



White River Rolling

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On the Cover: Andrew & Sarah Dabney's '03
911 Turbo

2017 Calendar of Events.

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

July 9 – 15: The 62nd Annual Porsche Parade in Spokane, Washington

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

August 5: Cimarron Sizzler DE at Hallett Raceway

September 16: Block off this whole day. We will be having the first (hopefully annual) WRR Lost in the Ozone 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 were planning a group drive but it is sold out.

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 Poor 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!!!

December 9: 5:30 PM WRR Christmas Party. Josh and Miho Sakon have generously offered to host the Christmas party in their home again this year

Porsche Sommer Abendessen (Summer Dinner)

Saturday, July 8, 5:30 pm

All WWR members are invited to bring your favorite Porsche for an evening of great conversation and an Italian meal hosted by Alan and Sherri Lamb.

An Italian chicken and pasta entree, Caprese salad, bread will be provided. Please bring your favorite salad or dessert to share. We will have some wine/beer but feel free to bring your favorite. We will have plenty of tables, both inside and outside. After dinner you might be asked to share a favorite Porsche story with the group!

We are located east of Siloam Springs,
between Hwy 412 and 12. off Fairmont Rd.,
18229 PepperHill Dr., Siloam Springs.
Text or email RSVP to Sherri, 479-549-5578 ,
Sherrislamb@gmail.com.



From the Wheel by the Editor

It's probably my imagination and/or wishful thinking but I do believe the Boxster is actually running better after two back-to-back DE events. The "beast" is smooth at idle and has the sweet H6 sound when the tach needle races around the dial to redline. When spinning the dial, I wonder; will this be the moment the Dark Lord of M96's, the IMS bearing, decides to destroy the engine?

In this issue is a layman's primer of the TSD (time, speed, distance) rally. This will be useful when you attempt the first WRR Lost in the Ozone Rally. A disclaimer –I have not put together a TSD rally since the eighties so I'm a bit rusty. Hopefully it will all come back to me as I progress in the development if not too many brain cells have died off since the eighties.

Back then, I was with the Louisville British Sports Car Club (I did their newsletter also. Remind me to tell you about the infamous "Drop Your Top" issue after a few beers) driving a silver TR7 and later a British Racing Green TR7. The BSCC was a very, should I say, "high-spirited" club back then. We would use any excuse to get the cars out and drive, even in the dead of winter. I see a lot of that club in the personality of the WRR. Get your Porsche out and drive. Even Porsche wants you to, stating its disdain for those that store their cars in hopes of increasing the value instead of driving them. Porsche wants their cars on the road.

Keep those cards and letters coming!

wrrnews@gmail.com Dave Decker

President's Notes by Leonard Zechiedrich

Hello members!

The weather has really been fantastic for evening drives in the old 911. The other night we had the targa top off and Brooklynn, 7 years old, actually wanted her jacket! It was perfect weather with the air-cooled heater warming our feet as the cool, dry air circulated through the interior. The next night we actually got the 1977 924 out for a drive! I know, you're thinking, what? A 924!?!? Audi engine? Audi transmission? 4 speed? 90HP?!?! The 924 was initially to be a joint effort between Porsche and Volkswagen. However, after VW decided to go in another direction, Porsche utilized an Audi engine and transmission to put together the project that Porsche had already invested in developing. The original Porsche 924 was to replace the outgoing 914 as the company's entry level sports car. This original 924 was built from 1976 – 1985, at which point the 2.0 Audi engine was replaced with Porsche's own power plant. This new engine was basically the same one that would be going into production for the then new 944.

Well, there is more to driving besides how many horsepower a car can put out and what it's quarter mile time is. By the way, the 924's quarter mile time is a staggering 18.5 seconds! Just a hair over the 2017 911 turbo's time of 10.5! So, back to reality..... the 924 has a large removable sunroof, both AM / FM AND cassette, big 185R/14 sticky tires, manual windows (see Wikipedia for an explanation of the words "manual windows"), and a front-to-rear weight distribution of 52/48 thanks to the "new" transaxle set-up which was a combination of the transmission and differential installed at the back of the vehicle to balance out the weight of the engine. As you can imagine this car is not fast, in fact it's very slow. The kind of slow that makes you plan ahead for any hills or traffic situations. However, there is just something about driving a vintage car. The mechanical aspects and the basic controls make it a pure driving experience. In this old 924 it's not just a commute, it's an adventure.

