



White River Rolling

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On the Cover: Tim Taylor's 911 Cab?
(I apologize if I didn't get the name or car right. I need to take notes)

Send me photos of your Porsche!

2018 Calendar of Events

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

June 23: Porsche Day at Shine Tek Auto Spa in Rogers

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

FYI from Jackie Cooper Porsche in Tulsa

Celebrate 70 years of Porsche at Sports Car Together Day!

Porsche turns 70 years old this year and Jackie Cooper Porsche is celebrating! Please join us Saturday, June 9th from 9-11:30am at our Imports location at 9393 S. Memorial Drive. See 70 years of Porsche vehicles, courtesy of the Cimarron Region Porsche Club, as well as the newest vehicles Porsche has to offer. Plus prizes, cake and more.

President's Notes by Leonard Zechiedrich

Guten Tag,
Just back from the Shiloh Nursing and Rehabilitation Center Car Show, which benefitted Alzheimer's research. Mike and Sharon Hays did a great job helping organize this fun event. Porsches dominated the show in numbers, but there were also several other makes present. It was great to visit with some of our members as well as many of the staff at the facility. The rain even held off and provided some cloud cover until the end of the event.

I would like to thank everyone who made it to Ed Walker's in Fort Smith and then on to my Dad's house afterward for dessert. The food at Ed's was just as good as I remembered, but I didn't order the five-pound burger...maybe next time. Dad enjoyed showing everyone his collection. Some of the members were not up to date on their Tetanus shots, but they went ahead and made the tour anyway.

While at his house, my Dad and I reminisced about some of my early car adventures. He recalled buying a 1970 Triumph Spitfire for me when I was in the seventh grade. The front end had burned in a garage fire, so he thought it would be a good project for me. The day he brought it home, I recall asking him "why isn't it a Porsche 911?" I continued to ask for a 911 project.



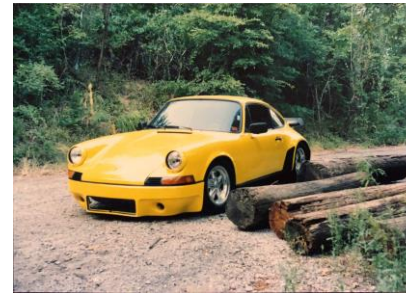
Three years later, Dad finally made a deal with an insurance salesman for my first Porsche, a 1967 911. The salesman had taken the engine apart and never got it back together. I finally got a 911 and happily sold my current Triumph, a TR-7 I had traded the Spitfire for a few years earlier, to help pay for the 911.

The 1967 911 progressed through three variations before I ended up selling it while in college. The first was the stock configuration it was in when I got it; Metallic Silver with red interior. That lasted a few years, but gave way to a common occurrence of those times...Guards red! My



Dad and I cut the flares off of a 70's AMC Hornet that we had found in the local salvage yard and welded them to the back of the 911. I don't mind saying it looked pretty RS'ish at that point with its RS front spoiler and RS rear flares...well, Hornet flares. It was during this version that I got outrun over the Arkansas River bridge by an Olds 442; four barrel,

four speed, dual exhaust for those of you that don't remember those cars. This was something the 911 and I were not use to. The 911 had gained a reputation as a quick car over the bridge, one of our late-night local race tracks. My Dad and I took the engine out of the 911 that evening, which led to the third and final version of the '67. This time the engine evolved into a 2.5 short stroke by using 2.7 pistons and cylinders and the short stroke 66mm crankshaft from the '67 2.0. This was a much more powerful engine...where was that 442 now? The paint changed as well. This time the red came off and on went "Bloom Yellow" straight from "THE" Yellow Bird from Ruf! Wider and lightened 15x9 Fuchs were also added out back. The



911 was now very quick with its short-geared transmission. I only recall that car getting beat over the bridge one more time during my ownership. It was beat by a T- bucket that I had no business racing anyway. I ended up selling the 911, and regretting it, while in college.

Fortunately, many years later I got the chance to buy another 1967 911 to replace it. This one won't be undergoing any AMC Hornet modifications. Thanks Dad for hosting the club AND for finding me a 911 project when Triumphs would just not do!



Details on my projects can be found at

www.the911den.com.





