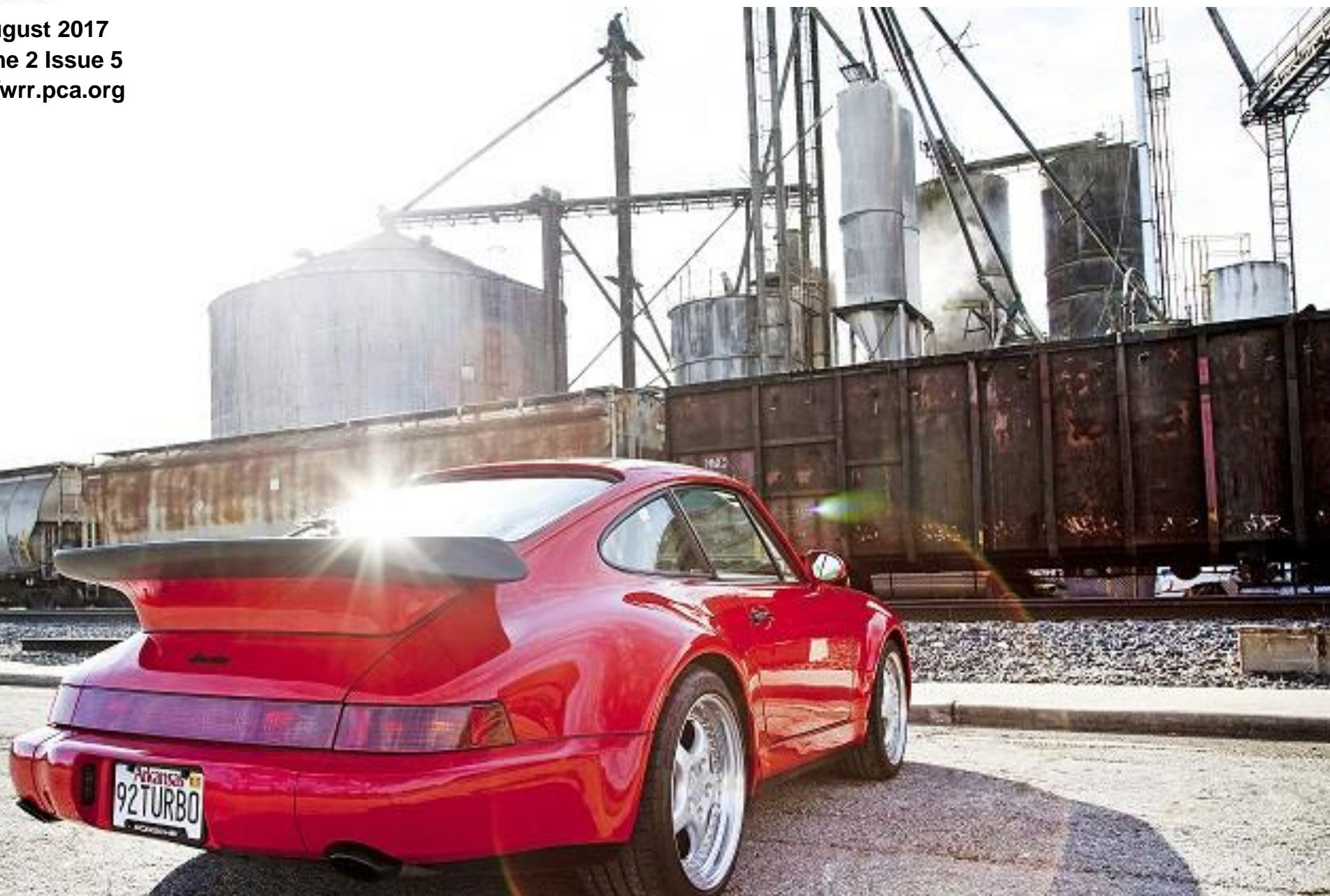




# White River Rolling

August 2017  
Volume 2 Issue 5  
<http://wrr.pca.org>



## 2017 Region Officers



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On the Cover: Ted Jone's 1992 965 Turbo

