



White River Rolling

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On the Cover:

David and Jo Martinson's Cayman at Parade
TSD rally, David as driver, Cary as navigator.

Send me photos of your Porsche!

2018 Calendar of Events

September 8: Second Annual Lost in the Ozarks TSD Rally in Eureka Springs...postponed until a later date.

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

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



From the Wheel by the Editor

FRANKFURT (Reuters) - BMW's (BMWG.DE) said it is producing between 10,000 and 20,000 X5 sports utility vehicles in Thailand as a way to supply Chinese customers now that imported vehicles from the United States face a 40 percent tariff. In spring 2016, BMW started building the X5 in Thailand and this plant is now capable of making a "significant portion" of the vehicles that would otherwise have been exported from its plant in Spartanburg, South Carolina to China.

"This is one action to counteract," Chief Executive Harald Krueger told analysts in a call to discuss the company's second-quarter results.

And so it begins along with recent events by Harley Davidson and Ford. The present administration is pushing the concept of tariffs against imported automobiles because they threaten national security. Unless Trump is talking about me mounting a paint gun on the Boxster, I can't see it. The tariffs are needed in order to produce what they say will be a level playing field and increase jobs and sales of American cars. Really?

German cars have been particularly targeted by the administration(probably due to the relationship between Trump and Merkel) which includes our beloved Porsches. But do they really think if you wanted a 911 Carrera that you would buy a Mustang GT instead? Or if you want a Panamera or BMW 750i you would instead buy a Cadillac CT6? I'm not knocking either one of the American cars, I'd be happy to have either one in my driveway but let's face it. A car purchase is for the most part an emotional purchase unless you look at a car as an end to a means. We drive Porsches because we want to drive Porsches. They satisfy an emotion in us.

One thing the tariffs will definitely do is increase the price of used cars. I can see 911's, Macans and Caymans jumping 20 – 25% in the market. If you plan to buy used I would do it now unless the powers to be in the Capitol change their present mindset.

(Disclaimer: The opinions expressed in this column are the writer's own and not WRR, PCA or Porsche, AG)

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Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Region Members-

When the temperature starts to cool down, Palooza starts to crop up in my mind and right now I see it's 63 degrees! We have a Palooza planning meeting scheduled for September 22nd at 4:00pm at the Inn of the Ozarks Convention Center. We will meet for dinner afterwards. If you have some ideas or input for this year's event, please come and join us. If you just want to show up to see what's happening, then c'mon over for that too!

In 2010, I met a chap named Adam Hughes from Vintage Motorsports of Oregon through an on-line Porsche forum. Adam is well-known in the VW community for building Volkswagen buses and the occasional 356 project. I struck a deal with Adam for him to build a 356A Speedster that would be powered by a 911 drivetrain. I supplied most all of the parts and he did



the metal fabrication. The 356A chassis was strengthened with a semi-hidden tube frame to help support the additional weight of the six-cylinder engine and 901 transmission. I also provided two original speedster doors and a rear deck lid along with a reproduction speedster dash from Trevor's Hammer Works. The body received all new sheet metal. Deep Fuchs 15x5.5 fronts and 15x6 rears were squeezed into the tiny wheel wells of the speedster body. I have a few different engine options, but keeping with the "vintage-spirit" of this project I'm leaning towards using an early (1966) 911 aluminum 2.0 engine case with oversized pistons and cylinders. Utilizing 2.7 cylinders and the early 66mm crankshaft would yield about 2.5 liters of fun. I've built these engines for 911's before and they sound and run great! The front suspension has been modified to accept 944 turbo spindles to allow for disc brakes. My current thoughts for exterior paint are Golden Green, Pure Blue or Canary Yellow. Lots of mechanical work has to be done first though! Adam talked me out of putting flares on the 356 like the ones in the movie "King of the Mountain"... said the car would scream "fiberglass kit car!" More pictures can be found on the new website www.the911den.com.



Ctrl-Click for website



Zone Five Update

by Jon Jones

Zone 5 Representative

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Sorry, no article this month

The Story of the Porsche Crest

First suggested as a seal of quality for the 356 at a meeting between Ferry Porsche and Porsche's US importer, Max Hoffman, in 1952; the Porsche crest has quite a history. Ferry Porsche is said to have initial sketching of the which uses the crest of Porsche's home state Stuttgart coat of arms. represented too.



