



White River Rolling

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Palooza Edition Part 1

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On the Cover:

A part of the 2017 Porsche Palooza

Send me photos of your Porsche!

2018 Calendar of Events

November 8-11: Palooza in Eureka Springs

December 1: Breakfast at War Eagle Mill

December 8: WRR Christmas Party Josh and Miho Sakon home in Fayetteville

January 12, 2019: Lunch at Crystal Bridges in Bentonville

January ?, 2019: Concert by SoNA orchestra in Fayetteville

Giving the 911 a proper christening
The Editor



Editor's note –

Someone approached me at the Shine-Tek event and asked why I haven't used the pictures he sent. Please accept my apologies but I can't remember who it was and I have checked and re-checked my email files and I have no pictures. Whoever you are, please re-send them and I guarantee they will be used. Scout's honor

From the Wheel by the Editor

To access the administration end of the company that handles my company's 401K plan, you have to answer a couple of security questions one of which is "What is your dream car?". My answer is "911". Well my droobies, that has finally been achieved!

I am officially the owner of a 1999 911 Carrera. Black of course. I was perusing through Craigslist-Springfield one Wednesday night after Cindy and my dear mother, who was staying with us at the time, had gone to bed. I always do a search on "Porsche" just to see what is out there. The 911 ad popped out of my iPad screen like I was destined to own it. I would not have done my due diligence if I didn't check this beauty out. The next morning I informed my mother she would have to fend for herself for a few hours. (Not that is a problem, she doesn't wake up until her 5th cup of coffee.)

I did the two hour run up to Springfield in the Bimmer, pulled into the car lot and no 911. The owner came out, I inquired and he stated it was in the lot's garage. He pulled it out and my heart did a quick lap around Le Mans. I told him what I wanted to do, he said he always liked the 650i's and yes I could take it for a test drive.

I literally climbed in the 911. It has the GT3 seats with a side bolster the size of the Matterhorn. Once nestled in, I fired it up and moved into traffic. Sweet baby Jesus! The acceleration and handling was what I always dreamed it would be. The BMW was a powerful beast and handled but it felt heavy. Not so here. I drove the 911 back to the dealer, put a deposit on it and proceeded on the drive back home to develop my story to tell Cindy.

After 37 years together she has learned to accept that my only real vices are cars and cigars. She agreed and we drove up that Saturday to make the deal. The Boxster and Bimmer are no more. Meet the new boss, same as the old boss. See you at Palooza!

Keep those cards and letters coming.

wrrnews@gmail.com

Dave Decker

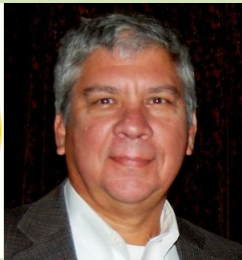
President's Notes by Leonard Zechiedrich

Guten tag White River Region Members-



See you there!

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



ZoneFive Update

by Jon Jones Zone 5 Representative
ionesjon843@gmail.com

Ctrl-Click for website

Sorry, no article this month

Porsche Erfolge 1956
12 AUTOMOBIL-MEISTERSCHAFTEN

Deutschland (4)
Frankreich
Österreich
U.S.A. (4)
Dänemark
Portugal



Über 500 internationale Erfolge in allen Ländern der Erde bestätigen
erneut die sprichwörtliche Zuverlässigkeit des Namens

PORSCHE

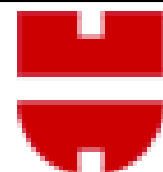


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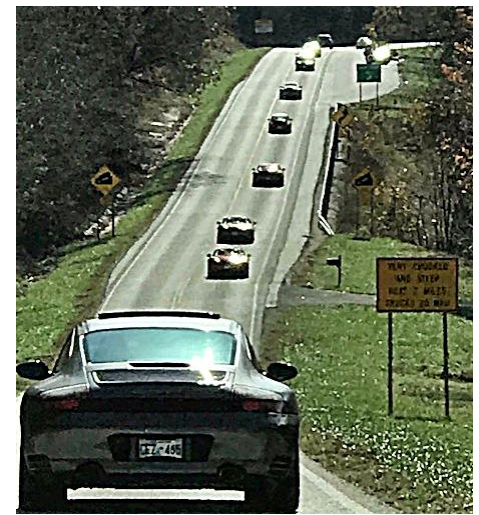
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2018 Palooza Tours



