's office (Mill Creek Software) in downtown Rogers. We need 6-8 people to help with registration envelope preparation for Porsche Palooza. We'll grab a bite to eat when the work is complete. Reach out to Melody if you are able to help out

November 9 – 11: Porsche Palooza!!!

From the Wheel by the Editor

Willkommen to the first issue of the newly resurrected newsletter for White River Region. It is my interpretation of the needs, wants, thoughts, reflections and general karma of the region.

I'm a fairly new member to the club and a Porsche owner for just the past five years although a drooler since the sixties. (yeah I'm that old). I mean who didn't drool over the 356, the whale tailed turbo, the 917, the 914?.

You will find that I'm not a very serious person but I do take this position of editor very seriously. My hope is to give the region a monthly newsletter and I will give the usual spiel about why I can't do it alone. I'm limited on my tech knowledge so definitely any contributions in that category is needed. Check out Mike Hays report on overhauling the engine on his 928 S4. Now that's an article. Also pictures, articles; where you been and what did you do Porsche or WRR related.

I also need an event photographer and someone to sell ads. Volunteers please! In this issue is the usual classifieds titled The Sale Barn and something I did when I was editor for a British car club called The Tool Shed. Porsches require special tools and if you are willing to loan a specialized tool to a fellow member under the auspices of "you break it, you own it" please let me know.

I sincerely hope you like this first issue. I welcome all suggestions.

Keep those cards and letters coming!

wrrnews@gmail.com Dave Decker

President's Notes by Leonard Zechiedrich

Our White River Region continues to grow in number and in its diversity of Porsches. We currently have 79 primary members and 45 affiliate members for a total of 124 members. The majority of our members are located in Northwest Arkansas; however, some extend north into Pineville and Cape Girardeau, Missouri, and into Leavenworth, Kansas. We have members to the south in Fort Smith, Arkansas, and as far as Carrollton, Wylie, and Dallas, Texas. Lots of interesting Porsches from air-cooled to water pumpers.

Our new editor, David Decker, has been working hard to produce your newsletter, White River Rolling. You can help support his efforts by contributing interesting news, articles, ads, photos, etc. It's always exciting a club newsletter. This keeps our members informed and allows us to get to know a bit more about each other. I would like to specifically encourage those of you with stories of projects, purchasing, or "tracking down a Porsche" to put them in writing and send to David.

At our last meeting in Eureka Springs, we had a good turnout of members that met after breakfast to work on our 2017 calendar of activities. The group scheduled these activities around the region so that members will have opportunities to drive different routes both close and far, convenient and not-so-convenient. Come out and join the group and get involved!

On a personal note, I've been working on Porsche projects with most of my free time being devoted to an old 930 transforming into an RSR tribute. It's taken too much time, but it has been enjoyable time. I hope to write-up a brief article for a future newsletter. Feel free to come check out my projects when you are out and about east of Rogers.

Hope to see you at a future activity and enjoy the spring!

MayFast 2017

Now that we have warmed up the track with The Rides of March, we are ready to roll out again for Mayfast 2017 on May 6th and 7th.

Come and join us for 2 fun-packed DE days at Hallett Motor Racing Circuit. We have a group for every driver from novice to expert.

Enter one or both days. Be sure to find us @ clubregistration.net

Know someone who wants to experience a DE? Feel free to pass this info on.

Cimarron Region DE team

Feel free to call us:

[918 231 3987](tel:9182313987)

[918 616 4986](tel:9186164986)



Zone Five Update

by Jon Jones

Catch your breath! Things are moving fast in Zone 5. We have hosted Club Races, Driver's Education events, drives, concours, dinners, and more. There is something for everyone in PCA, and I hope you get the chance to enjoy an event soon.

First off, Maverick Region has spearheaded the Texas PCA specialty plates, and what a great job Bill Orr has done. You should have received by now a survey he sent out looking for input on the final design. While not all Zone 5 members are in Texas, there are plenty of us with a Texas connection, and an interest in these plates. So, while living in Oklahoma, I may not have a vested interest in the final design, I know folks in Texas who do, and we should take a moment to complete the survey for Bill.

Carey Spreen, the Maverick Region Slipstream editor, wrote up an inside look at our Zone 5 Presidents Meeting back in February. I sent it to all the Zone 5 Presidents and hopefully you will have a chance to read Carey's take in a future newsletter or on your websites. It is a great look at how your club works. Thanks Carey!