The horses you see to the fact that Stuttgart from Stuet garten stud farm) has bred "prancing horse" is more used by Ferrari but it. In fact the prancing World War I pilot, was the Barraca's family his wartime plane's fuselage.

depicted is a reference (a word which evolved loosely translating to horses for millennia. The than just similar to that neither brand originated horse was used by Francesco Barraca, it crest he had painted on

Unlike the current crest the original logo did not black nor red colors. It was embossed ,not black, while the red elements were orange to reflect the state colors of Wurttemberg. Today each crest is produced using special tools based on original drawings, in addition as with the original is gold-plated the color and enameling is meticulously applied by hand.

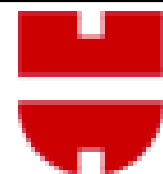
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It's Palooza Time!

Palooza Planning Meeting

Saturday September 22

Time 4:00 PM

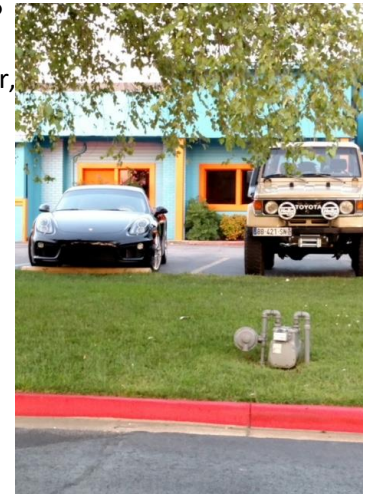
Inn of the Ozarks Convention Center

Eureka Springs

Porsche People and Places

Andy's Custard Drive August 18

JC Verel, Leslie Morse, Leonard, Mike & Lisa Butler, Dave Duncan, Eddie and John Thomas Nelson in attendance. Sorry I missed it.

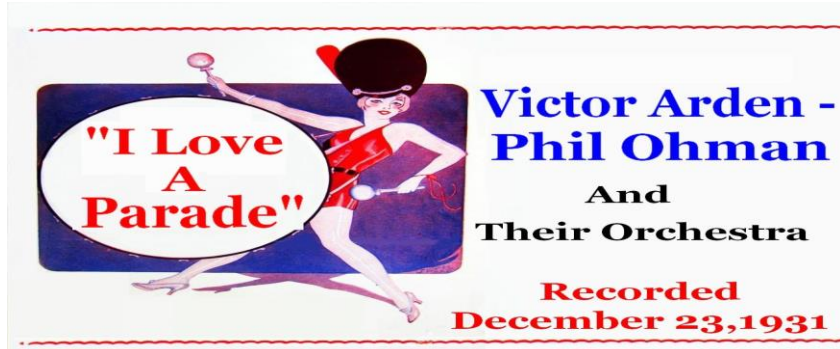


On the ceiling of the Ozark Café in Jasper, AR



Porsche People and Places

Story by Dave Decker



I'm sure Arden and Ohman didn't have the Porsche Parade in mind when they composed this classic but the bombastic tune definitely expresses the atmosphere that a Porscheophile feels when you're there. When I first heard the Parade was going to be at Lake of the Ozarks, my first thought (well maybe not the first) was "Hot dog, the grandsons would get a kick out of this." I am blessed with two grandsons, Noah, 18 is my son's kid and lives in O'Fallon, Illinois and Jacob, 14 is my daughter's and lives in Charleston, SC.

After working out the logistics that the US military would be proud of, I picked up Jake at STL on Saturday before the Parade and headed to my son's home where it was a day of pizza, gross jokes and video games.(not me, the coordination to operate a game controller is beyond my functionality).

Sunday morning it was up and at 'em. Noah is not a morning person so getting things moving may have required some heavy equipment (his Dad). Since the Boxster wasn't going to hold two teenagers and me, Noah and Jake was to follow in Noah's Dodge Avenger. We began the journey at IHOP where I first discovered a strange phenomenon with my off-spring; they eat healthy.

We began the journey down I-44 with the plan being to be at Parade registration by noon. That worked out fine, finding a parking space at the host hotel was interesting as I proceeded to put the Boxster

upon a golf cart trail while in search of a space. My grandsons may have learned some new adjectives that day as I jockeyed the Porsche 180 degrees between the railings. The thought of using my mid-engined marvel as a golf cart did not escape me.

You got the vibe as soon as you walked in the hotel for registration. The oohing and aahing began. PCA's set up is that you check in at individual tables representing the activities you pre-registered for and then proceed to a final registration table to get your packets. Typical Tuetonic efficiency. I had registered us for the TSD and Gimmick rallies, the RC car challenge and the Wednesday night dinner. The kids were soaking it in. A photo op with the Michelin Man was boss. We proceeded downstairs to the store to observe and purchase some goodies. My first inclination as a grandfather is buy the monkeys anything they want but I held fast to a rule their parents laid out and told them one item only. After doing so, they proceeded to buy me something. They both hold summer jobs, Noah at KFC and Jake is a bagger at a Publix. I was touched to say the least. We ran into some WRR homies at the store area and introductions were made. Afterwards we proceeded to the hotel bar to quench our thirsts. I had a beer, they had.....water.