Ctrl-Click for website



Zone Five Update

by Jon Jones

I sold my 1979 911 today. It was a beautiful car, and I got a fair price. I bought the car in 2004, and it was my dream car. An SC is not without issues, and I learned quickly about head studs and chain tensioners. With the help of my local shop, Rennsport Werkstatt in Tulsa, I did most of the work myself, along with some “while you’re in there things”, it was all done. Doing it myself it was one of the best things I have experienced about Porsche ownership. Once the work was done, I put over 40k miles on it, and enjoyed every minute.

And then: As 911 values have increased, I became increasingly angst-y about driving it in town. Declared value on insurance is an odd thing and subject to some negotiation. The more I drove it, the more vulnerable I felt. Not me, I’m a good driver. You see, I drive professionally (school bus) and the number of “I can drive and read my emails” people are epidemic, literally. Next, I don’t like to drive it in the rain. OK, fine. It’s galvanized. But I had rust around the windshield when I bought it. I fixed it, but then decided I no longer wanted to expose it to the elements. Salt – Oklahoma salts the bridge decks in the winter. Enough said. Air Conditioning – I love Porsche, but the a/c installed in the mid-year 911s was an afterthought, a hat-tip to the American market. My car had documentation going back to 1984 showing repeated attempts to get the a/c working. Call me spoiled, but the 911 in an Oklahoma August was a FURNACE. A/C, face it folks, it ain’t gonna happen. Bottom line – I wasn’t driving it the way I should have.

When I showed the car to the prospective, and soon to be new owner, I showed him the documentation I had. I surprised myself as I did so with all of the things I had done to it over the years. Oil changes of course, but brakes, tires, and major maintenance. Valve adjustments and brake fluid flushes. And on and on. I was proud of the care I have given to my 911. It was loved and appreciated for all of the fun a 911 can bring. But it was time to move on.

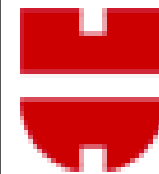
The new owner is a PCA member from Ozark Lakes Region. We talked for quite a while about the strengths and weaknesses of the SC generation. He understood and asked pointed questions about the 915 gearbox and the paint quality. I really enjoyed meeting him and his wife when they came and looked at



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the car. And I feel like it's going to a good home. Kind of like a kitten you're parting with.

PCA is a wonderful club – this was reinforced to me as I sold my beloved 911. The new owner offered a deposit, but I declined. "You're a PCA member?" I'll take your word.

Best wishes with the car. And please take good care of her.



THE ULTIMATE AUTO SPA EXPERIENCE

Porsche Day at Shine Tek

Saturday, June 23 at 3 PM - 6 PM

2503 N. 24th St. Rogers, AR

We will have local distributors on site talking about products doing demos and have some amazing specials on ceramic coatings and automotive gear in the showroom. 30% off for all Porsche owners. Just in time for Parade!

PORSCHE RECALLS MODEL MEANT FOR FIRST TIME PORSCHE OWNERS

We all remember our first Porsche, I know I do (I still have it). However, for most of us it was a "real" car, not a toy or model. In the case of this safety recall, just announced by the U.S. Consumer Product Safety Commission (CPSC), the model Porsche impacted it just that, a wooden model otherwise known as 'My First Porsche'.



According to the [recall notice](#) on the CPSC's website, the wheels and axles found on the wooden toy car can detach, posing a choking hazard to young children. Specifically, the recall involves "a blue wooden toy Porsche car with tan wheels. The Porsche crest is printed on the front of the recalled toy cars. "PORSCHE" is printed on both sides of the recalled toy cars. They measure about 4 inches long by 2 inches wide by 1 1/2 inches tall. The underside of the toy has "BAJO" and a lot number printed on it."

The toys were originally sold online, and at Porsche dealers nation wide, from April of 2015 to March of 2018. Consumers should immediately stop using the recalled toy cars, take them away from young children and contact a local authorized Porsche dealer to return the recalled toy car and receive a full refund. The original cost was around \$25.