Enjoy your Porsche adventures!

Details on my projects can be found at
www.the911den.com.





Ctrl-Click for website



Zone Five Update

by Jon Jones

Porscheplatz! Gesundheit. Bad joke, I know. What is a Porscheplatz? It is a great way to experience Porsche competition. At select events during the racing season, Porsche Cars North America foots the bill for a large hospitality tent in a prime viewing location at the race track. Normally in association with IMSA's WeatherTech Sports Car Championship, Porscheplatz is an opportunity to visit with other Porsche owners and PCA members out of the sun, rain, or in some cases, fog. Water and soft drinks are provided, and there are lots of fun things like raffles and door prizes. At the May Porscheplatz at Circuit of the Americas, there was an artist who completed a painting on the spot, which was then auctioned off for charity. Usually there are presentations by sponsors such as VP Racing Fuels and Michelin Tires. And to top it off, Porsche drivers and team members sometimes visit the tent for a presentation or two and Q&A. What a great opportunity for a "behind the scenes" experience. In fact, occasionally Porscheplatz visitors and volunteers can experience hot pit tours, and hot laps in the pace car! Now that is a great trip to the track.

Thanks to PCNA for this great benefit for Porsche owners, but who staffs the Porscheplatz? You do. PCA members from all over volunteer their time to host Porsche owners and fellow PCA members at the Porscheplatz. And what better way to support PCA by helping out at a Porscheplatz. PCA Volunteers staff the registration desk, monitor the front door, keep the water and soft drink cooler stocked, and greet visitors to the Porscheplatz. Volunteers also sign up new members on the spot.

In addition to the Porscheplatz, many venues also have a Porsche-only car corral. Porsche corrals are a popular way to meet other Porsche owners who you can trust to avoid door dings. Can't say that about general admission parking, right? Volunteers are also needed to staff the car corrals, and PCA members are there, too. If there are enough volunteers, the shifts are short so you can get to the business of watching Porsche win again. If you are going to be at the track, why not volunteer for an hour or two to support your club?

Upcoming Porscheplatz events will be at Lime Rock Park on July 21-22, Road America, August 3-6, and Virginia International Raceway, August 25-27. The full schedule can be found at pca.org/porscheplatz-frequently-asked-questions. As for local opportunities, the

(cont next page)



K and R

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Porsche Le Mans-winning team will be at COTA on September 15-16 for the Lone Star Le Mans, but PCNA has not yet announced a Porscheplatz for that event. Here's hoping!

Each region has dinners, drives and other fun times for all of you, the members of PCA. Get out there and enjoy your friends and your Porsche!



The Porscheplatz at COTA
WEC September 2016

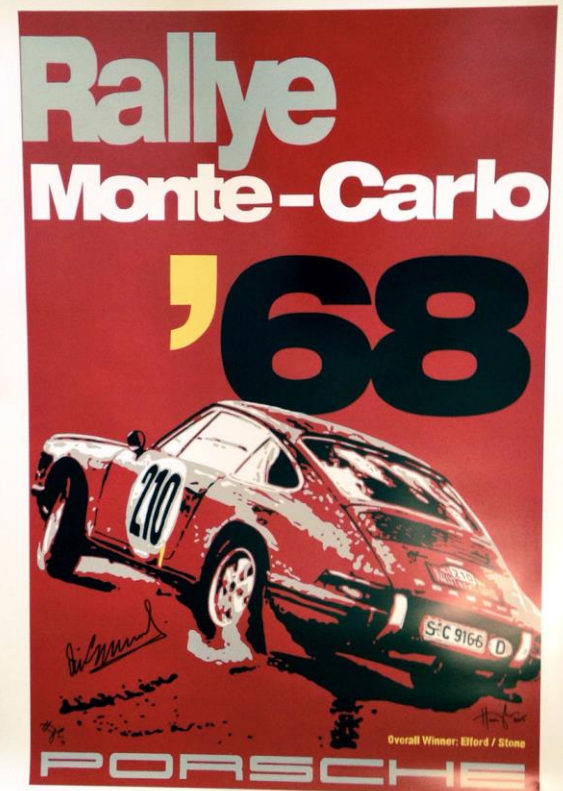
Photos by Dave Decker



Driver Meet & Greet. Yes my Droobs, that is the Mark Weber speaking with Brandon Hartley next to him. I got to shake Hartley's hand at the meet.