THURSDAY TOURS (link to Google Map)	MILES	DEPART	FEE	CAP	Food/M meal STOPS
Wine Country Tour https://goo.gl/maps/W3iQnRBmjiN2	210	7:45 (7:30 mtg)	\$10 car	20 cars	Weiderkehr's Weinkeller Restaurant (Altus, AR)
Boston Mtns. Tour https://goo.gl/maps/fnKjRvAVGpG2	190	8:15 (8:00 mtg)	\$10 car	20 cars	Catfish Hole (Alma, AR)
Dogwood Canyon Tour https://goo.gl/maps/rmJkDwiuyj62	120	8:30 (8:15 mtg)	\$50 person	20 cars	Dogwood Canyon (Lampe, MO)
Buffalo River Tour https://goo.gl/maps/RfXWY5uXCi92	163	9:30 (9:15 mtg)	\$10 car	20 cars	Ozark Café (Jasper, AR)
Bier und Schokolade Tour https://goo.gl/maps/fZxs1PPypQu	70	9:45 (9:30 mtg)	\$10 car	20 cars	City Pump (Downtown Rogers, AR)

FRIDAY TOURS (link to Google Map)	MILES	DEPART	FEE	CAP	Food/M meal STOPS
Wine Country Tour https://goo.gl/maps/W3iQnRBmjiN2	210	7:45 (7:30 mtg)	\$10 car	20 cars	Weiderkehr's Weinkeller Restaurant (Altus, AR)
Boston Mtns. Tour https://goo.gl/maps/fnKjRvAVGpG2	190	8:15 (8:00 mtg)	\$10 car	20 cars	Catfish Hole (Alma, AR)
Dogwood Canyon Tour https://goo.gl/maps/rmJkDwiuyj62	120	8:30 (8:15 mtg)	\$50 person	25 cars	Dogwood Canyon (Lampe, MO)
Oark Tour https://goo.gl/maps/1Nq32ENy9cg	199	8:45 (8:30 mtg)	\$10 car	20 cars	Oark General Store (Oark, AR)
Dam Castle Tour https://goo.gl/maps/T2FrtzYAL2	26	9:00 (8:45 mtg)	\$15 person	50 ppl	X Lunch on your own upon return
Canyons & Cuisine Tour https://goo.gl/maps/f7AwZAFvGcN2	187	9:30 (9:15 mtg)	\$10 car	20 cars	Cliff House (Jasper, AR)
Bier und Schokolade Tour https://goo.gl/maps/fZxs1PPypQu	70	9:45 (9:30 mtg)	\$10 car	20 cars	City Pump (Downtown Rogers, AR)

SAT. TOURS/ DRIVES (link to Google Map)	MILES	DEPART	FEE	CAP	Food/M meal STOPS
War Eagle Drive Group 1 https://goo.gl/maps/LoSAqxbB9T32	70	8:00 (7:50 mtg)	X	25 cars	Bean Palace at the War Eagle Mill (near Rogers, AR)
War Eagle Drive Group 2 https://goo.gl/maps/Rw3mTkdfrms	70	8:10 (7:50 mtg)	X	25 cars	Bean Palace at the War Eagle Mill (near Rogers, AR)
Roaring River Drive https://goo.gl/maps/wfNITJi3s4g	65	8:20 (8:00 mtg)	X	25 cars	X Lunch on your own upon return
Kings River Drive https://goo.gl/maps/fCUxQvzEiRP2	111	8:30 (8:15 mtg)	X	25 cars	Harps (Green Forest, AR)
Spelunking Palooza-style https://goo.gl/maps/CQUTQdpXYC22	124	8:45 (8:30 mtg)	\$10 car	25 cars	Cave Bar & Grill (Lanagan, MO)
Crystal Bridges Drive https://goo.gl/maps/HesueVbC5g	78	9:00 (8:45 mtg)	X	25 cars	Eleven Restaurant at Crystal Bridges (Bentonville, AR)
Dam Castle Tour https://goo.gl/maps/T2FrtzYAL2	26	9:10 (9:00 mtg)	\$15 person	50 ppl	X Lunch on your own upon return
Low Gap Tour https://goo.gl/maps/hi7Eo6HmaLM2	112	9:20 (9:10 mtg)	\$10 car	20 cars	Low Gap Café (Jasper, AR)

Rules of the Road

Tours are not speed events. We are expected to observe all posted speed limits and traffic signs. The roads of NW Arkansas and SW Missouri will test your handling abilities so pay attention.