Porsche People and Places

Mayfast 2018

Article and photos by Dave Decker

I would assume if you have any motor oil running through your veins you have seen the movie "Rush". Not the 1991 drug addled one of the same title but the Ron Howard epic of the rivalry between James Hunt and Niki Lauda. Remember the scene where Hunt is sitting on the floor visualizing the race course, shifting and steering through the circuit?

Imagine if you will, a man sitting on his bed at the Super 8 with iPad in both hands, twisting it right and left as you would a steering wheel. Meanwhile reviewing a video of the Hallett track trying to determine when to brake, when to downshift at Turn 2 and what line to take at turns 3,4,5 and 6. That's me folks!

Mike Hays, Mike Menichetti and I represented WRR at Mayfast this year. As usual, Cimarron Region put on an ace DE event. Those guys work tirelessly to make sure everyone gets their motor running and their money's

worth. We had the first three levels covered; green, blue and white. I was hoping for a bump into white so I run with Hays but it was not to be although I did drive solo the whole day.

It was a great day for the track. Just warm enough to be comfortable. I was having a bit of squeal problem with the Hankooks especially in turns 3 and 4. I kept adjusting pressure to minimize it.



We had a couple of other novices in our "paddock". A dude from Topeka in a real nice Cayman. He and Menichetti compared notes throughout the day. He was also down for a Justin Timberlake



concert (which I can't fathom). The other dude was from Tulsa and to put it mildly, he was a trip. After each heat, we almost had to use a rope to pull him down back to earth. He was thoroughly enjoying Track Day. Nice red 911 too!

Menichetti experienced some rear tire issues and I had brake fade on my last heat but over-all another great track experience. Mike Hays stayed for the second day so he got double the fun. Next one is in Oct. (yes that is Menichetti putting the hurt on a Lamborghini!. It's skill not HP at a DE event).



Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



I have an OXO duster that is 10 years old. Works great for pollen and light road dust.

<https://wiki.ezvid.com/best-car-dusters>

Mike and Leonard probably knew this. 15 Things You Didn't Know About PORSCHE

<https://youtu.be/3s9jO4VzVX4>

Article on the laser tool for vehicle assembly

https://www.jackiecooperporsche.com/ezine/May+2018/?utm_source=ezin&utm_medium=email&utm_campaign=may-2018-newsletter&page=3

Compilation of Jeff Zwart Directed Porsche Commercials

<https://youtu.be/Bbii-D2m-QQ>

Press Ctrl-Click to access links.

Until next month, Aloha

Porsche People and Places

Drive to Ed Walker's Drive-In

Part 1

Article and photos by Dave Decker

WRR's annual drive on Saturday, May 19 was well represented with 911's, Boxsters and a lone 928. We gathered at Lowe's in Siloam Springs to kick some tires before heading out. There was LA Dave, a recent transfer from the Sunny State and hopefully a new member, with a 2007 911 with absolutely boss-looking smoked taillights. There was another newbie with a silver Boxster but I sincerely apologize for not remembering his name. The route was our standard drive down Route 59 which is anything but a standard drive with swoopy curves and rolling hills. Mike Hays led the train of nine Porsches on a spirited run. Things got a little spread out by the time we hit Van Buren but everyone made it to Ed Walker's on time. We met several other members from Ft. Smith in the parking lot including the Z's and UL alumni Tim Taylor? and his lovely wife. Go Cards! (This means absolutely nothing to anybody but your humble editor).

Once seated inside Ed Walker's, one of the best bastions against fast food, the service was, to put it mildly, great. With an extensive menu, ordering was quick and the food served fast. My diet Coke glass was never empty. I would recommend the Rueben sandwich and the coconut crème pie. Yes I know, the paradox of pie and Diet Coke does escape me sometimes. After the meal it was out to the parking lot for more tire kicking and the next highly anticipated part of the drive.



Porsche People and Places

Part 2

article and photos by Dave Decker

The second part of the drive was a trip through a time machine at Earl Zechiedrich's (Leonard's Dad) home and garage. A model T greets you as you enter the tornado-proof home. Antique what-nots are scattered throughout the first level. Out in the garage is a replica racer made entirely from wood using the strip wood technique of canoe-making. A spiral staircase leading to a basement and a ice cream social to boot. There was an absolute gorgeous '36 Dodge toward the back signifying the year Earl and his wife was born. An Amphicar was in another out building. Between the stuff and the stories Earl told it was a great day. Thanks Earl for the nostalgia trip!





