



# White River Rolling

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**On the Cover:** The engine bay and the work of industrial art of Mike Hays' 1990 928. This view had to be the beginning of all the plastic engine covers we now get on all types of cars, from Toyotas to Ferraris. Mike's ain't plastic.

## 2018 Calendar of Events

**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 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

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

Man it has been a busy month! I got to lead the drive to Keeter Center at College of the Ozarks, drove in a DE event at Hallett Circuit, I'm working on the new WRR website(which I hope everyone will like), keeping Panorama abreast of our activities, left complete retirement to help out my old company a couple of days a week and bought a new horse trailer. Every time I look at the trailer I see a new exhaust system, an interior redo, a paint job, upgraded tires and wheels and even a slightly used 3.2 with a six speed for the Boxster. Or even better yet, an early year 996. But then my wife would not have her dream carriage to cradle our horses around on overnights. When Cindy sees the Boxster, she sees saddles, tack, farm implements, etc. Such are the compromises of life. Buying the Boxster initially was a compromise. Cindy let me buy it if I agreed to just shut up about it. I was driving at the time a perfectly sound 2003 350Z with very low maintenance costs. But I always wanted a Porsche and this one was calling my name like a Siren singing to Odysseus from the car lot. 72,000 miles on the odo? P-shaw! I tell myself it's just starting to get broke in. IMS? Only happens to cars within the first 50,000 miles. Give up 80 horsepower? It's lighter than the Nissan and it's mid-engined. Less room in the cockpit? Phhh! It has two trunks and hey it's a convertible or as they say in merry old England, a drop top. What else do I need? As I found out an extra \$3000 over the next two years of ownership. But hey, I got a Porsche. 'Nough said.

Keep those cards and letters coming!

**wrrnews@gmail.com**

*Dave Decker*

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

Guten Tag White River Region members –

As I write this column, the rain continues. I can't help but notice the grass seed and topsoil, which was once spread with care throughout our yard, has worked its way down the newly formed river that is now outside the living room window and leading to Beaver Lake. I wonder where the \$88.74 worth of seed will end up? We had not yet spread any fertilizer, so this is no cause for alarm for the lake. I imagine someone on the lake will be the beneficiary of a luscious green beach courtesy of the Zechiedrich's.

Well, enough about that, but the weather does bring me to a recent thought I had. Yes, my wife was surprised I had a thought as well, but here it is. I drive old cars. Old Porsches, old Land Cruisers, old Volkswagens, old muscle cars, old motorcycles, old mopeds...yes mopeds, with pedals. I often find myself explaining to others that mopeds have pedals, scooters DO NOT. Anyway, I've recently had a new "courtesy car" to drive from a car dealership while our work truck gets diagnosed by a computer and some other stuff I know nothing about. As I drove the 2018 vehicle, I was overwhelmed by the blandness and boringness. Where's the choke? No key?? Why is the defrost coming on and how did the car know I needed it?? It had a back-up camera that made everything behind me look like a lunar landing surface. Is that even helpful? The wipers came on all by themselves! I couldn't tune the radio without pressing a small "touch sensitive image" on a screen. Every time I stopped at a light, the engine would die. Then, it would start and lunge forward in a very awkward and annoying way when I stepped on the gas. The driver's seat was always overly hot and I had to roll down the window to compensate....but there were no handles to roll down??? I had to fumble around until I found the tiny switch to initiate the roll down procedure, but it didn't work! I forgot to switch the master window regulator switch to allow activation of the second tiny switch!! The interior was always the same temperature! A boring 72 degrees Fahrenheit. I would almost fall asleep driving to and from work. At best I was ready for a nap when arriving at either location. Did I mention it was an automatic!? Ugh!

In my cars, I know when the interior starts to warm up as my shoe, left or right depending on the car, starts to melt. If I see I need the defroster I can turn that on (and it may work.) The radio has a little knob I can simply turn to get the channel I want. There is no choice for "media," in fact there's not even a touch screen! I shift when I want to shift...maybe I'll leave it in third gear and not shift to a higher gear. I have a single key that starts the car. No fob! I don't have a back-up camera. I have to poke my head outside to see if I'm running over anything, but I like it. Driving to work should be an adventure, a fun adventure. As they say, life is too short to drive a boring car. Enjoy your next adventure in your Porsche.