The Michelin Tire Tester Lady explaining the testing procedure



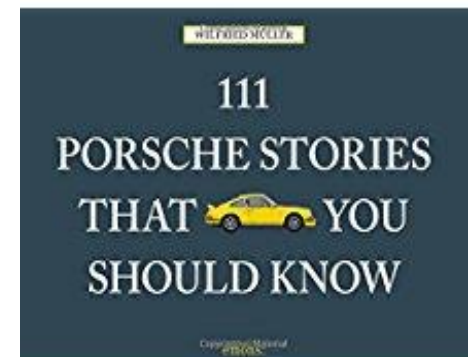
Tech Tips



“Gotta Have It!”

If you are like me, you probably have a few Porsche books laying around. Most of mine came from Amazon at the used book rate of \$1.99. I think I have twelve books now.

“111 Porsche Stories” by Wilfried Muller got a great write up on the FlatSixes.com blog site. I bought it with the idea of getting some short articles for the newsletter. Each story is one page of reading plus another page of corresponding picture(s). The stories are concise and cover everything from racing to drivers to specific cars to you name it. The book is light summer reading and is \$23 on Amazon.



Porsche People and Places

Ed Walker Run

By Dave Decker



Alan and Sherri Lamb's 911 moving on down the road



928 - The Michelangelo of intake plenums



Marlene explaining the 928's fuel system



Hopefully no birds are in the tree. I just waxed my Boxster!



Photos by Dave Decker



Saturday, June 10 brought about the annual run to Ed Walker's Drive-In in Ft. Smith. This non-sanctioned event is always a good time with taking Hwy 59 from Siloam Springs, through Van Buren and into Ft. Smith. The drive down is generally "spirited" with great curves and elevation changes.

Mike and Sharon Hayes, Alan and Sherri Lamb and myself made the drive then hooked up with Cary and Marlene Haramoto at the restaurant. It was an interesting spacing of cars with a 928 leading the pack, a Boxster, a 911 and bringing up the rear was another Boxster. First time seeing Alan's 911. Sweet!

As always the food and fellowship made for a great Saturday. After lunch Mike pointed out the highlights of his engine installation in the 928. The soundtrack for the run was the great Muddy Waters and SRV. Let's do it again next year!



928

Engine Swap

Part Two

By Mike Hays

It's Alive!!!

Some of you might remember my short article in the April newsletter about replacing the motor in my 1990 928 S4. I'm happy to report after a few teething pains the car is back on the road running strong. While the engine bay was empty I took the opportunity to address a bunch of "while you are in there" items. All the plastic line clamps and clips for the various brake and transmission fluid lines were replaced as all were quite brittle after 25 plus years in that hot environment. All the rubber lined metal retaining clamps were also replaced or refreshed with new rubber liners. It was also the perfect time to have the liquid refrigerant line from the dryer to the evaporator refreshed.

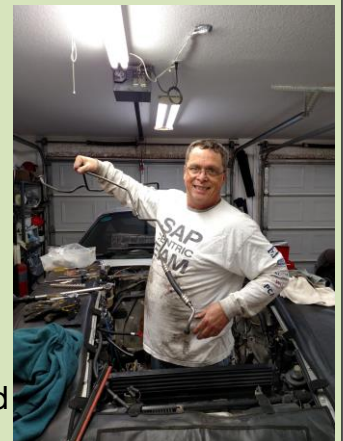
Since the 928 S4 was equipped with front and rear A/C as standard the liquid refrigerant supply line has a Tee that branches off at the firewall and runs under the car to supply the rear A/C system. It has a short section of rubber hose near the radiator. This line is nearly impossible to remove while the engine is in the car so while the engine bay was empty I removed it and had the rubber section replaced by Poor Man's Auto Parts in Lincoln, AR. They are an authorized Tubes-n-Hoses repair station and did an excellent job. I can't recommend them enough as I have had the rubber portions of all the transmission, oil cooler and A/C hoses



replaced by them without a single leak or any issues with the refreshed lines fitting perfectly. They use only top-quality hose appropriate for each application and the workmanship is top shelf. Finally, the whole engine bay got a good scrubbing with Simple Green detergent and a hot water rinse. I hate working on a dirty car.