Watch for the car behind you and keep it in sight if possible We want everyone to arrive safely

No passing

Drive with headlights on

THURSDAY	Check-in & Packet Pick-up	7 - 9:30 am, 3 - 6 pm, CC Lobby	Must Pre-register \$50/car	
11/8	Snacks/coffee in Hospitality Room (tickets are in goodie bag)	7 - 9:30 am, 3 - 6 pm, CC	\$0 - use tickets from goodie bag	
	Wine Country Tour- 210 miles	Check-in 7:15am, Drivers' mtg. - 7:30, Depart 7:45, Return ~5pm	\$10/car - must pre-register	20 car capacity
	Boston Mtns. Tour - 190 miles	Check-in 7:45am, Drivers' mtg. - 8:00, Depart 8:15, Return ~5pm	\$10/car - must pre-register	20 car capacity
	Dogwood Canyon Tour - 120 miles	Check-in 8:00am, Drivers' mtg. - 8:15, Depart 8:30, Return ~4pm	\$50/person - must pre-register	50 ppl capacity
	Buffalo Tour - 163 miles	Check-in 9:00, Drivers' mtg. - 9:15, Depart 9:30, Return ~4pm	\$10/car - must pre-register	20 car capacity
	Bier und Schokolade Tour - 70 miles	Check-in 9:15am, Drivers' mtg. - 9:30, Depart 9:45, Return ~2:30pm	\$10/car - must pre-register	20 car capacity
	Cash Bar - Vendors - Goodie Store	3 - 9 pm, CC		
	Social Mixer & Dinner (wear wristband for meal; Casual dress)	6 - 9 pm; meal served at 6:30pm - CC Banquet Room	\$20/person	
	Ladies "Tea"	~7:30 pm - CC Lower Level	\$0	
FRIDAY	Check-in & Packet Pick-up	7 - 9:30 am, 3 - 6 pm, CC Lobby	Must Pre-register \$50/car	
11/9	Snacks/coffee in Hospitality Room (tickets are in goodie bag)	7 - 9:30 am, 3 - 6 pm, CC	\$0 - use tickets from goodie bag	
	Wine Country Tour- 210 miles	Check-in 7:15am, Drivers' mtg. - 7:30, Depart 7:45, Return ~5pm	\$10/car - must pre-register	20 car capacity
	Boston Mtns. Tour - 190 miles	Check-in 7:45am, Drivers' mtg. - 8:00, Depart 8:15, Return ~5pm	\$10/car - must pre-register	22 car capacity
	Dogwood Canyon - 120 miles	Check-in 8:00am, Drivers' mtg. - 8:15, Depart 8:30, Return ~4pm	\$50/person - must pre-register	50 ppl capacity
	Oark Tour - 199 miles	Check-in 8:15am, Drivers' mtg. - 8:30, Depart 8:45, Return ~5pm	\$10/car - must pre-register	20 car capacity
	Dam Castle Tour - 26 miles	Check-in 8:30am, Drivers' mtg. - 8:45, Depart 9:00, Return ~12:00pm	\$15/person - must pre-register	50 ppl capacity
	Canyons & Cuisine - 187 miles	Check-in 9:00am, Drivers' mtg. - 9:15, Depart 9:30, Return ~3:30pm	\$10/car - must pre-register	20 car capacity