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





Ctrl-Click for website



# Zone Five Update

by Jon Jones

## Porsche and the Vintage Phenomena

To even the most casual motorsports observer, the advent of big-time Vintage Racing is nothing short of amazing. The Monterey Historics and Rennsport Reunion have driven much of the attention, but years ago there were local or regional “vintage festivals” that featured many cars of significant history and provenance, including track time for these cars to stretch their legs. These events served the excitement of the drivers, but the spectators too – the chance to see the racing cars of their youth back on track was intoxicating. Whether a basically stock MGA or a Cooper Formula Junior, vintage racing was popular with fans. The appeal of these festivals, driven by attendance and popularity, quickly outstripped their local flavor and “car show with a little track time” image. Since the ‘70s, many organizations were formed that have developed the vintage concept to a fine art.

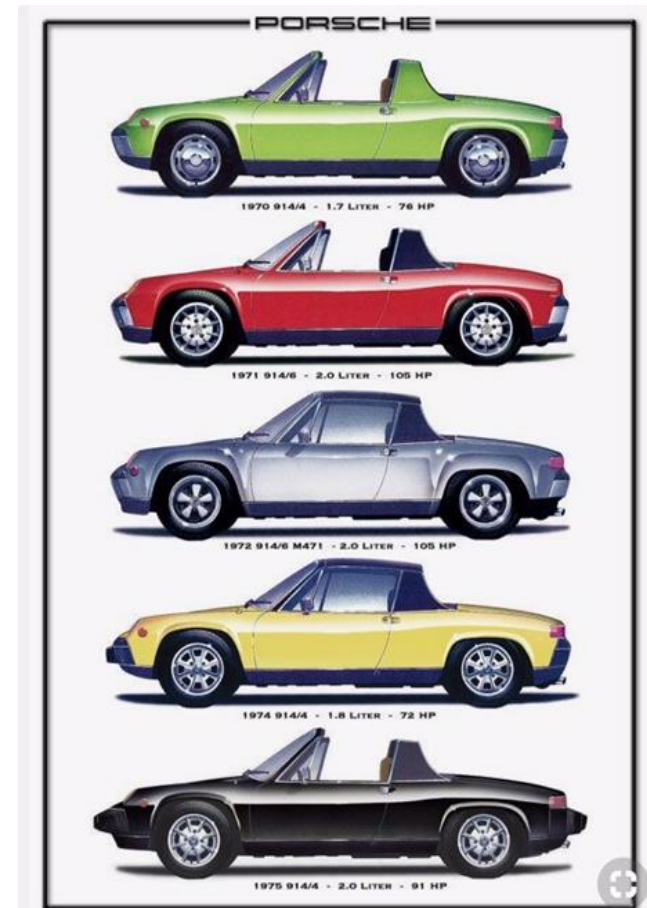
There are a number of vintage racing organizations, both local and national in their size and attendance. The Sportscar Vintage Racing Association, formed in 1978 as the Southeast VRA, currently boasts 2,500 licensed drivers and a schedule of 12 events throughout the US at some of the best known tracks. SVRA promotes “Safe, Fair, and Fun” wheel to wheel competition. The cars are allowed to be in “as raced” condition and preparation consistent with the generation and historic class alignment for each car. Safety equipment, however, is current specification with up-to-date FIA/SFI belts, helmets and other safety gear required. Last year the SVRA event at Indianapolis had 700 entrants. That’s a lot of vintage cars - we’d be curious to see a dollar value.

In our area of the country, the Corinthian Vintage Auto Racing is popular and offers a 9 event schedule in Texas and Oklahoma. Like SVRA, CVAR focuses on the fun and fair aspects of racing with an emphasis on safety first. They openly recruit new drivers and encourage people to move from being a spectator to a driver.

There are many elements to the vintage racing appeal. Racing has never been cheap, but vintage



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racing seeks to keep a lid on the “arms race” of car development by enforcing the aforementioned “as raced” requirement. People familiar with Sports Car Club of America racing may have faced the deep pockets syndrome of needing the latest hot setup for their F-Production Sprite every year to stay competitive. This spiraling cost scenario ultimately caused the creation of a tube-frame, mid-engine Mini Cooper some years ago (Joe Huffaker if I recall) that obliterated every other Mini out there. As a result of this approach and the consolidation of classes, there were many cars no longer eligible or competitive with SCCA and therefore idle. Vintage Racing has provided a solution to that situation, and a good one.

