



White River Rolling

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Seeking a little
red roadster



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On the Cover: Dave Decker's '98 Boxster lost in space. A special congrats to Elon Musk for bringing excitement back to the exploration of space

2018 Calendar of Events,

March 10: Drive to Keeter Center at College of the Ozarks in Branson, MO

March 17: Rides of March DE at Hallett Racing Circuit sponsored by the Cimarron Region

April 21: Breakfast at Wagon Wheel Café in Springdale. Car show to follow benefiting the Alzheimer's Association

April 28: Cookout at Dam Site Park at Beaver Dam

May 5: Mayfast DE at Hallett Racing Circuit sponsored by the Cimarron Region

May 19: Annual drive to Ed Walker's Drive In in Ft. Smith

June 16: Pitch in dinner at Dan Worrell's lake house at Beaver Lake

July 8 – 14: Porsche Parade at Lake of the Ozarks Tan-Tar-A Resort in Missouri.

July 28: Tour, lunch and car show at Senior Center in Jasper, AR

August 18: Meet at Andy's Frozen Custard in Rogers

August 23-25: Run for the Hills to the Black Hills, SD

September 8: Second Annual Lost in the Ozarks TSD Rally in Eureka Springs

September 22: Palooza Planning Meeting breakfast at Myrtie Mae's Eureka Springs

October 6: Octoberfast at Hallett Racing Circuit sponsored by Cimarron Region

October 13: Winery tour in Altus, AR

October 21: Meet at Devils Den Park for a cookout with the Cimarron Region

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

February 23, 2019: Lunch at 28 Springs in Siloam Springs to discuss 2019 calendar
Check out the March issue of PCA Panorama magazine for an article on Palooza. I will try to get something to PCA each month. As ZZ Top says "We're nationwide"

From the Wheel by the Editor

After reading and drooling over the monthly issues of Panorama, Excellence and the British mag GTPorsche, I switched gears and shuffled through stacks of magazines on the end table for the latest Car and Driver magazine which just happen to have a 911 GT2 RS on the cover. My question is this...when and why did Japan fire all their automotive stylists? Have you ever seen so many ugly cars come out of one country? Grilles that look like the catfish I caught in the Ohio River or a chrome Darth Vader, add-ons that are stuck on nilly-willy throughout the body work(Honda Civic R) and body creases for no apparent reason(anything from Nissan). Mazda is probably the only manufacturer with somewhat reasonable styling but I think that's because it is done in California. Has there ever been an ugly Porsche? I went through several books looking for something that twisted up my bespectacled eyes and came up nada. Komenda's styling of the early 356 was simplicity on wheels but was more aerodynamic than anything else coming out of post war car manufacturers. The 911? Any car whose basic lines are still in use after 55 years gets my vote as a beauty. The '87 slant-nose didn't quite work but it was nothing really bad and only offended the purists. Some say the 914 is hideous but I totally disagree. It was probably designed as a committee car with both Porsche and VW involved in the development. The lines were simple but still had a flow your eyes could follow from front to back without being jarred. Some of the racing cars were questionable design but it was all in the need for speed. Disagree? Let me know.

Keep those cards and letters coming!

wnrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Region members –

It was nice seeing and visiting with many of you and seeing your Porsches at our last breakfast meeting at Mimi's Café. I saw some Porsches I had not seen in a while. It's always exciting for me to see Porsches as I drive up to the parking lot of our monthly meeting spot. With the help from the attendees we were able to put together a calendar of events for this year. We had good input and have some new destinations to look forward to visiting. Thanks to everyone that helped put this schedule together. Much of what our club does is about the Porsche community and sharing our enthusiasm with our members, friends, or both. Your enthusiasm is what makes these both interesting and fun!

In this newsletter, thank you David Decker, we have our 2018 schedule of events. Take a look and decide which events are to your own liking and join in. Lots of variety in terms of driving and cuisine! Speaking of our awesome newsletter thank you to all that contribute. Keep those pictures and stories flowing in to David so we can all keep up with the current happenings! Thanks to Don Marley and Cary Haramoto for the latest additions to the newsletter.

We had a late addition to the calendar in the form of a cook out April 28th at the Dam Site Park at Beaver Dam. This will be a great opportunity to pack your "frunk", bonnet, or trunk full of food, drinks, swim suits, a Frisbee, towels, etc. and drive your Porsche on some great roads, take some photos, visit and eat! The Dam site is a beautiful spot on Beaver Lake.