## 2017 Calendar of Events.

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

**August 5:** Cimarron Sizzler DE at Hallett Raceway

**August 25-27:** Ozark Euro Rally in Eureka Springs VW show inviting all German makes

**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 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.

**October 15:** Devil Den's Drive with the Cimarron region

**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



## Drive to Top of the Rock

**August 5**

Meet at Best Western of the Ozarks in Eureka Springs

10:00 AM

Drive to Branson for lunch at Arnie's Barn Restaurant



## **From the Wheel** by the Editor

My first real exposure to Porsche other than what I read in car magazines came in 1972. I was working for a company called Louisville Cap. The plant manager was a pretty cool guy; he wore the mandatory at the time double knit slacks with a white belt and white buc shoes and he drove a '66 fastback Mustang. One day he grabbed me out of the warehouse to show me his new car, a 1972 bright yellow 914 1.7. My first comment was "You bought a Porsh?" at which time I was corrected, "it's a two syllable word!!" My second comment was "It's kinda slab-sided like a Lincoln Continental" which could explain why I didn't get a raise that year.

My '67 Cougar with a hi-po 289 would smoke it in a straight but man could that thing handle! We did rallies, autocrosses, Porsche shows, etc. Unfortunately, I was always the passenger or pit crew. I can remember driving up to Mid-Ohio one year and participated in a Porsche Corral that included a couple of laps around the track.. This was also my first exposure to turbo 911's spewing flames out the back. Good times!

Special thanks to Alan and Sherri Lamb for hosting the dinner July 8. Awesome food and conversations! We got a great article in this issue from Cary H on his and Marlene's visit with the Hawaii PCA region. There's a drive up to Branson this month and the TSD rally is coming in September so things are happening! If you haven't made an event yet, now's the time to get the Porsche out and meet your fellow insanity driven members.

Keep those cards and letters coming!

**wrrnews@gmail.com**

Dave Decker

## **President's Notes** by Leonard Zechiedrich

Greetings members-

As they say, the dog days of summer are here. The last two weeks, at least here in Northwest Arkansas, have been HOT! That relegates me mostly to a car with AC if and when I am forced to have to go anywhere, and sadly that means a non-Porsche commute. This is always the time of year a newer model Porsche becomes particularly attractive....one with AC!

During the last PCA teleconference I received some information I felt would be good to share with our region. First, PCA will launch a new program called "PCA Juniors". This is for the children and grandchildren of current PCA members to foster interest in PCA and of course Porsche. The program will be free until the child reaches adulthood. Each PCA Junior will receive a welcome packet, a PCA badge card, and will have access to online material. This program is not yet up and running, but watch for it soon.

As many of you may already know, the next Porsche Parade will be held at The Lake of the Ozarks Tan-Tar-A Resort. The dates are July 8-15, 2018. The resort is undergoing a \$20 million restoration and will be ready in time for Parade. PCA has the entire resort so everyone will be at the same location. This may be the closest Parade to our location for years to come, so make plans to attend.

Don't forget to send David your Porsche related stories and photos and see you on the road when the temperature drops!

Enjoy your Porsche adventures!

Details on my projects can be found at  
[www.the911den.com](http://www.the911den.com).

Zane Zechiedrich taking his first corner  
in a Porsche at 6 months old.





Ctrl-Click for website



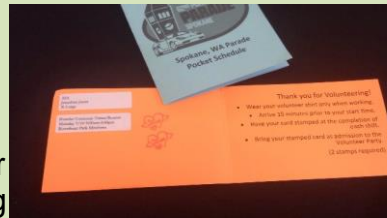
# Zone Five Update

by Jon Jones

For the first time since I became a PCA member, I attended Parade in Spokane, WA. I've not been anti-Parade, it just wasn't something I was interested in since most of my PCA interests lay trackside. But I had official duties this year as Zone 5 representative, so off I went.