Next on the list was to find our hotel. The Econolodge we stayed in was less than a mile from Parade ground zero. It had the prerequisite pool, ample parking to avoid door dings, a decent TV and a very nice room with cold AC. The best thing was the motel was across the street from that gastronomical emporium, Culvers. We so need one of these in NW Arkansas. I had a double butter burger and fries, they hadchicken breasts and cole slaw. No ice cream.

Monday was the concours. If you dreamed it, it was there. A 904, Turbo 930's, GT3's, Boxsters and Caymans, 924's, 944's and 928's, race cars and the new Taycan all electric Porsche. Beautiful! Jake is the engineer of the group and proceeded to explain the inner workings of an electric car. Proud I was. And it was hot almost to the point of miserable. Hats off to PCA for having ample water available on the grounds. I proceeded to enlighten the kids with my "depth of

knowledge” of all things Porsche. We met several WRR members on the grounds as we sweatingly shuffled among the different classes. After a couple of hours of gawking, the kids decided which Porsche they wanted and the decision was made to find A/C...quick.

We drove into town and found a Mexican restaurant for lunch. I had a chimichanga covered in queso and 6 glasses of Diet Coke, they had.....a chicken burrito, taco salad and water. Afterwards, a quick stop at a market for Coke Zeros, water, some snacky stuff and dessert for the WRR get together later. We had passed an outlet mall earlier and the begging began. “Let’s go there!!” An outlet mall? Seriously? Nike and Adidas stores have nothing Porsche in them.

The cookout at the Lamb’s condo was great. A time to cool down and kick tires about the day’s events. The monkeys swam for awhile and then came in for the food. I was proud as I watched them mingle in the group, neither fears a crowd especially Noah. He could charm the fur off a polar bear. Back at the ranch, the two of them challenged each other in stomach crunches and pushups. Wore me out watching them.

Tuesday was TSD. Noah was to be my navigator since it is considered a competition event and participants had to be 18 years or older. We arrived at the Camdenton High School early in the morning for staging. As mentioned earlier, Noah is not the brightest bulb early in the morning so the initial odometer check mileage was a trial of patience but somehow it finally clicked. He had two stopwatches going and notepad calculations a-flying. That’s what I wanted to see. Involvement! At one point he was concentrating so much, we missed the turn to a checkpoint and went about 11 miles off course. I really didn’t care how we finished although it was a respectable 8:47 minutes over. The interactions between driver and navigator was one for the books, exchanging insults in the “up your nose with a rubber hose” genre.

Upon completing the rally we stopped to pick up Jake at the hotel and proceeded back to the host hotel to turn in our rally timesheets.

Noah had to head back home because he had a college interview the following day. Proud I am again! Jake and I led him to I-44 which from Lebanon is a straight shot home to O’Fallon. We headed back to Osage Beach with a rousing game of 20 Questions topic Science during the drive, stopped for dinner and then a quiet night of TV. I was beat. Grandparenting is hard work!

Wednesday was just me and Jake. We went back to the host hotel, played with the RC GT2 although we missed the previous day’s competition event and played several somewhat physical games of Corn Hole set up in the vendor area. Jake then requested to go back to the outlet mall to buy some workout shorts. Really? Coming back from town it was getting close to awards banquet time. We found the marina and was offered some seats from a St. Louis couple. I notice a gentleman talking to them with the nametag “Gunner”. I asked if he was the Gunner from Hawaii? Lo and behold it was the man himself. I have never personally met him but some of you may know that Gunner and I share opposing political views on FB, to put it mildly. Politics were brushed aside as the conversation immediately turned to all things Porsche. The man is an encyclopedia of early 911’s. He also had his grandson Nate with him. He and Jake also chatted, no doubt about exercise routines or nuclear fission.

The highlight of the dinner was winning an award. White River Region took second place in the newsletter competition for regions with 99 members and under. You could have floored me with a limp Boxster dipstick. To share the moment with Jake made it all that much special. I proceeded that night to show him the different WRR newsletters his Pap had done. “OK Pap, put the trophy up and go to sleep.”