Tech Tips

By Dave Decker

Porsche's Acronym Salad

DFI: DIRECT FUEL INJECTION

Porsche's Direct Fuel Injection helps to reduce fuel consumption CO2 emissions without compromising performance. At the heart of the system lies an injector which sits directly on the cylinder head injecting fuel directly into each combustion chamber with the help of a high pressure pump at a pressure of up to 120 bar. This disperses the air/fuel mixture more precisely, increasing the mixing of air and fuel. Because direct injection reduces cylinder temperature, more air than normal can be compressed into the combustion chambers. This increases the energy density of the mixture and hence leads to fuel saving. It is possible to control the required fuel volume exactly via the duration and pressure of injection.

LSDL: LIMITED SLIP DIFFERENTIAL LOCKING

A mechanically [locking rear differential](#) is standard in the 911 all-wheel drive variants and is available as an option for all other 911, Cayman and Boxster models in conjunction with 18 and 19-inch wheels. It further enhances traction at the driven rear axle on uneven roads and when accelerating out of tight bends. This is accomplished by the damping of load-change reactions during fast cornering. If you're buying a Porsche and you think you might want to play with on a track, the LSDL option is something you should seriously consider.

MOST: MEDIA ORIENTATED SYSTEMS TRANSPORT BUS

The data exchanged between the various audio and communications systems is done via the [Media Orientated Systems Transport](#) (MOST®) bus. This powerful digital technology uses high-speed fibre optics to ensure absolute consistency during data transfer. An essential

prerequisite for advanced audio quality, it links the CD autochanger, BOSE® Surround Sound System amplifiers and PCM telephone module (all optional). The result is a significant improvement in sound reproduction.

PASM: PORSCHE ACTIVE SUSPENSION MANAGEMENT

[PASM](#) is an electronic active damping system. It offers continuous adjustment of the damping force on each wheel, based on current road conditions and driving style. At the press of a button, the driver can choose between two modes. While 'Normal' mode provides a blend of performance and comfort, the 'Sport' setup mode has a much firmer range of settings. The system responds to changing road conditions and/or driving style by continuously varying the individual damping forces within the parameters defined for the selected setup mode ('Normal' or 'Sport'). Pitch and roll are reduced, whilst contact of each wheel with the road is optimized.

PCM: PORSCHE COMMUNICATION MANAGEMENT

As the central control unit for audio, navigation and communications [PCM](#) is available as standard equipment on all Turbo models and optionally available for all others. PCM can be further configured with everything from a TV tuner (in some markets) to Navigation and Bluetooth. If you like your Porsche full of gadgets, this one should not be missed.

PCCB: PORSCHE CERAMIC COMPOSITE BRAKES

[PCCB technology](#) provides unparalleled fade resistance and consistently high friction levels by utilizing specially treated carbon fiber ceramic discs and composite pads in conjunction with six-piston calipers at front and a pair of four piston units at the rear. Other key benefits include the remarkable durability of the pads and discs, and over a 50% weight decrease over conventional metal equivalents. If you're looking to reverse the course of the Earth's rotation when you slam on the brakes, then PCCB is for you. Be warned though, there has been lots of discussion about the good, bad and the ugly when it comes to the PCCB option. They are expensive to maintain and even more so to replace. The general consensus we've heard is that if you track the car often and can't afford the replacement costs, go with the standard/steel brakes. If, however, money isn't an issue, you don't want any brake dust or just have to have those eye poppin' yellow calipers, then by all means, go for it!

PDK: PORSCHE DOPPELKUPPLUNG

Porsche's [newest transmission](#) is essentially two half-gearboxes in one and thus requires two clutches – designed as a double wet clutch transmission. This double clutch provides an alternating, non positive connection between the two half-gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2). In English, this means the next gear (up or down) is always ready to go and no matter how good you think you can shift a manual, the PDK transmission is faster! More importantly, PDK will make you a better driver on the track. While some argue that it takes some of the tactile feel from track driving, we're of the opinion that if it makes for faster times then... why not?