Another factor in play is that some racing organizations have been prone to overly-aggressive and damage-inducing driving. As these vintage cars have increased in value, so too has their owners squeamishness about contact. No one wants to race their priceless Elva Courier if there is a chance it’s going to wind up bashed. Not to say vintage drivers are timid, hardly. But there is a spirit of respect and racing room in vintage racing that is pervasive and refreshing. In our era of NASCAR-style “rubbin is racin” mentality, vintage is a place where a gentlemanly style of driving is expected. Race hard, but clean. The win at all cost mentality of most professional racing series is not welcome in vintage racing.

PCA Club Racing is similar in that officials take a very dim view of contact between cars on track. To the extent that there may be some cases of incidental contact, PCA has a “13/13” process where any driver involved in an on-track incident must report to the National Club Racing Steward of the event. The Steward considers all of the statements from the driver(s), video, and a damage assessment completed by the National Scrutineer. The Steward *may* assess a 13 month probation, or if the driver deemed at fault is already on probation, a 13 month suspension. The process works – drivers are very aware of their conduct on track and their 13/13 status. An exception would be PCA’s semi-pro Trophy East series where the 13/13 process was not used in 2017 and damage was common.

Perhaps a bit late to the vintage game, PCA Club Racing leadership is very aware of the potential number of dormant Porsche racing cars out there, and is anxious to get them re-engaged and on track. Club Racing Chair Vicki Earnshaw is very supportive of the vintage concept and is working hard to get the word out and cars on track. PCA Vintage cars are specified as 1983 and earlier air-cooled 4 and 6 cylinder cars with classes for over and under 2.0 and 2.4 litre engine capacity, respectively. Full details at [pcaclubracing.org/vintage](http://pcaclubracing.org/vintage).

So PCA Vintage Racing offers the best of all worlds with Porsche-only racing conducted under a very watchful Steward and Scrutineer team, and all PCA Safety rules required. There is more leeway in car preparation than allowed in SVRA or CVAR, but still according to the PCA Club Racing Rulebook.

I remember as a young lad standing along the fence at Lime Rock (in the pouring rain!) watching S90s and Speedsters splash around Big Bend and up through the Esses. We called them “bathtub” Porsches back in the day, and drivers like Alan Howes, Bill Schmid, and John O’Steen were a thrill to watch. Most of these cars are retired, but watching some of the forums such as 356 Registry, they exist and if not already running in one of the other vintage series, owners might be interested in joining the PCA Vintage class. What a treat that would be.

Hallett will host a PCA Vintage run group at Oktoberfest 2018, presented by Jackie Cooper Porsche, October 5-7. Let’s get those old cars out there.



# Porsche People and Places

## Drive to Keeter Center by Dave Decker

The drive to Keeter Center was mid-engine madness save for one 928. There were no 911's in sight in MacaDoodles parking lot that Saturday morning; nothing but Boxsters, Caymans and the maiden voyage of Leslie and Margee's 1974 pristine 914. (The



idea of curvy roads must have scared the 911's off) We declared the 928 of Mike Hays as mid-engined because the engine is behind the front axle. If Nissan can say their 370Z is front-mid-engine we can too.

A total of eight mid-engined Porsches filled the parking spaces.

The route was 54 miles from Jane, MO to Branson as the crow flies but you throw in the curves of Hwy 90 and Hwy 76 and you have 99.7 miles of rights and lefts. The drivers' meeting was held at 8:30 am and departure was 8:45 with a good run up Hwy 71 to 90. I had run the route earlier in the week to make sure there were no surprises, ie chad, washed out curbs or closed roads like the last drive I led through SW Missouri. My only fear was getting behind slow traffic like horse trailers, hay trucks or just local drivers in no particular hurry. There are very very few opportunities to pass on these roads and even if you could, you couldn't get eight cars through it before another curve came up so the drive was a series of fits and starts, When we could break from a trot to a canter or even a full gallop we did. There was a short break in Cassville to gather our composure before hitting the curves again.

Our reservations for lunch was at 11:00 and we pulled into the Keeter Center parking lot right on the top of hour. They were

waiting for us. As noted earlier, everything is done by the students of the College of the Ozarks; maitre'd's, waiters and chefs. And they aim to please. Service was excellent and the food was very well prepared and presented. New member Chris Rader brought his mother Dorothy along for the ride. I had the privilege of sitting next to her for dinner. Trust me, this lady was a hoot with all the stories she was telling.

The desserts were not passed up. I personally sampled and would recommend the maple-flavored cheese cake. Afterwards, it was some conversations and rubbing



of the bellies in the lobby, a group picture and all headed to home or other destinations. The rain we worried about all week did not appear during any of the drive. I wonder, is that was the reason the butt-engined cars stayed at home? Yuk Yuk!