Thursday was Gimmick Rally Day. We checked out and headed to the high school again for staging. The basis behind the rally was finding Route 66 landmarks while following specific directions. Jake was quite different than Noah, very demonstrative in his delivery and frustrated if things didn’t quite go his way. At one point he stated the rallymaster was dead wrong in the instructions. Proud I was again.

We did have a bit of an incident in the town of Richland. As I was rounding a curve, a Hyundai SUV was approaching and completely lost its left front wheel. The wheel proceeded to bounce across the road and headed directly at us. My reaction was to hit the brakes and cover the kid. The wheel hit the Boxster's front bumper, smacked into the hood and over the windshield. We brought the Porsche to a stop and I proceeded to check the kid then the car for any damage. Car 1, kid 0 thank God. I then ran across the road to see a girl crying in her SUV. I asked if she was hurt and luckily no. She stated her ex-husband had just taken her car to Wal-Mart for tires. There's two strikes right there. A police cruiser came by, information was exchanged (later found out her insurance had expired) and a tow truck called. I checked for coolant leakage and decided all was good except for this crater in the hood.

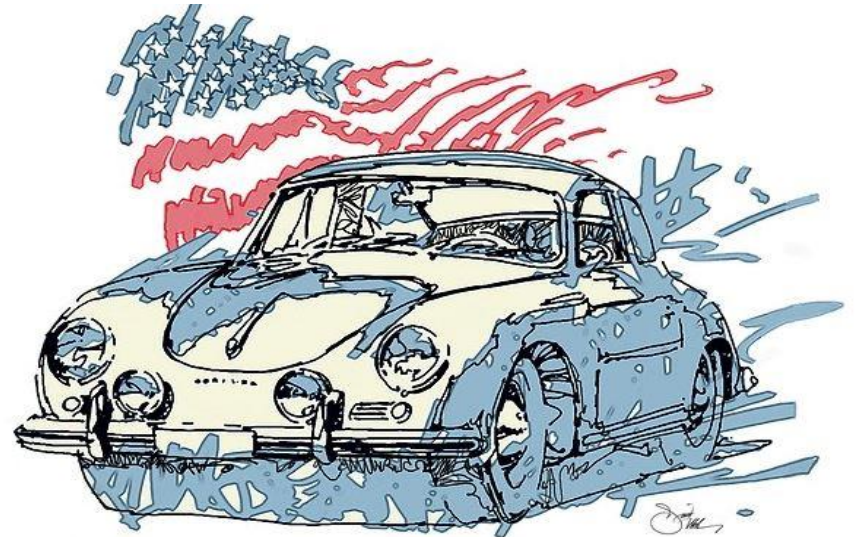
As we pulled away, Jake informed me that this was a perfect example of G.P.E. What? "Pap, you know Gravitational Potential Energy". Right! How could I have forgotten that physics lesson. The rally proceeded uneventful from there but the frustration in Jake's demeanor was growing. When the route took us to Cuba, MO I asked if he wanted to call it since we were halfway to St. Louis. He agreed saying it would give him more time to spend with Noah and his Uncle Chris. I got him back to O'Fallon, we had dinner and I headed back to beautiful downtown Pineville stuffed full with memories.

I'm sure I will "Love Another Parade" in a few years but nothing will top this one. Being a grandpa is truly a blessing.

Lost in the Phone Rally 2018

Postponed

My apologies to the group for postponing the rallye. I had some slightly unexpected surgery in August and it delayed the planning. But have no fear my droobies, it will happen soon. Thanks for understanding.



Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



Found out about this company from a couple prepping their Macan for Concours. They belong to the Rocky Mountain Region and Adams Polishes is one of their major sponsors. I have not tried any of their stuff out but if you are looking for another source of chemicals from a PCA club sponsor, here you go.

<https://adamspolishes.com/our-story>

<https://www.facebook.com/porschegld/videos/650858901956011/>

Singer's Latest Creation Brings Formula 1 Know-How to the Porsche 911.

<https://www.wired.com/story/singer-porsche-911-williams>

Motorsport.com: Barely Concealed Porsche 911 Spied In Wonderful White.

<https://www.motorsport.com/automotive/news/barely-concealed-porsche-911-spied-in-wonderful-white/3168817/>

Press Ctrl-Click to access link

Until next month, Aloha



Tech Tips

By Dave Decker



What's Draining Your Battery?

I've had the issue of both the Porsche and the BMW come up completely drained in the morning when attempting a start. I usually keep the Boxster on a trickle charger if I'm not going to be regularly driving it and the BMW is an electrical nightmare. Whoever heard of registering a new battery to the car? Most vehicles particularly German draw some battery current when the key is off, thanks to the clock and the internal memory of engine computers, body-control modules, and radio presets. Altogether, they draw a very small amount of current. Fifty milliamps would be a safe upper limit for this, though many vehicles will draw less. If you're not sure, look up the correct rating in the service manual.