Hope to see you see you at the next event driving your Porsche

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

Drive to Keeter Center at College of the Ozarks

(Or as I like to call it Son of Ausflug SWM)

Saturday March 10

Meet at MacaDoodles in Jane, MO

Drivers Meeting 8:30 am Leave 8:45 am

Please make sure your tie rods are tight. Driving gloves optional





Ctrl-Click for website



Zone Five Update

by Jon Jones

February is typically a busy month as PCA gets its “sea legs” and activities spool up from the long winter. We attended the Winter Board of Director’s Meeting in Columbia, MD on February 10th. If you recognize that address, good guess – we visited PCA headquarters for dinner on Saturday night after the meeting. Having never visited the actual headquarters offices of PCA before, I was genuinely surprised with how nice the facility turned out to be. While it is located in a pretty typical office complex, the layout is very nice and inviting. Inside, the offices are chock full of PCA and Porsche memorabilia with each office space having its own personality of Porsche enthusiasm.

On our visit, the PCA historian R.J. Wilmoth had set out for display some truly wonderful items from the PCA archives. And it’s not just PCA things that R.J. and his lovely wife Linda Bosko are the caretakers of, there are Porsche records that even Porsche AG does not possess, such as handwritten test records from some of the greatest cars in their history. And a genuine Le Mans 24 hour trophy. Unbelievable. We have spoken with many people at HQ over the years, and it was great to be able to put a mental image to the voice on the other end of the phone.

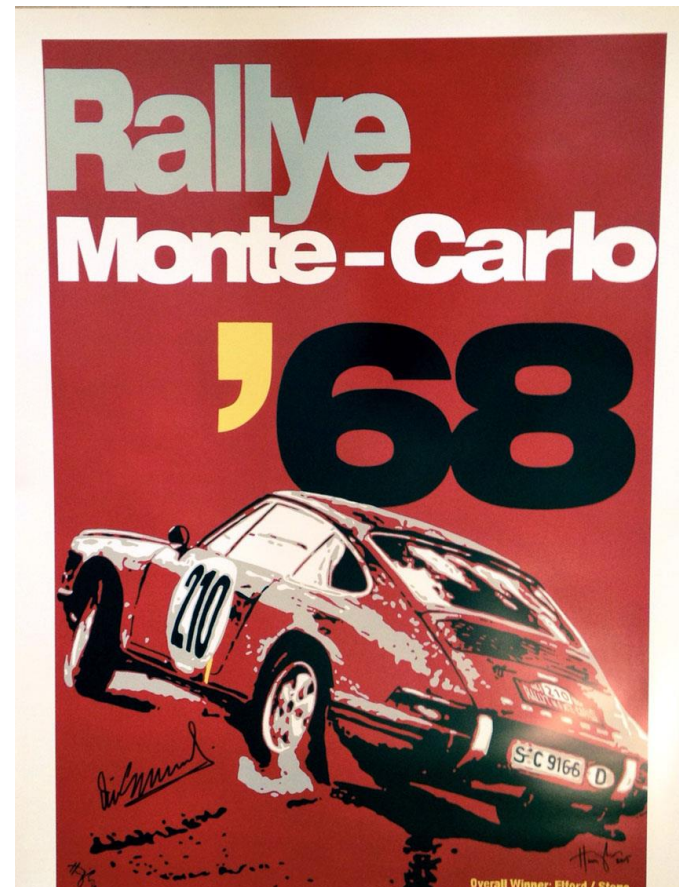
Speaking of R.J. Wilmoth, PCA recently expanded the size of their office space which allowed R.J. safe, dry storage for all of the wonderful PCA and Porsche archives. R. J. and Linda continue to comb through and catalogue all of the history for future generations of PCA members.

On February 17th, we conducted the Zone 5 Region Presidents Meeting in Little Rock, AR. The meeting is an opportunity for the region presidents to hear first-hand from PCA National officers and Committee Chairs the latest policy and procedures for managing their region. This year we had presentations from PCA Past President Manny Alban, Insurance and Risk Management Chair Ken Laborde, Driving Tours Chair Greg Halverson, and Social media Chair Maggie Garnett.

Manny updated the group on progress towards the Vision 2020 goal of 100,000 members – we are on track with most regions experiencing on average a 5% membership growth last year. Ken always does a great job with his presentation - we had one president mention



**K and R
MOTORS
479-957-4224
PAINT and BODY**



that he thought, “Insurance? How interesting could that be?” As we all found out, very interesting. Insurance and Risk Management is one of the hottest topics in PCA today, and Ken led us carefully and thoroughly through the reasons why the insurance process is so important, and how to keep everyone out of trouble. We’ve addressed insurance and waivers in this space before, so we won’t rehash the details. Suffice to say it is critical to all of us that we get insurance and risk management right.