In addition to replacing all the gaskets and seals on the replacement engine I had new wiring harness made for both the fuel injection system and the main power supply that runs from the starter to the alternator and finally to the jump start post in the engine bay (handy little item as the battery is in the rear under the spare tire!) A number of electrical gremlins have been banished and future ones prevented. The new injection harness was also the source of one of the teething pains getting the car started. The Bosch LH fuel injection system uses a crankshaft sensor to tell the injection computer the engine is turning so it is OK to turn on the fuel pumps and start firing the spark plugs. When the fuel pumps wouldn't turn on and no spark was getting to the plug I had to dig in to the harness. I found a couple of stray strands of the wire for the crankshaft sensor that were causing a signal problem. Once corrected the car started up right away.

After warming the car fully, I discovered what seemed to be a coolant leak from the passenger side head gasket. Uh oh!! This is not good! After taking a deep breath, I posted the issue to the 928 section of the Porsche forum "Rennlist." The collective Porsche wisdom on that internet forum is well worth the \$20 per year membership. Several people said the leak was more likely coming from the coolant cross-over pipe between the cylinder heads. After a few posts, I mentioned



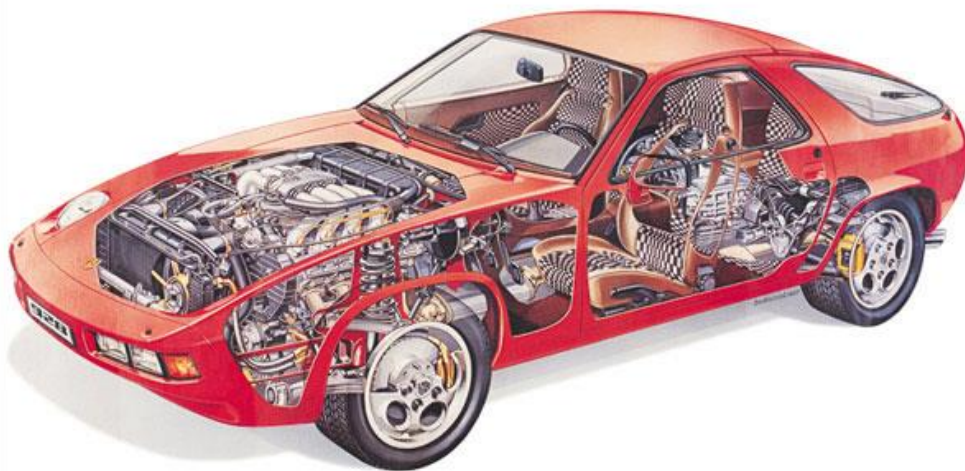
that the cross-over pipe I installed had been powder coated. It came on the spare engine and looked nice so I kept installed with fresh o-ring seals. This turned out to be the source of the coolant leak. The powder coating is so smooth that the o-ring seals and coolant hoses will not properly seal. Two well-respected 928 specialist mechanics even said they have had so many problems with powder coated coolant system parts they refuse to install them when provided by the customer. After swapping in my old "raw" coolant bridge all the leaks were gone. I even re-used the same o-ring seals and hoses!

The car ran great on the June drive to Ed Walker's Drive-in in Fort Smith and as soon as I have about 1000 miles on the new timing belt I can do the final cam timing adjustments to finalize this project.

Now to see about a better exhaust for more power...hmmm.



In case you didn't know, (and if you don't you need to turn in your keys...to me.) Porsche won the 2017 24 Hours of Le Mans June 17-18. This is the third win in row and 19 total wins.



**PORSCHE
928**

Top Ten Porsches?

The Digital Trends website recently listed their top ten Porsches. There is no particular order in their rankings (ed. I don't think) –

1. 918 Spyder
2. 356
3. 917
4. 959
5. 911 Carrera RS
6. 550 Spyder
7. Carrera GT
8. 986 Boxster
9. 928
10. 930 Turbo



Agree or disagree? Open for discussion at the July 8 dinner.



What You Need to Know For The Lost in the Ozone TSD Rally

By Dave Decker

Rule #1 – Have fun. We all have competitive bones in our body but beating up the rally master or a CP worker is not allowed. This is the region's first attempt so the timing for this TSD rally will be lax (but not too lax) enough so you can enjoy it.

Rule #2- It takes two. This not a solo event. Each car requires a driver and a navigator. If you think texting on a cell phone is a distraction try doing a rally solo. Also you need to be friends before and after the event. WRR is not responsible for divorces, slashing of family ties or deletion from Facebook accounts.