A word about social media – Cimarron Region hosted a DE on March 18th that was an excellent event. Unfortunately, one of the participant's cars had a grass fire issue that resulted in some minor damage to the car. While we want to encourage everyone to speak their mind on social media, we need to give a care to those unfamiliar with track day events and think before we post. It may make for a spectacular picture, but why highlight the negative? Like many of our DE and other events, we had a great time, met some fine friends and enjoyed some great company. Let's focus on that.

As Zone 5 Representative, I have a responsibility to visit each Region over the course of the year. Part and parcel of the Zone Rep position, I look forward to visiting each of your Regions this year. I had planned on visiting White River Region in March, but on the day of leaving, the weather radar showed ice in the highlands of Arkansas. Sorry, but we are a fun-based organization and ice is not my idea of fun, Porsche or no Porsche. So, I will continue to look for opportunities to meet all of you, but please, no ice.

Upcoming events in Zone 5 – by the time you read this Treffen Hill Country will be complete. Though faced with some challenges, I expect this event will have been a success. All of the hard work in planning and running this event by all of the great volunteers should ensure success – if only through the power of enthusiasm. I will have attended, and volunteered wherever necessary to help make it so. I hope you had the chance to attend as Treffen events are part of the future of PCA.

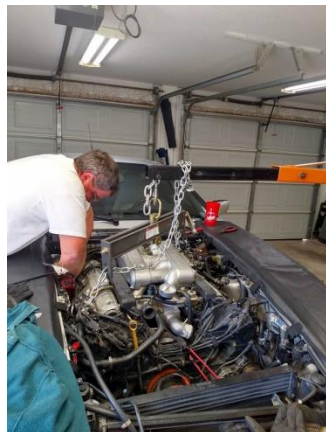


We got banners! The White River Region celebrates five years of existence and hopefully many more years to come.

928 Engine Overhaul

by Mike Hays

After 220,000 miles with questionable care by an unknown number of previous owners it was becoming more apparent every month that it was time to address the 5.0 liter engine in my 1990 928 S4. I bought the car back in 2009 with 177k on the clock and while it ran well when I bought it, it had obviously not always had the most shall we say “conscientious” care.



Hooking up the hoist and unplugging wires

My second PCA High Performance Driver Education (HPDE) day at Hallett Motor Racing Circuit certainly didn't help after finding some momentum around Turn 10 (a speedy increasing radius left hander) and sucking oil through the intake manifold as I screamed down the front straight.

As part of the recovery from that incident I did a leakdown test and dropped a borescope into the cylinders. I found two cylinders with leaky exhaust valves (13% and 18% respectively) and three with significant visible scratches in the cylinder wall. If you aren't familiar with the engines in the transaxle cars this scratching is a big deal. These blocks were cast from an aluminum alloy called Alusil which is a matrix of aluminum and silicon particles. The final step in preparing the cylinders is to use felt pads and

polishing paste to cut the aluminum down below the surface of the silicon particles on the cylinder wall, leaving the silicon particles exposed as the sliding surface for the piston rings. In effect this produces a “glass lined” cylinder wall that is very hard and resists wear to the tune of getting 300,000 plus miles from a set of piston rings with no need to bore the cylinders when rebuilding. This also allows the block to be entirely aluminum alloy and avoids the need for nickel or chrome plating the cylinders (adds lots of \$\$\$, just ask the guys that have had a Nikasil block reconditioned) or installing cast iron cylinder sleeves. Sleeving the block leads to problems of the sleeves moving or leaking due to the aluminum and cast iron



Fishing out the wiring harness plug.

expanding and contracting at different rates with changes in temperature. In addition to the scratched cylinders it developed a slight “knock” when first started and still cold as well as the appearance of metal on the oil drain plug magnet. So, what to do with my engine? Due to the need for machine work on at least three cylinders and the lack of new oversized 928 pistons the only viable rebuild path would be to have the block bored and polished to accept slightly larger pistons from the 3.0 engine used in the 968 (spiritual successor to the 944S2.) After discussing options with Greg Brown at Precision Motorwerks in Anaheim, CA, a respected builder of 6.5 liter “stroker” engines for the 928 series, I decided the best option was to replace my tired engine with a used “lower mile” engine. If the 928's ever start to command the prices numbers-matching 356's and long hood 911's are getting rebuilding the original engine might make some economic sense. Since my 928 is a driver not a “garage queen” a solid used engine made sense.