## Cary's Corner

A Collection of Porsche News And Why-Not's

By Cary Haramoto



Not sure I will ever do a concours, but some good tips for cleaning –

[www.zone8.org/events/format/concours.php](http://www.zone8.org/events/format/concours.php)

Press Ctrl-Click to access link.

Until next month, Aloha



# Porsche People and Places

## Rides of March DE Event by Dave Decker

As the weather slowly crept to tolerable in the first week of March, I was preparing the Boxster for another HPDE at Hallett. This year was the second time for the Rides of March sponsored by the Cimarron Region and Jackie Cooper Imports.

The design of the t-shirt logo alone makes it worthwhile. I don't know who the artist is but it is one cool drawing. This year's DE was held Saturday March 17 so a toast to Saint Paddy would be in order.

White River had good representation at this year's event. There were two veterans, Mike Hays and myself, and three novices, Sharon Hay, Mike Menichetti and Craig Schmidt. Plus we got to throw in an instructor in the guise of Leslie Morse. Anyone that drives a race on two wheels can definitely show me a thing or two about control in a curve. We met the Friday evening before the event at El Maguey in Sand Springs, OK. Excellent Mexican cuisine and service was on the menu. A toast of Irish whisky was in order at the end of dinner. Leslie sipped and I gagged. We like short shorts. (Inside joke..don't ask)

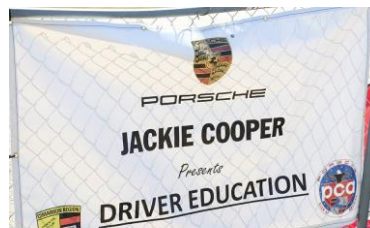


The drive to the track Saturday morning was cold, I mean 38 degrees cold. Whattt? We were promised sunshine and warm temps for the day. Who pulled the plug on that? WRR rolled into the infield between 7:00 to 7:30 and proceeded to registration.

I was so hoping to get bumped to white from blue but to no avail. After a quick drivers' meeting and novice instructions, the first group, red, rolled onto the track. The participation was smaller than the DE held in May so we were guaranteed more and longer heats. Then the call for blue to the paddock. I was cold, the Boxster was cold, my tires were cold and the track was cold. A nice recipe for a spin out or mowing the grass in the run offs. Plus I bummed my right shoulder previously on a fall so my shifting arm wasn't up to snuff. I had different tires from last

year, Hankook Ventus vs. Goodyear Eagles so I was very interested in the different grip coefficients. (I figured I throw in a technical word)

My first heat was solo but I was being watched by an instructor, Gary, in the car behind me. I inherited Gary on my next heat. We were both determined to improve my line and I thank him profusely for helping me. I



enjoy and concentrate more when soloing but that will come when I get bumped up to white, which was the next group to run. Mike Hays runs in that group and the cars in white are getting more competitive.

Mike recently upgraded the suspension to R030 specs on their Boxster so he was very anxious to feel the difference. An article on the conversion follows in Tech Tips.

Then came the heat everyone was anticipating. The crowd was hushed as it filled the grandstands to see the epic confrontation about to unfold. It was Le Mans, Sebring and Daytona all rolled into one exciting heat, the green run of the Mighty Menichetti and the Divine Miss H. As each lap unreeled you could literally feel the steel wire tension tightening between the Boxster and the Cayman. Each green heat following was racing, uh instruction, at its finest. The horsepower difference was overcome by the red driving shoes of the Divine Miss H.



The morning runs gave way to lunch at the café in the first floor of the tower with and kettle chips. After eating I proceeded to watch some videos of my laps to get another view angle on my line. I use an Apple app called Harry's Lap Timer which is the neatest thing since sliced Velveeta. It is mounted inside on the windshield, records and times each lap, tells the speed in the straights and curves and the g's being imposed on your body. The timer was showing I was seven seconds off my laps from last May. Geez! I might as well had used a calendar for timing. Mike Hays tried to console me by explaining the track didn't have any grip yet. Yeah, yeah.



I got in two more heats in the afternoon. My last heat was quite the surprise when Leslie stepped up to be my instructor. That made my day! Every instructor has something to teach you as I have found out through the different DE's I have attended. But they all have

the same goal, to make you a better track driver. My hat is off to them. And yes my car number is pink or as the supplier described, coral. I obviously checked the wrong color box.