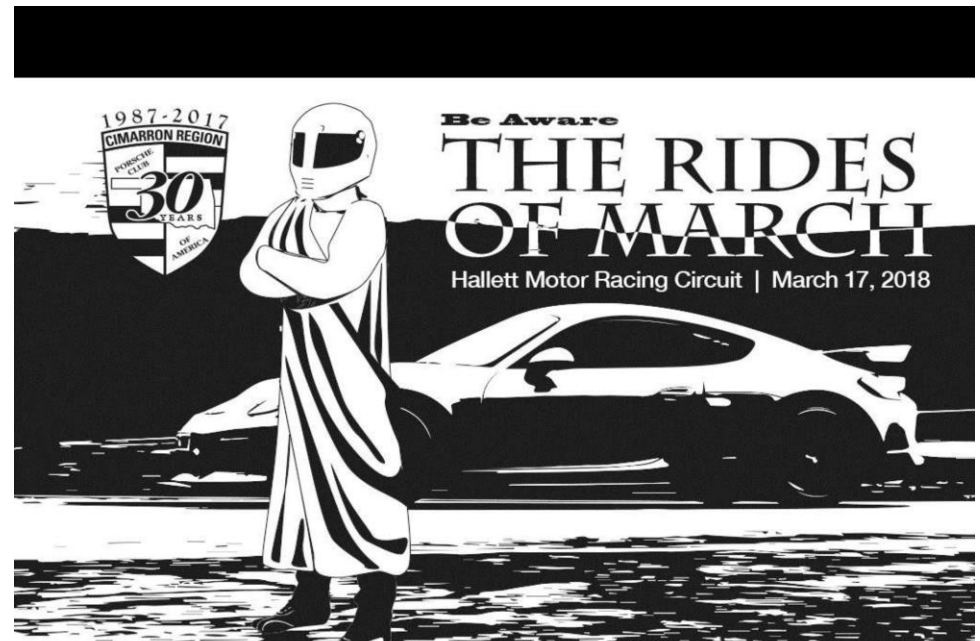
Greg Halverson covered the ins and outs of the relatively new Minimum Standards for Driving Tours, and building on Ken Laborde’s presentation addressed the reasons behind conducting Driving Tours to a Minimum Standard – it keeps PCA, and you, protected and out of trouble. The new standards can be found at pca.org, and if you are involved with tours in any fashion, we suggest you take a look.

Maggie Garnett finished up with a look at Region’s Social Media Policy and both the assets and liabilities of social media usage for PCA regions. Maggie does a great job and is the go-to person for all things involving Social Media.

The President’s Meeting is a great chance to become smarter about how PCA works, and how things should be run. Zone 5 is lucky to have excellent regions, and Region Presidents, who “get it” about PCA. While we didn’t have perfect attendance from Zone 5 Presidents this year, those who attended were left with a lot of information to digest. Being a Region President is not easy, but each one of those attending left with a sense of not being left alone, without help. We, and the rest of the National staff, are here to help each President, and PCA member, get the most from their experience.

Finally, a huge thank you to Ozark Region. Ozark President Jim Woolly and VP Dan Williams hosted dinner for the group on Saturday night. It was great – thanks from all of us Ozark Region!

Fans of forced induction or Porsche Motorsports History, rejoice. Up for sale at Gooding & Company's Amelia Island auction this March are three of the most influential turbocharged racing cars to ever grace the Porsche stable. Estimates are all in the seven figure-range, and each of these important Porsches carry with them a special air, an unmistakable power—these cars shaped the way Porsche went racing for nearly thirty years.



Porsche People and Places

2018 Event Planning Breakfast by Dave Decker

Mimi's Café in Promenade Center was the place for breakfast and conversation on February 17. Among the muffins, crepes, omelets and eggs benedict, decisions were made on what activities 2018 will bring to WRR members.

Along with the standard de riger of the drive to Ed Walker's Drive-In in Ft. Smith, DE's at Hallett, Devils Den cookout, the Palooza and the Christmas Party; several new drives and tours, breakfast meets, pitch-in lunch and dinner meets, car shows, a frozen custard social and another Lost in the Ozarks TSD rally has been added to the calendar of events. There are enough things going on every month to definitely keep the Mobil 1 pumped up in the Vario Cam actuators.