PDCC: PORSCHE DYNAMIC CHASSIS CONTROL

Available on the Panamera and Cayenne models [PDCC](#) is an active anti-roll system that anticipates and significantly reduces lateral body movement during cornering maneuvers. In addition, it minimizes the lateral instability of the vehicle on uneven ground.

The effect is achieved with the aid of active anti-roll bars on the front and rear axles which respond to the current steering angle and lateral acceleration by producing a stabilizing force that precisely negates the roll of the body.

POSIP: PORSCHE SIDE IMPACT PROTECTION SYSTEM

Standard on all current models, POSIP provides an additional two airbags on each side (one for the body and one for the head) located in different positions depending on the Porsche model. POSIP includes additional safety features [unique to each Porsche model](#) based on its configuration.

PSM: PORSCHE STABILITY MANAGEMENT

PSM is an automatic control system that stabilizes the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM initiates braking interventions targeted at individual wheels in order to stabilize the

vehicle.

PTV: PORSCHE TORQUE VECTORING

[PTV](#) is a system that actively enhances vehicle dynamics and stability. As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV is able to improve steering response and steering precision significantly by specific braking of the right or left rear wheel. In other words, if the 911 Turbo is too much car for you to handle, PTV can help to keep you from stuffing your new 911 if you take a turn way too fast for your driving ability.

UAI: UNIVERSAL AUDIO INTERFACE

With this optional feature, the storage compartment in the centre console in combination with the optional PCM will contain up to three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any compatible audio source of your choice. The iPod® or USB stick can be controlled conveniently and safely using the PCM.

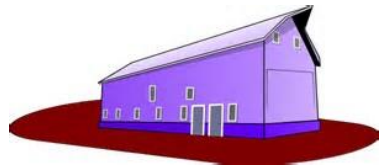
VARIOCAM AND VARIOCAM PLUS

Okay, we know it's not an acronym, but so many people asked we thought we would include it. [Variocam](#) is Porsche's variable valve-timing system. According to Porsche it continually adjusts valve timing for increased power and torque to provide smooth running at all speeds, better fuel economy and lower emissions.

VTG: VARIABLE TURBINE GEOMETRY

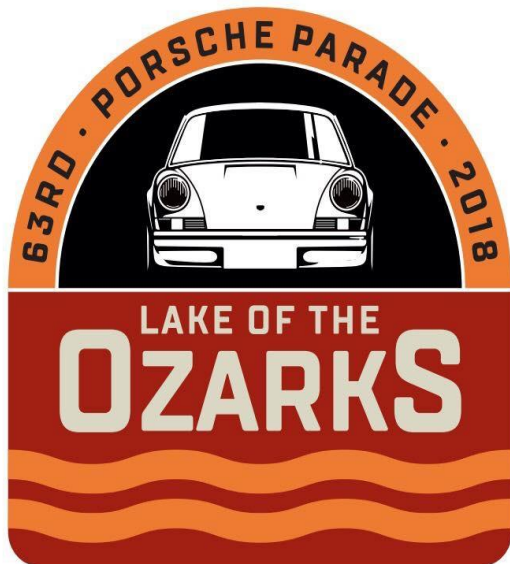
Available on 911 Turbo, 911 GT2 and the Cayenne Diesel with [Variable Turbine Geometry](#) it is possible to achieve higher turbine speeds, and thus higher boost pressure, at lower engine rpm. Cylinder charging is significantly improved, with a corresponding increase in both power and torque. Maximum torque is reached at lower rpm and is retained across a wider rev range.





The Sale Barn

Nothing for sale!



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 52
Life Members 0
Total Members 140

New White River Members

Dave Godoy 2007 Carrera

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 81132
Affiliate Members 45268
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 wrrnews@gmail.com

treffen.pca.org or email the Treffen North America staff at: treffen@pca.org'."/>

Tour the Canadian Rockies

Experience some of North America's best roads and destinations while staying at the world famous Fairmont Banff Springs in Alberta, Canada. Join the Porsche Club of America and Wild Rose Region for the Fall 2018 Treffen Banff - three days of driving, dining and exploring.

Treffen BANFF

September 12-14, 2018
Fairmont Banff Springs
Resort, Alberta, Canada

For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org