Parade is so big that at baggage claim at the Spokane Airport when I arrived on Friday, I was greeted by a welcome display from both the local Porsche dealer and PCA. Okay, that's a good start. Arriving at the staff hotel, I was again welcomed by lots of signage celebrating PCA and Parade. Gee, it's like PCA has taken over the whole town!

Saturday morning was time for breakfast with the Executive Council and other National Staff. Given the two-hour time change for me though, I was up at 5 AM for an 8 o'clock breakfast. My hotel was situated right on the Spokane River and near Riverfront Park, which was the site of Expo '74. I went exploring and found PCA banners all along the Park's Centennial Trail.



Very scenic and quiet that early in the morning, but also educational with many information signs explaining the history of the Spokane River and city surroundings.

Sunday was time for more meetings with the other Zone Reps, and then the Board of Directors meeting in the afternoon. That completed, I looked at the Parade schedule for activities I was interested in and where I could volunteer. And I completed the Parade Registration. I was amazed at the efficiency and organization of the registration process! It all begins by knowing your "car number". What my car number was I had no clue until politely directed to a large board with *all* of our names and registration or car numbers listed. I was number 032, so I went to the 1-55 station, and there I was on the list. Off to the goodie bag station, the volunteer station, and any other activity I had signed up for. Quick, efficient, and organized. Perfect.

Since I was leaving Wednesday morning due to other commitments, I chose to volunteer for the Concours on Monday and to help with the Rally on Tuesday.

(cont. next page)



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Monday was Concours day, so I walked the short distance over to Riverfront Park. It is a very pleasant park with lots of trees and grassy areas; perfect for a show of Porsche cars. Most of the cars were already in place as parking for the concours had started at 5 AM. I have never been involved with a concours as a judge or participant, so I was curious to see how the process worked. I had volunteered as a “runner” – the one who takes the completed score sheets from the judges to the central office to be tallied. The judges are a team of 6 or so PCA members, each assigned a specific area of responsibility: undercarriage, interior, exterior, engine. On my judging team was PCA President Caren Cooper, who was assigned “storage areas” as a judge. Caren promptly invited me to “shadow” her as she judged each car.

The class of cars our team was assigned were newer Caymans and Boxsters in a “Preparation” class, meaning cleanliness. As Caren and I looked over each car, she pointed out the things she looks for as a judge, and how to stress consistency between cars. PCA policy is to make Concours events comfortable for participants, rather than a harsh “there’s a speck of dust on your fender!” type of judging. Yes, be fair to each entrant, but also offer words of education and encouragement to the owners.

Looking over some of the preparation cars, it was clear that the owners engage painstaking methods to ensure every nook and cranny of their Porsche was spotless. Case in point: it is relatively easy to clean inside the center console, but how many owners think to clean *under* the hinge at the back of the console lid? Some did and scored well, some didn’t and lost points. Obsessive? Maybe a little, but based on all of the happy faces I saw, not a whiff of frustration or resentment. It’s a competition, but a friendly one. The Concours field was beautifully filled with Porsches, I had a great time, and learned much more than I expected.



On Tuesday I was helping the Rally organizers tally the scoring sheets as they came in from the last checkpoint. It was mostly data entry, but I learned a little bit about how a rally is set up, run and, scored. From the variety of times I saw on the scoring sheets, it was clear that some folks were here for fun but some were pretty serious, too. I met another great group of volunteers and brought home lots of info on Rallying.


This was a great introduction to Parade for me, I can’t wait for Osage Beach next year - so many more things to learn and do.

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!