I made some phone calls to various used parts houses that deal in Porsche spares and came up empty. They either didn't have anything or only had engines with similar miles as mine. By chance another (now former) 928 owner on the Porsche forum “Rennlist” mentioned that he had a 1988 5.0 liter 928 S4 engine on a stand that he saved from a car he was in when it was totaled by a rear-end collision from a semi truck. After some quick negotiations, I was the new owner of that engine.



All the way out

To prepare this engine for installation I stripped it down far enough to replace the head gaskets. After 100,000 miles and 28 years I figured they were due for replacement. I also replaced all other gaskets and seals as well as a complete water pump/timing belt refresh, all new sensors and fresh engine wiring harnesses. All the cylinders in the donor engine are in perfect condition and the cam lobes have zero pitting, a common issue for these cars stemming from folks using too light an oil or not using an oil with the right amount of zinc and phosphorous for a flat tappet engine. In addition to the above refreshing, the oil pan and crankcase venting system has been modified to help prevent oil consumption through the intake, another known issue when these cars are driven hard (what, me drive a car hard? Nah, just giving it a good thrashing officer...).....cont

It is an exciting journey but well worth it to keep this fantastic bit of automotive engineering going for many more miles and adventures.



Mike Hays with the catch of the day!

Don't Forget

Ausflug SWM 2017

Saturday April 8



Porsche People and Places



JC and Ageet Verel picked up a passenger on road trip to Eureka Springs. The little kitty's name is Porsche. (Ed. Note my wife already likes you.)

The Verels were stuck on the Pig Trail for two hours after a turkey truck turned over. We all know that feeling in NWA.



Alan and Sherri Lamb visited the Porsche Experience Center in Atlanta during February.



The Verel's 911 cab took first place in foreign car division at the 2016 Bike, Blues and BBQ.



Unfortunately the Lamb's visit to the Center was limited because of a corporation buy out for the day. They said the restaurant was great and the limited time in the museum was worth it. The 1993 Boxster concept was on display.



The Rides of March Track Day by Dave Decker

First off, a very big thank you to the Cimarron group for putting the track day together. May your hearts always beat horizontally. I know it's a lot of work and you guys do a great job at it.

The White River Region was represented by Mike and Sharon Hays, me and a couple of willing Boxsters. They don't have as much juice in the back as some of the S's and 911's but they love the curves of Hallett. Porsche built a lot of confidence-inspiring mojo into the suspension of a Boxster. I may drop in the straights but I can read your license plate in a curve.

They say small things amuse small minds so when I found out at registration that I graduated from green group to blue group I was so excited you would have thought I won a new set of Michelin Pilots. There is just something about the idea of possibly getting to solo that warms the coddle.

The morning started early and cool. A cold track and cold tires are a perfect recipe for spinning out and mowing the lawn. It was going to be a fun first heat. Everybody is chugging coffee or in my case a Diet Coke. The drivers' meeting kicked in at 8:30 and the first call for red group came at a little past 9:00 AM. Then everything came alive!



Dave Decker's black Boxster patiently waiting for the call for blue.



Mike Hays contemplating how to get 500 more hp.

Blue group was called and my anticipation was barely contained. Be cool, remember what your instructor told you at the last Mayfast and try to get Turn 9 under control. Of course all that went out the window when I got on the track. My 15 minutes of glory was over too soon.

Mike and I talked about our runs, he was having issues with Turn 4 and me, Turn 9. We walked to the bleachers where Mike showed me a black patch on 9 that I should be lining up. An instructor, Ed Fitch, walked up looking for me because I was on the green list. No man, I'm blue! See my wrist band? I'm blue, really. We talked about the issues Mike and I were having and Ed gave us info on the lines. I was to meet up after lunch to ride with him in the red group then he would jump in the Boxster for the blue run.

I dutifully headed to his '78 race prepared 911 and contorted my body into the passenger seat. I got hooked up and we headed for the track. HOLY HEAD RUSH BATMAN!!! I'm trying to listen to Ed, watch his lines and breathe at the same time. Man, do I ever want to learn to drive like this!