	Bier und Schokolade Tour - 70 miles	Check-in 9:30am, Drivers' mtg. - 9:45, Depart 10:00, Return ~3:30pm	\$10/car - must pre-register	20 car capacity
	Cash Bar - Vendors - Goodie Store - Photo Booth - Raffle items	3 - 9 pm, CC		
	Palooza Fest Cookout & Welcome Party	6 - 9:30 pm, CC	Bring item for Charity	400 capacity
	Dinner (wear wristband for meal; wear your Porsche gear!)	Served 6 - 8 pm, CC Banquet Room	\$10/person & Bring item for Charity	
	BINGO with prizes	7:30 - 9:30 pm, CC Lower Level	\$0	
SATURDAY	Check-in & Packet Pick-up; Goodie Store Open	7:00 - 10 am, CC Lobby	Must Pre-register \$50/car	
11/10	Car Wash Station Available	7 am - 3 pm, CC Parking Lot	\$0	
	Snacks/Coffee in Hospitality Room (tickets are in goodie bag)	7:30 - 9 am, 3 - 6 pm, CC	\$0 - use tickets from goodie bag	
	War Eagle Drive - Group 1 - 70 miles	Drivers' mtg.- 7:50am in CC, Depart 8:00, Return ~11:50am	\$0	25 car capacity
	War Eagle Drive - Group 2 - 70 miles	Drivers' mtg.- 7:50am in CC, Depart 8:10, Return ~11:50am	\$0	25 car capacity
	Roaring River Drive - 65 miles	Drivers' mtg.- 8:10am in CC, Depart 8:20, Return ~11am	\$0	25 car capacity
	Kings River Drive - 111 miles	Drivers' mtg.- 8:15am in CC, Depart 8:30 , Return ~12pm	\$0	25 car capacity
	Crystal Bridges Museum Drive - 78 miles	Drivers' mtg.- 8:30am in CC, Depart 8:50, Return ~1:15pm	\$0	25 car capacity
	Dam Castle Tour - 28 miles	Drivers' mtg. - 8:45, Depart 9:00, Return ~12:00pm	\$15/person - must pre-register	50 ppl capacity
	Spelunking Palooza-style Tour	Drivers' mtg.- 8:30am in CC, Depart 8:45, Return ~1:00pm	\$10/car - must pre-register	25 car capacity
	Low Gap Tour - 112 miles	Drivers' mtg.- 9:00am in CC, Depart 9:15, Return ~1:15pm	\$10/car - must pre-register	20 car capacity
	"Parade of Porsche Power" Downtown (More Cars = More Fun!!!)	CC Parking Lot; line up @ 1:15; police escort, Return ~2:15pm	\$0	
	Car Shine & Show - "People's Choice" voting - Group Photo - Pinata 4pm	2:30 - 5 pm, CC Parking Lot	\$0	
	Tech Sessions	4:15 -5:15 ,CC downstairs	\$0	
	Cash Bar - Vendors - Goodie Store	2 - 6 pm, (Cash Bar open until 10pm), CC		
	Banquet Dinner - Awards - Door Prizes (wristband; Business Casual)	6:30 - 9:30 pm, CC Banquet Room	\$45/person - pre-register	325 capacity
SUNDAY	Farewell Breakfast (wear wristband)	Drop-in 7:30 - 9:00 am, CC	Compliments of White River, Ozark, Cimarron PCA Regions	