I decided to cut my time at the track early so I could get home to the wife and take her to a day late birthday dinner. Little did I know she was celebrating with some horse riding buddies so my fast drive home was for naught. At least my dogs missed me. As usual, Cimarron put a class event together and WRR has gained two more adventurous souls for HPDE. Can't wait until May!

Photos by Mike Menichetti and Dave Decker

## Cars for Alzheimer's Research Car Show

by Sharon Hays

On April 21, 2018, the White River Region of the Porsche Club of America and Shiloh Nursing and Rehab will team up to sponsor the first annual Cars for Alzheimer's Research car show. The car show will run from 11:00 AM till 1:00 PM in the south parking lot at Shiloh (1092 W. Stultz Rd, Springdale, AR) The kind folks at Shiloh will be rearranging their parking lot for the day to make room for as many car show participants as possible.

The car show is open to all makes, models and types. Prizes will be awarded to the top three cars in the show and voting will be a "People's Choice" type format. The entry fee for the show is \$5 and will also include a hot dog lunch for each entrant. (Additional lunches may be purchased for \$5.)

Voting tickets will be for sale as well at \$1 each or 6 for \$5. Each car will receive a cup to be placed on or near the car, within easy reach of voters. To vote for your choice, simply drop a ticket (or 5 or 10 or.... Remember all proceeds go to the Alzheimer's Association.....vote early and often!!) in the cup by that car. Voting will close at 12:30 so we can count the tickets. Trophies will be awarded to the top three cars (yes that means the three cars with the most tickets in their cups. See how easy this car show could be to win?)

Not only could you win bragging rights and a trophy, you would be helping a very worthy cause. Pull off the car cover. Break out your microfiber towel and your best detailing spray. Then bring that Garage Queen out of winter storage and show her off to a crowd of Car People young and old.

### More Rides of March Pictures

By Mike Menichetti







# Tech Tips

## Installing “Sport Suspension” in your Boxster or Cayman by Mike Hays

Back in the ‘50s and early ‘60s it was handling and reliability, not horsepower, that enabled Porsche to build a reputation as the “giant killer” of sports car racing. By making their cars handle better and carry more speed through a turn, Porsche could race and win against Corvettes, Jaguars, and other cars with much more engine displacement and horsepower. Improving a car’s handling is still one of the best performance investments you can make and Porsche makes it easy. Pretty much all variants of the Boxster and Cayman series could or can be ordered with a factory sport suspension package consisting of stiffer springs, different struts and different front and rear sway bars. As luck would have it, Porsche offers this package as a kit that is a direct bolt-on replacing the standard parts.

I opted to install this upgrade to replace the tired (145k miles) “comfort” suspension on my 1998 Boxster in preparation for another High Performance Driver Education (HPDE) season. The kit lowers the car about 10-12mm and the spring/shock combination provides a somewhat stiffer ride, less body roll, and most importantly allows the car to rotate much quicker in turns. All the components are tuned and engineered to work together by the smart folks in Stuttgart. The installation isn’t particularly complicated but it does require major disassembly of the suspension at all four corners including



*Porsche uses colored paint dots to denote various spring rates and shock rates. The blue/white and blue/yellow as well as the blue on the shocks indicate standard suspension. The sport springs have red dots. Quick way to tell if you already have sport suspension.*

disassembling the old strut/spring units and assembling the new ones. The only specialized tools required are a set of coil spring compressors, a screw-type ball joint separator and a socket/breaker bar large enough to remove the axle nuts.

The basic workflow is to a) remove the entire strut/spring/knuckle/brake disk assembly from the car, b) separate the strut/spring from the knuckle, c) disassemble the spring from the strut to harvest a few bits like the cone washer, support ring and compensating plate, stop plates, bellows, “additional spring” (the Porsche term for the rubber/foam bump stop on the strut shaft) and the strut bearing/mount, d) assemble the new strut/spring unit using the parts from the kit along with the harvested bits, and e) put the whole shebang back on the car. The rear units have the extra step of ensuring the axle comes free from the assembly without being over extended and separating the constant velocity joints or tearing their grease boots. The factory procedure calls for removing the axles completely but it isn’t strictly necessary. I was able to pull the axle stubs free from the hubs and get the strut assembly out without disconnecting the axle from the transmission.