**My apologies for misspelling Mark Webber’s last name in the July issue. It’s two B’s you bumble brain!**

**PORSCHE**  
**CARRERA GTS Typ 904**



**48<sup>e</sup> TARGA FLORIO**  
Classifica generale: 1. 2. 7. 11. 12. GT-2000 cc: 1. 2. 3. 4. 5.

**Int. ADAC 1000 km Rennen Nürburgring**  
Gesamtklassement: 3. 6. 8. 9. 10. 11. 12. 17. 30. GT-2000 ccm: 1. 2. 3. 4. 5. 6. 7. 8. 9.

**Les 24 Heures du Mans**  
Classement general: 7. 8. 10. 11. 12. GT-2000 cc: 1. 2. 3. 4. 5.

**12 Heures Internationales de Reims**  
Classement general: 5. 6. 7. 10. 12. 13. 15. 16. GT-2000 cc: 1. 2. 3. 4. 5. 6. 7. 8.

BP, Dunlop, Bosch



# Porsche People and Places

## WRR Dinner at the Lamb's

By Dave Decker

If nothing else, this region knows how to party! Alan and Sherri Lamb opened up their home and hosted a dinner get-together on Saturday, July 8. The Lamb's supplied the main course of Italian chicken with pasta and an absolute divine sauce. Other members supplied appetizers, salads and desserts.

By 6:00 there were eleven various models of Porsches on the front lawn. After some time spent in the meet, greet and the filling of the wine glasses, there was a gradual flocking to the front lawn to do what this club does best, talk about our cars. Alan is one of the few guys I know that has a 996 as a backyard lawn ornament. This writer was impressed.

The dinner began around 7:00 as everyone migrated to various table grouping inside and outside. My wife Cindy and I broke bread with Margee Moore and Leslie Morse and the newest members Ron and Marylin Brannan. They just bought a 964 cab like two days before the dinner. I want to give them a special shout-out, they just celebrated their 62<sup>nd</sup> wedding anniversary!

After dinner, there was the usual storytelling going into the night including Mike Hays version of the Griswald's Christmas vacation. This writer can't vouch for what the women group were discussing but there sure was a lot of laughin', hootin' and hollerin' going on. It was a great night and Alan and Sherri want to thank everyone for coming.

The soundtrack for the drive to and from Siloam Springs was the wife; "you don't need to take a curve that fast", "it's 35 here", "turn your brights on, they're on?...really?", "this car is not as comfortable as my truck".



Photos by Alan Lamb  
& Dave Decker





# Porsches in Hawaii

Article and Photos by Cary H.

In January, 2017, while visiting one of our favorite galleries (Harbor Gallery in Kawaihae) on Hawaii Island, Marlene noticed a sign in the front window, "Porsche spoken here"! We immediately set out to investigate and found by visiting with the owner, Ellie, that her husband, Gunner, was the Hawaii Island Liaison for PCA Hawaii. Well, that set the stage for talking Porsches, buying club tee-shirts and then discovering that between she and her husband, they have owned 11 Porsches. She also told us there was going to be a Sweetheart Run in February so we asked for details, figuring we would go to meet the people and see the cars. Later that day, I received an email with the details on the Valentine club meeting so I sent back a response thanking him and told him I was looking forward to meeting the club members.



In about a week, I received another email from Gunner saying that one of the people from Oahu had to cancel and if I wanted to drive, he had a car available for me. It didn't take long for me to send back a "yes!" and a "thank you". It turns out that he has a number of older Porsches that he makes available for off island members to use when they are in town for a club event.

I arrived at Gunner's house in the country Saturday morning where I met two others from Oahu that are using his cars. He had set me up with a 951, which confused me because I didn't realize that a turbo 944 was a 951. It took a while to get used to driving a turbo four because I had to remember to keep the rpm up.



We drove down to Waikoloa Village Marketplace (altitude: 909

feet) to meet the rest of the members for the drive. One of them had a customized Karmann Ghia. We left there for the 30 minute drive up Mauna Kea to Mauna Kea County Park (altitude: 6500 feet). We stopped for pictures and talking stories. All the ladies were given a rose for Valentine's Day.