First up is a drive March 10 through the hills, valleys and curves of the SW Missouri Ozarks to Branson. We will have lunch that is prepared and served by the students in the Keeter Center at the College of the Ozarks. The campus is a fascinating place to visit with the students very willing to tell you about the college and what is happening there. The Vietnam War Memorial is a definite thing to see. Details will be sent in a forth coming email so watch for it. Hope to see you there.



Cary's Corner

A Collection of Porsche News And Why-Not's

By Cary Haramoto



I meant this to go on the last newsletter. It's a Happy Valentine's Day from Porsche but it works any time of the year with you, your loved ones and your Porsche.

<https://www.youtube.com/watch?v=BR7ajaeWhKs&authuser=0>

Press Ctrl-Click to access link.

Amazing barn-find Porsche 901 pre-dates the 911 | Motoring Research

<https://www.motoringresearch.com/car-news/amazing-barn-find-porsche-901-pre-dates-911/#gallery-1117098-1-slideshow>

Press Ctrl-Click to access link.

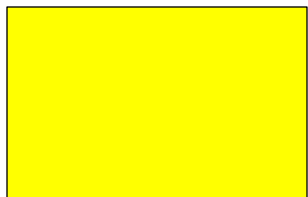
See you next month. Aloha!



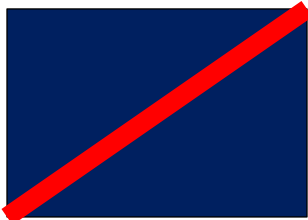
Racing Flags you may see at Hallett Racing Circuit



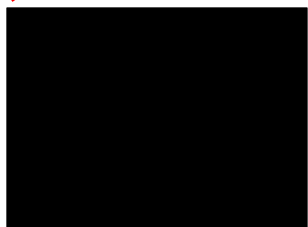
Go, go, go !!!!!



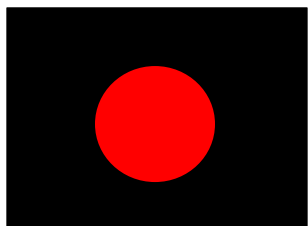
**Trouble, some fool has spun /
crashed / broken down ahead
but was kind enough to get his
car off the track.**



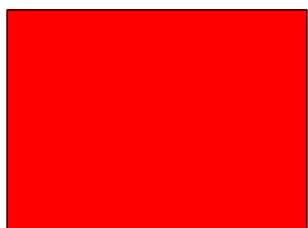
**There's a race going on, but
you're not in it. Let the car
behind you pass.**



**Now you've done it. Get off
the track and go to the
Principal's office pronto!**



**Your car is broken and it's
messing up the race. It
might even be on fire. Get
that thing off the track now!**



**Holy moly! Stop! Now! Pull to
one side!! Something is
happening ahead and we don't
need you in the middle of it!**

Die Bibliothek

by Dave Decker

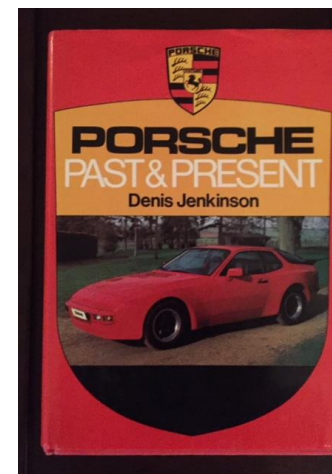
I have a small Porsche library consisting of some 30 odd books excluding five years of Panorama and Excellence magazines. Probably 95% of the books were purchased for \$10 or less off the Amazon's used book category.

I recently picked up the book shown to the right, Porsche Past & Present by Denis Jenkinson, a writer for the British magazine. Motor Sport.

The book is a hoot to read, written in a very conversational form full of terms like "spot on" and "bloody hell". I picture the chap sitting back on an overstuffed chair puffing on a pipe and telling his tales of racing and driving his 356, the early racing drivers, going to the Porsche factory to get parts; cool stuff.

The timeline of the book is from the 1930's to the early '80's. He spins tales about early F1, the development of the 356 and the race cars of the '50's, the horrible first 911's, the abomination called the 914 (his words, not mine), the 930 turbo and the demise of the 911 as the 928 takes its place. He finally traded his 356 for an XKE in later years.