Porsche People and Places

Devil's Den

Cookout

Article and photos by Mike Menichetti

The morning started at 48 degrees. Not exactly the best temperature for a picnic but hey the sun was bright. The White River club met at Drake Field at 10 am and after a few hugs and handshakes we snapped a photo and started our drive to picnic with the Cimarron club . The White River club was first at the Pavilion. It was still cold and Mike Hayes was quick to gather fire wood for the fireplace to tame the chill. Not a lighter nor a match was to be had, No one smokes anymore,

By this time Cimarron Club started to show up with the food. Charcoal and one lighter! Mike's fire took the chill off the pavilion and the BBQ was lit. Tables were starting to over flow with salads ,ceviche, buns, chips and a fantastic array of desserts!!

By this time the last to show where the GT's. Funny Right! Cimarron chiefs' cooked the hamburgers and sausage with the scent filling the air. Everyone found a spot in the sun as the temperature rose to the 70's. Seconds where had by some and homemade desserts topped off the day.

Big Thanks to the Cimarron Club. We all had a great picnic.



Technology transfer as a concept

Reprinted from Porsche Newsroom

The race course has been the merciless test platform for sports car technology for seven decades now. The Porsche 550 was created for the company's first factory racing programme, and it immediately won the Nürburgring race in 1953. Positioning of the four-cylinder flat engine in front of the rear axle made the Spyder very agile. In 1996, the mid-engine concept was continued in the Boxster. A five-speed transmission with Porsche synchronisation was used in the 550; it is similar to the transmission introduced to 901/911 production cars in 1963. For good measure, two spark plugs were used per combustion chamber in the 550 for optimised combustion – this type of dual ignition was introduced to Porsche production cars in 1988 in the 911 Carrera (type 964).

Trailing edge, duck tail, active aerodynamics

Ferdinand Alexander Porsche sketched the 904 Carrera GTS Coupé of 1963 with a trailing aerodynamic edge at the rear of the car. The first front spoiler was introduced on the 911 S in 1971. It accelerated air flow under the vehicle and diverted a portion of the air to the sides; this reduced lifting force at the front of the car. In 1972, the Carrera RS 2.7, which was designed for motorsport, set new standards: not only was it equipped with a front apron that extended low to the ground; it also had a distinctive spoiler over the engine lid – the legendary "duck tail." However, the really phenomenal technology platform of the 1970s – in terms of its aerodynamics too – was the Porsche 917. The twelve-cylinder race car was built in two versions: one with a short rear section and high downforce for race courses with lots of bends, and one with a long rear section that was optimised for low air drag intended for high-speed race courses. To increase downforce in bends, adjustable flaps were added at the rear, which were connected via rods to the wheel suspensions. When the driver steered into a bend, the flap above the unloaded rear wheel at the inside of the bend would be extended to increase wheel load by wind pressure, improving stability. The first step had been taken towards active aerodynamics, which Porsche introduced to production cars in 1988 with the automatically extending rear spoiler of the 911 Carrera. On the 911 Turbo presented in 2013, the Porsche Active Aerodynamic (PAA) system was used to adjust the rear wing and for the first time the front spoiler. The extensive system of adjustable aerodynamic elements in the 918 Spyder represents pure racing technology on the street.

Turbocharging and intercooling

For the American Can-Am series, Porsche further developed the 917 Coupé into the convertible Spyder, but the 560 hp output of the 4.5-litre V12 engine was inferior to the 750 hp engine displacement giants of the U.S. competition. Porsche reacted and developed both a sixteen-cylinder engine and a forced induction system for the twelve-cylinder engine. The pressure buildup of the charging air would be regulated to make it suitable for high dynamic load changes and speed changes in the racing engine. The engineers turned away from increasing charge pressure in the induction air, opting instead for the use of turbocharging. Undesirable excess pressure was diverted from the charger via a bypass valve. The 917/10, initially with 850 hp, was the dominating race car of the Can-Am series, and the introduction of turbocharging to Porsche production sports cars became legendary. The 911 Turbo went into production in 1974. Meanwhile, turbocharging technology in the 917/10 went one step further: intercoolers reduced the temperature of the compressed air for better cylinder filling and increased power. The 911 Turbo 3.3 benefited from this technology in 1977.

Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



20 of the Coolest, Rarest Porsches From Rennsport Reunion VI - Motor Trend

<https://www.motortrend.com/news/rennsport-reunion-iv-20-coolest-porsche-cars/>

In case you have some spare change burning a hole in your pocket
<https://www.caranddriver.com/reviews/2020-porsche-911-992-preview>

Ouch!

<https://www.caranddriver.com/reviews/2020-porsche-911-992-preview>

Emissions killed the air cooled engine

<https://www.pca.org/news/2018-10-09/model-guide-993>

Until next time, Aloha



Tech Tips

Article by Zachery Palmer/Popular Mechanics(edited)

Most headlight lenses(like the scrambled eggs of 996/986 models) are made of polycarbonate plastic. This strong plastic is perfect for taking on harsh road conditions without breaking, but it doesn't play well with the sun. To protect it initially, manufacturers coat the lenses with a UV protective film. Over time this film is destroyed by UV rays, allowing the plastic to oxidize. If your headlights have started to haze over or become yellowish, then it's clear the oxidation process has begun. Follow these steps laid out below and you'll be able to get your night vision back to factory fresh in no time.