From there it was a 40 minute downhill drive to Waikoloa Beach. Then it was back up the coast and inland to catch Kohala Mountain Road in Waimea (altitude: 2400 feet), for the drive to Hawi. This was basically the spirited part of the drive, not many tourists and lots of turns uphill and down. The road goes up to about 3500 feet and ends at 500 feet in 19 miles, about 30 minutes at legal speeds. Once we got to Hawi, we followed the northwest coast to the port of Kawaihae for the end of the drive and a late lunch. It was a fun drive and we got to meet people with whom we still keep in touch. A club picnic on the island of Oahu is scheduled in August. Many of the members are shipping their cars to Washington for the Porsche Parade at Spokane in July.



**Ladies with their roses and the snow-capped Mauna Loa in the back**

All we need is an unlimited travel budget and we could maintain two club memberships. So if you are ever on Hawaii Island, stop in at the Harbor Gallery (<http://www.harborgallery.biz/> and on Facebook ) in Kawaihae and start a conversation with either Gunner or Ellie. One more thing; make sure you check out the art. Their gallery is full of many beautiful items.



**Gunner's 356 that he has driven to the top of Mauna Kea, 13,500 feet.**



# Tech Tips

Have you ever had the Check Engine Light (CEL) come on in your car? If it has, it's actually the MIL (Malfunction Indicator Lamp) which lets you know that there's a problem with the engine's management system.

What the CEL should mean to you is:

If you see the CEL / MIL on, continuously, it's telling you that the system found a malfunction in its monitoring. You should have the error code(s) read as soon as possible and perform corrective services.



The OBD-II is capable of generating two different types of diagnostic codes:

**"Generic" codes** that are the same for all makes and models of vehicles (required by law) and ...

**"OEM" codes** that are unique to specific vehicle manufacturers. The OEM codes cover non-emission related failures such as ABS, HVAC, Airbag, Electrical, etc.

The generic codes can be read using a basic code reader or scan tool that is OBD-II compliant and usually cost less than \$100 at any auto parts store. More and more car enthusiasts are adding an OBD-II code reader to their tool case to help them diagnose simple failures.

If you see the CEL / MIL flashing it's telling you that the engine is misfiring and damage to the engine is possible if it keeps running. Shut it off and contact a qualified tech or have it flat-bedded to a shop / dealership.

Published in the December 2010 issue of **"Die Porsche Kassette"**

By Pedro P Bonilla PCA GCS



## The Boxer

It's not called a boxer because of the shape.

In 1896, Karl Benz invented the first internal combustion engine with horizontally opposed pistons.<sup>[1]</sup> He called it the *kontra* engine, as the action of each

side opposed the action of the other. This design has since been called the "boxer" engine because each pair of pistons moves in and out together, rather like the gloves of a boxer.<sup>[2]</sup> The boxer engine has pairs of pistons reaching TDC simultaneously. The boxer configuration is the only configuration in common use that does not have unbalanced forces with a four-stroke cycle regardless of the number of cylinders, as long as both banks have the same number of cylinders.

## 911 Production

There has been seven variations of the venerable 911 produced-

- The original 911: 111,995 units produced
- G Series: 198,496
- Typ 964: 63,762
- Typ 993 68,881
- Typ 996 175,262
- Typ 997 213,004
- Typ 991 168,600 and continuing

Not surprisingly, despite the popularity of air-cooled Porsches, there are now more water-cooled 911's (556,866) than there are air-cooled 911's (443,134).

*Courtesy of Flat Six blog*





## **How to compete in the Lost in the Ozone TSD Rally**

by Dave Decker

OK; if I didn't scare you off in the last issue, let's dig a little deeper into some basics of rallying. First off, in last month's issue I mentioned that using a digital kitchen timer would suffice for tracking time. I woke up into the 21<sup>st</sup> century the other day and thought "hey some smart phones have stopwatches in their clock app". Duh! This will work fine as long as the phone stays charged.