Mr. Jenkinson died in 1996 during Porsche's financial trouble era. He didn't get to see the successful corporation it has become. I hope to find his other book "The Racing Driver: The Theory and Practice of Fast Driving" written in 1959. That should be an interesting contrast of the speeds then vs. now. Got a favorite Porsche book? Tell me about it.





Tech Tips

The question is not whether to lift or not to lift. But when?

by Don Marley

A common discussion at the Palooza was about home automotive lifts. The practical issues of garage space, ceiling height and cost are really simple. If you have ever worked under your car on your back with it supported by jack stands or seen your automobile on the floor after jack stands give out, you'll appreciate the benefits of having a garage lift.

First consideration is your garage space. There are relatively inexpensive, quality lifts that allow you to stack two cars in the garage where you originally had only one vehicle. This is a great option if you are short on garage space and have necessary ceiling height. Unfortunately, I didn't have the height. And uprights extend at least a foot wider than your car which creates space issues for ingress and egress for the family and an additional car.



Another option is a scissor lift which is inexpensive, simple, safe and portable if you don't mind moving approximately 450 pounds. The lift was offered in several weight capacities and heights. I chose a 6,000-pound lift that lifts over four feet. The two-foot lift height is fine for brake and tire work but for few dollars more you can do much more. The four-foot height provides ample room underneath for most basic maintenance and raises the vehicle to nice height to even clean and polish. Be careful to place the lift so you don't lift the roof of your car

into the overhead garage door railing, garage door opener or the ceiling. I almost did this when I placed my wife's Jeep Rubicon on the lift and forgot about the 30+ inch height difference.

A drawback to the scissor lift is that some components may be more difficult to remove such as exhaust systems, transmissions and engines. Typically, this is more of a problem with front engine cars. Discussing this with some lift owners indicated that common maintenance, brake work and upgrades such as exhaust system upgrades could be done easily on the scissor lift. I think I could remove the engine out of a 911 on this lift.

My research and decision was made easier because the manufacturer (The Lift Super Store, www.liftsuperstore.com) has a dealer west of St Louis. Since I drive through there often, this was an easy stop. The manufacturer uses U.S made components such as a Baldor motor and pump. The dealer (Lift Superstore Midwest; 314-330-4330) is a long time Porsche enthusiast and PCA member. He uses his products and was very helpful.



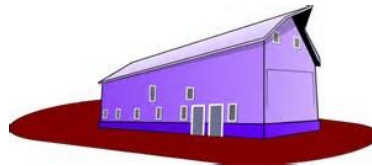
When discussing my Cayman S, he was aware that it would barely clear the lift and adjusting the lift arms and pads would be difficult. Simple solution was to put 2X12 on either side. They don't move around and are easy to adjust if I want to place a different width vehicle on the lift.



Installation was easy. Add hydraulic fluid and plug it into the 110V.

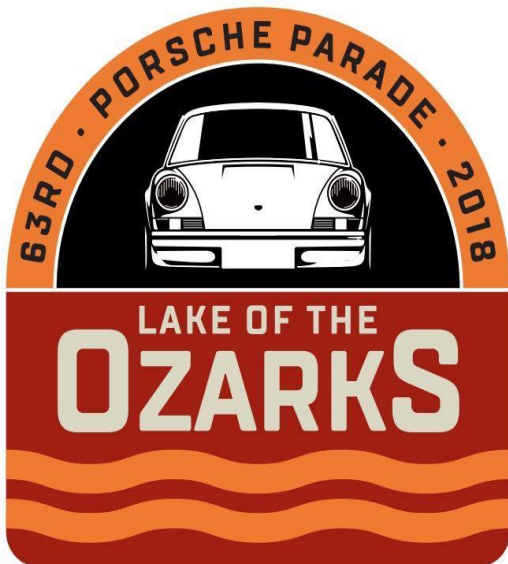


Photos by Don Marley



The Sale Barn

Porsche Whale Tail, believe it fits 1974 through 1989. I removed it from my 86 Carrera. Believe it is an after market product. Stored in garage, no rain, no DE etc. \$325.00. FOB Rogers. Don [479-462-8255](tel:479-462-8255)



The Tan-Tar-A resort is the host site for the 2018 Parade.

Registration for the Parade is now open. Go to the link below for information on how to register.

<http://2018parade.pca.org/>

Press Ctrl-click to access link

Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 88

Affiliate Members 54

Life Members 0

Total Members 142

New White River Members

Craig and Marsha Schmidt

Christopher Rader

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 80129

Affiliate Members 44887

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

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Baum Tools B9612K M96 Timing Kit

Coolant flush kit

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