Buy What You'll Need

Start by making sure you have the supplies you'll need. The simplest way to do that is to grab a headlight restoration kit, which will include all the necessary parts. **Best Overall: Sylvania Headlight Restoration Kit**

Basically, you need a few different grits of wet/dry sandpaper (1000, 2000, and 3000 grit are typically safe bets), [polishing compound](#), paste wax, and a UV sealant. A roll of blue painter's tape and microfiber towels should also be on your shopping list.

Get Your Headlights Clean

The first step will be a thorough washing of the headlight lenses with car soap and water. You might want to wash the surrounding areas a bit, too, so that the tape will stick during the next step.

Tape Off the Headlights

You'll be sanding in a minute, and it's important that you sand only the lenses and not the surrounding paint or trim. So use the painter's tape to completely block off the headlight and protect the rest of the car. When your hand slips and you accidentally run rough sandpaper over the painter's tape, you'll be glad you took the time to do this.

Sand Away

The sanding process is the same whether you bought a kit or just

the materials. You'll want to start with the most abrasive sandpaper option you have. If you followed our advice and got 1000, 2000, and for example, reach for the 1000 grit (lower numbers mean more abrasive). Wet the sandpaper and the headlight, then sand the lens in straight, horizontal strokes. Sand in the same direction the whole time with this first one. Make sure you keep the surface wet as you work – otherwise you risk badly scratching the lens due to grit particle buildup. Your results will depend on how good of a job you do in this stage, so don't be afraid to spend 5 to 10 minutes hunched down there.

Repeat the process with the less abrasive sandpapers—in this case, the 2000 and then the 3000 grit. The only difference with these two will be the direction of your sanding motion. Since you used horizontal strokes with the first sandpaper grit, then you'll want to sand diagonally across the headlight for this next one. The final sanding should be in the opposite diagonal motion from the one you just did. Take your time and ensure the paper and lens stay wet with water. [A hose](#) or spray bottle work wonders here.

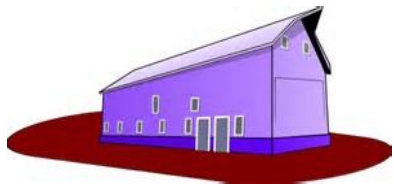
Polish and Wax

Wipe off and dry your headlights, then squeeze some of your polishing compound out onto a clean microfiber towel. Rub in the polish for a few minutes using circular motions. You can get through this process quicker if you have and are comfortable using an orbital buffer (but don't buy one just for this job unless you plan on using it in the future). Once you've made the lenses clear again, you can take the wax to it. Wax the lens like you would a car. This will thoroughly clean and protect the lens in preparation for the final step.

Use UV sealant

You need to apply UV sealant to your headlights because you removed all of the old oxidized sealant when you sanded. All of your hard work will be for naught if you skip this step, because the sealant is the protective layer that keeps lenses from hazing over again.

This step consists of wetting a paper towel and applying the sealant in sweeping broad strokes. Full coverage is the key here, but pay attention to the instructions of the kit you buy. The general rule of thumb is to only apply one layer of sealant unless the instructions explicitly tell you otherwise. Allow the sealant to cure after application by parking the car in a dry space. You'll get the best results if you follow the directions exactly as they're printed for whichever restoration kit you choose.



The Sale Barn

I have repair manuals, maintenance parts, whale tail and cover for 1984 to 1989 Carreras. I would like to sell as a lot. Will email list to anyone interested.

Don Marley
479-462-8255



Membership Anniversaries November

Glen "Bo" & Barbra Black	42 years
Todd Simmons	28
Mike Butler	28
Wayne Corley	6
Fernando & Yvette Arzola	4
Mike Menichetti	2
Jay Johnson	1



Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 90
Affiliate Members 50
Life Members 0
Total Members 140

New White River Members

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 82818
Affiliate Members 45789
Life Members 17

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