At the call for blue, Ed climbed into the Boxster and we headed onto the track. You could tell he was a Marine the way he was barking to me on the lines to take. I figured I would be scrubbing the latrines with a toothbrush when we got back to the paddock. But I was a-learning and a-grinning. Ed worked with me over the period of two heats and I finally got a thumbs up on the second run. Great instructor!

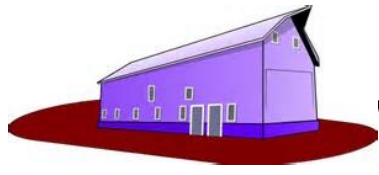


Mike Hays setting his line for Turn 1.

I decided to solo for the next and final heat with the intent of putting what I learned that day to the test. I could tell I was definitely smoother in my execution than earlier in the day. Lessons learned! I headed home on the third world roads of Tulsa still reviewing the day's lessons in my head. Yellow group here I come!!



Sharon Hays staying out of trouble. Yeah right.



The Sale Barn

-**CDR 210 radio/cd player** out of '98 Boxster great condition \$100 Dave Decker 479-531-3345
 -**6 CD remote changer** out of '98 Boxster great condition \$125 Dave Decker 479-531-3345
 -**1986 911 Carrera** Reconditioned 19,000 miles ago with engine, transmission, suspension, Fuchs, new Michelins, battery, etc. Two nickel size rust spots on right front. Don Marley 479-462-8255
 -**2014 Cayman S** Less than 13,000 miles. PDK,PASM,PVT, Sport Chrono. Rhodium Silver/Nautical blue leather. Dealer installed tint. Warranty till 12/17. All records, manuals, window sticker. Want a GTS or GT3 Don Marley 479-462-8255.



Porsche Cayenne concept

new Volkswagen model

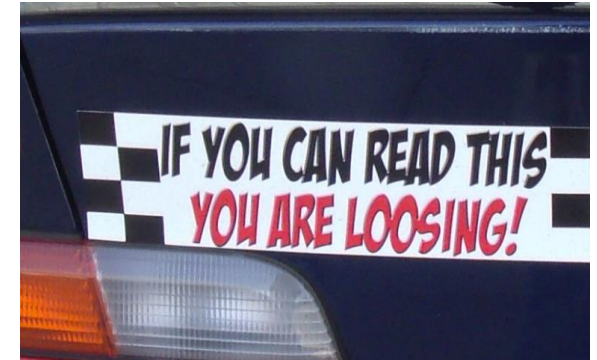


The Tool Shed



928 S4 flywheel lock
 "Kempf" timing belt tension checker (for 928)
 A/C vacuum pump
 R134a Gauge set
 Oil pressure/transmission pressure gauges
 and adaptors
 1000lb engine support bar
 1000lb Transmission scissor jack
 Mike Hays ammonman@cox.net
 Baum Tools B9612K M96 Timing Kit
 Coolant flush kit
 Dave Decker wrrnews@gmail.com

Seen at The Rides of March



Spell check, spell check, spell check!



PORSCHE

Porsche Springfield

April 2017

2017 Porsche Panamera 4S



Porsche Springfield, MO
© Nic Gilardi

Porsche Springfield

April 2017



1999 Porsche 911 Carrera Cab
Dealer: Porsche Springfield
Stock #: PP98002
Price: \$26,991.00



2012 Porsche Cayenne
Dealer: Porsche Springfield
Stock #: PP28018
Price: \$34,991.00



2015 Porsche Cayman S 6speed
Dealer: Porsche Springfield
Stock #: PP58926
Price: \$61,991.00



2017 Porsche Macan
Dealer: Porsche Springfield
Stock #: P178764
Price: \$63,048.00



2017 Porsche Macan S
Dealer: Porsche Springfield
Stock #: P178969
Price: \$73,995.00



2017 Porsche Macan Turbo
Dealer: Porsche Springfield
Stock #: P178704
Price: \$97,799.00



2017 Porsche Cayenne Platinum Edition

Dealer: Porsche Springfield

Stock #: P178643

Price: \$74,225.00



2017 Porsche Cayenne Turbo

Dealer: Porsche Springfield

Stock #: P178036

Price: \$141,220.00



2017 Porsche Panamera 4S

Dealer: Porsche Springfield

Stock #: P178052

Price: \$121,980.00



Sample image; some equipment may vary.

2017 Porsche Panamera Turbo

Dealer: Porsche Springfield

Stock #: P178035

Price: \$155,700.00