That being said, since this may be the first rally for some members I plan to keep time and mileage notations to a minimum and more related to road signs for clues. There will be two specific areas that timing is critical; the ODO check done at the beginning and a DIYC (Do It Yourself Control).

The ODO check is very important in TSD rallies. No two cars are going to give the exact same odometer reading due to differences in gearing, tire size, temperature and pressure. The solution to an odometer error lies in two alternatives. First, you can forget it entirely and simply enjoy the rally. As long as you don't get lost, you still have a good chance of winning! But if you're serious, you may find it more logical to apply "corrections" to the official mileages wherever they appear in the RI's by writing in what your odometer will read at those given points.

The calculation, assuming the RI says 10.0 miles and your odo reads 10.3, then  $10/10.3 = .9708$  so you would multiply all mileage by .9708. The same if you read under;  $10/9.6 = 1.0416$ .

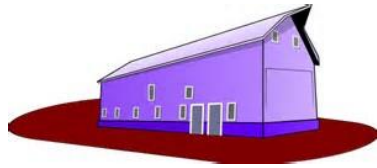
At the end of the rally, you will give the checkpoint personnel your total mileage and correction factor. You reset your odo once you leave the ODO check then leave it until the end of the rally.

Where the timer comes into play is the fact you are given a set time to complete the ODO check. If you zero start the timer when leaving the control (fancy word for starting line) you are given the exact time you need to leave the ODO check to begin the measured part of the rally. You will have ample time to complete the ODO check. This means you can either drive like a maniac(I'm kidding) as long as you follow the route or you can take the time to learn how to take instructions from your navigator and vary the speeds listed in the RI's CAST notes.

The same goes for the DIYC. You will be given a set time to complete the instructions. If the RI says 15 minutes to start and leave the control, then 15 minutes will be added to that leg of the route. Of course, if you know (or think you know) that you are behind or ahead of the game, you can adjust the time by leaving earlier or take a little longer. Make sense?

Also as mentioned last month, I will need a couple of "volunteers". Margee and Leslie have offered to work one checkpoint and Cindy and I will work the final so if interested please let me know. It ain't hard work. You will be given a stopwatch and a clipboard with a form to record the car's time as it crosses the control point. The watches are set to lap time so when a car crosses, you click the watch, write down the time and click again to continue for the next car. A runner will give the navigator of the car an out time slip for the next leg. You keep the checkpoint open for 20 minutes past the time the last car is expected and then you are done. You surrender the form to the rally master and he/she does the rest. Simple.

As noted in Jon Jones column, he picked up some info on rallying at the Parade so maybe we will see more of it in future months from different regions.



# 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

**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](mailto: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

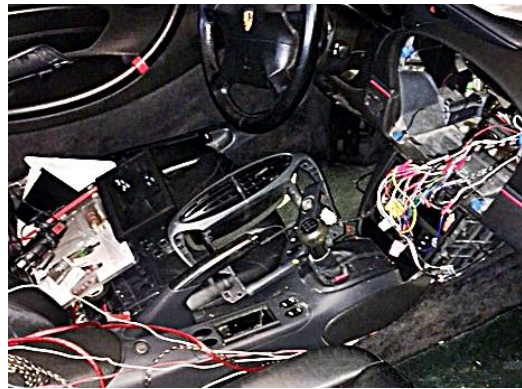
Mike Hays [ammonman@cox.net](mailto:ammonman@cox.net)

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker [wrnews@gmail.com](mailto:wrnews@gmail.com)

## From the *What the Heck Was I Thinking* Department



Decided to add sub - woofer and rear speakers to the Boxster which led to replacing stereo which could not be done without moving HVAC unit. Lost what little religion I had.

Photos by Dave Decker







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