The object of a rally is to follow the correct course by the use of route instructions(RI), using the average speeds and times assigned, so you arrive at each checkpoint when you are due, neither early nor late. Each leg of the rally is scored separately and if you are early or late on one leg, you cannot improve your score by speeding or slowing down on the next leg. It's like a golf game, you are competing against yourself. My intent is not to get you lost. I'm not saying you won't it's just not my intention. The intent is for you to complete the route and have fun!

This is a region-sponsored event so all required PCA protocols will be observed including the maintaining of posted speed limits. At no time will you be instructed to disregard rules of the road although passing is allowed but do it in a safe and legal manner.

There are minimum "tools" needed to be successful in a rally.

This includes the following –

1. A Porsche, preferably but not necessary, with a functioning odometer
2. A full gas tank before you get to the start
3. A watch (preferably digital, and know how to set it -- a \$10 digital kitchen timer works great)
4. A clipboard (to hold the route instructions)
5. Writing instruments (pens, pencils, highlighters, etc.)
6. This is a daylight event so no special lighting is needed.

There will be only one class; General. It doesn't matter if your car has six watches and a satellite link to IBM and Google Maps or you only have a 20 year old Casio watch and a #2 pencil, you're General. GPS's can be used but it's better to watch the road than the screen.

A few acronyms to know –

RI – route instruction, to be executed sequentially

GI – general instruction, covers the whole rally

CAST- Change Average Speed To, this is listed in the RI's and speeds can vary throughout the rally.

ODO – Odometer reading

L,AL,BL – left, acute left, bear left

R,AR,BR – right, acute right, bear right

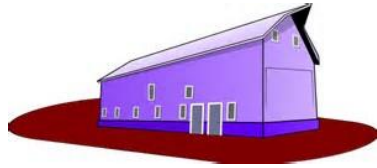
CP – checkpoint

WTF- self explanatory

I will be working on the course the first week of July so further instructions will be in the August and September issues. I also need two groups of two volunteers to work the CP's if you rather watch the fun instead of drive it.

If this works out, we may want to consider doing one for a Palooza; possibly a gimmick rally instead of a TSD. Gimmick rally's tend to keep the attitudes on the light side.





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. 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. Don Marley 479-462-8255.

Four 2007 Boxster 18" Factory OEM Wheels and Tires Used Reasonable offers please. These wheels are in excellent condition with absolutely no curb rash or scratches. The 2007 Boxster they came off of has only 22,000 miles on it, as do the tires. The rear tires have very little tread, but the front ones have some miles left on them this sale is predominantly for the wheels.



Also included are lug nuts, lock key and center caps. What you see in the photos is what you get!

BUYER IS RESPONSIBLE FOR FITMENT! It is the responsibility of the bidders / buyers to confirm fitment on their model with an expert "before" purchase. Some vehicles may require spacers and/or modifications at buyer's expense. Jeff Williams jallen@parallaxstudio.com



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 wrnews@gmail.com



Sold Out

Drive. Dine. Explore.

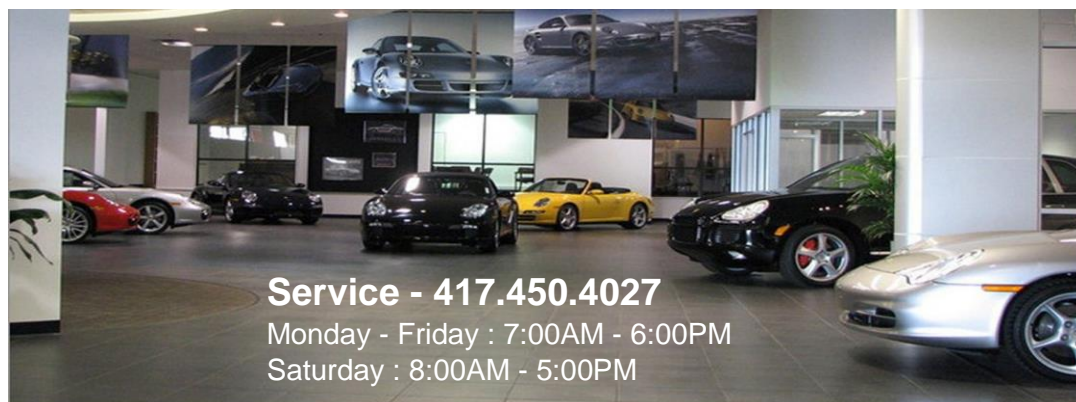
Treffen Asheville
September 20-24, 2017
Omni Grove Park Inn
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For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org



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