If you undertake this job there are a few “while you are in there” tasks/parts that you should consider doing at the same time. First, the “additional spring” and the upper bearing/mount on each strut should be carefully inspected at minimum and likely replaced if you have many years or miles on your car. While the bearings on the tops of the front struts can be cleaned, re-greased and reused they are relatively cheap at around \$35 each. The rubber mounts are a bit more but if yours are aged, new mounts will restore that crisp, precise handling we all know and love. The “additional springs” are also cheap at \$15-\$20 each. If the protective boots

on the constant velocity joints of your axles are starting to show cracks or are seeping a bit of grease this would be a good time to renew the grease and install new boots. Once all the work is done have the car professionally aligned (a must when changing most suspension components) but be sure to tell the shop that they need to use the “Sport” alignment specs as they are different than standard.

So, what does it all cost? Well, if you shop around the retrofit kit (struts, springs, sway bars and sway bar bushings) can be had for \$1500. I opted to replace all the wearable parts on the struts (bearing, bumper, bellows, top mounts) with new due to age and mileage. This added another \$600 once I included new axle nuts and suspension locking nuts to replace those removed during disassembly. Finally, shipping brought the grand total to a few pennies shy of \$2,200 for all the parts. If you are doing this yourself figure about 1-2 hours per side for the front and 2-3 hours per side for the rears. If you have the luxury of a car lift you can reduce the time by 30-50%. My guess is a shop will charge 4-6 hours labor plus the cost of an alignment. What do you get for all that coin? Well, assuming the rest of your suspension/steering components are in "good nick" as the Brits say you will enjoy a ride that is a little stiffer than before without being harsh and a car that is even more responsive in the corners. After spending a day at Hallett Motor Racing Circuit at the Rides of March HPDE sponsored by Cimarron Region and Jackie Cooper, the car felt like it have more grip in the front tires and the back end was more eager to slip a bit in hard cornering. The back end doesn't slip in a scary way but in a very gentle, predictable and most importantly controllable manner that allows you to get the car to quickly pivot around its center of gravity via a bit of extra throttle input. This makes cornering happen VERY quickly in tight turns and makes Porsche's already fun mid-engine platform even more exciting. If your "comfort" struts are due for replacement or you want to get a bit more performance out of an already great handling car, consider spending the money to upgrade to the USA "M030" sport suspension option (same ride height) or to the "Rest of the World" M030 sport suspension option (10mm lower ride height). As always, keep the shiny side up.



# Cars for Alzheimer's Research Car Show

**Saturday, April 21**

**Meet at Wagon Wheel Café at 9:30 for Breakfast 4080 N. Thompson, Springdale**

**Car Show at Shiloh 11:00 am - 1:00 pm**

## Cookout at Dam Site Park

**Saturday, April 28**

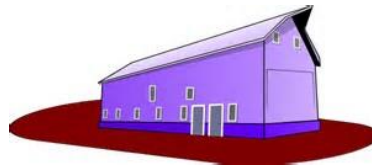
**Meet at 11:00**

**Bring a Dish or Dessert and lawn chairs, WRR Supplies the Meat**



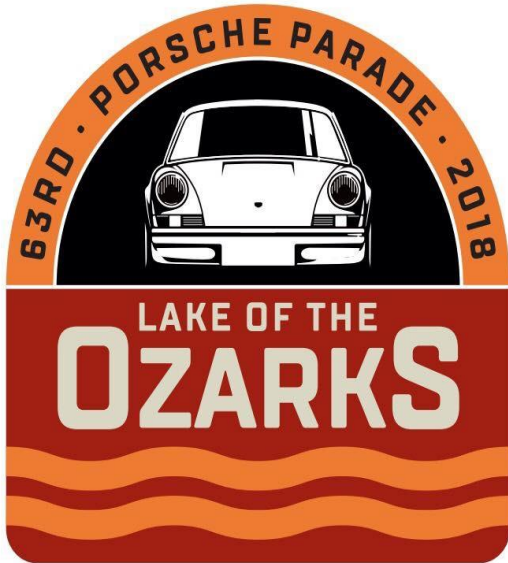
**PORSCHE**





# The Sale Barn

Porsche WhaleTail, 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 89  
Affiliate Members 54  
Life Members 0  
Total Members 143

### New White River Members

Wade Kesner 2018 Carrera S  
Bruce Walz 2008 Carrera S cabriolet

### Transfers In

George Faucette from Cimarron  
1998 Carrera

### Transfers Out

None

### PCA National Club Numbers

Primary Members 80213  
Affiliate Members 45010  
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](mailto:ammonman@cox.net)

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

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