To measure the car-off current draw, you'll need a multimeter capable of reading current, preferably one with a 10- or 20-amp capacity, but a 200 milliamp lower scale. Start with a fully charged battery. Either make sure the doors are closed or wedge the door switch shut. Turning off the dome light isn't good enough—on many cars, an open door will activate several circuits. Unplug any power-draining cables from the lighter socket, such as a cellphone charger or GPS. Even if the device itself is unplugged from the charger, the plug may still consume a few milliamps of current. Got an ear-bleedin' stereo amp in the trunk? Pull the fuse, because it may be in standby mode rather than completely shut down.

One caution: If your radio or antitheft system requires you to input a code after the power is interrupted, better hunt it down now. It's likely that you'll need it. Don't let the dealer entice you to bring the car in and pay him to input it. The code should have been included with the owner's manual when you purchased the car. Start hunting by putting your ammeter in series with the battery's ground circuit. Disconnect the battery's ground cable and wire the ammeter in series between the battery terminal and the cable. Start with the meter on the highest range, probably 10 or 20 amps. Warning! Doing something silly, like trying to start the car or turn on the headlights—anything that draws more than the meter's rated capacity—can blow the meter's fuse. Once you have determined that the current drain you're reading is safe, gradually reduce the meter's scale to the appropriate low range, probably 2 amps or 200 mA. You are now reading the parasitic drain on the battery. Some vehicles will show as little as 10 mA residual drain. Others, probably high-end cars with lots of high-end gadgets, will draw more.

An important note: Some devices, like alarms and automatic-dimming lights, will draw substantial amounts up to 20 minutes after they're deactivated. So if the reading is high, wait a few minutes to see if it changes.

Getting Rid of Bad Energy You've determined you have excessive current draw from the battery. Now you have to figure out where. If it's not obvious, like the trunk light not going off, you have to get methodical. You can throw caution to the wind and start pulling fuses one at a time, until you see the excess drain drop off. Just be careful to get them back into the right socket.

Once you've determined the high-draw circuit, there still may be a half-dozen loads, each individually innocuous but collectively sucking the lifeblood out of your battery. To zero in on that circuit or circuits, first reconnect the battery ground, taking care to maintain continuity through the jumpers until the clamp is making good contact. Then remove the offending fuse and use the leads of the multimeter to jumper the fuse terminals.

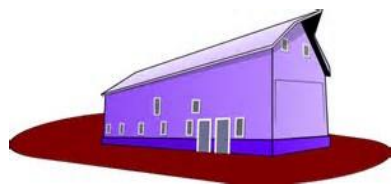
Next, with the help of the schematic diagram, disconnect each device on the circuit—one at a time—and check the meter. When the milliamp reading drops precipitously, you've found the problem. It could be anything, but in my experience, the following are the most common:

Car alarms: Aftermarket alarms are notorious for sucking even healthy, fully charged batteries dry within a few days. If you have any non-factory alarms, it's the first thing you should check. Be aware that there may be more than one connection to the car's electrical system, and some aftermarket installers may use, ahem, non-industry standard splicing techniques. So you may have to simply follow the alarm wires to see where they go. More expensive alarms tend to be less problematic, but maybe that's because more expensive alarms are installed by better, higher-paid technicians.

Stereos: OEM stereos are usually not problematic. Aftermarket stereos, the kind with giant, finned boxes and their own finger-thick wires directly wired to the battery, can be. With a power lead bypassing the car's electrical system, they go into standby mode, waiting for the main radio head unit to tell them to wake up. In standby, they'll draw only a milliamp or three. If they fail to go into standby, or if the DIP switches on the amp are set incorrectly, they can draw as much as several hundred milliamps, even though they're not producing any actual noise. Or music.

Proximity Keys: Guess how these things work. There's a radio receiver that continuously listens for the key's frequency. When the receiver hears a signal at its assigned frequency, it wakes up to see if the key is the one that matches the car.

This might be an issue if you leave the car parked for many weeks without starting it. Imagine the confusion of a car parked near the elevator door in a busy parking structure. Every proximity key that walks past makes it sit up and beg, draining your battery for a few minutes. Soon, dead battery.



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

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

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Treffen BANFF

September 12-15, 2018
Fairmont Banff Springs
Banff, 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

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

Jim Hiland 1997 Black Carrera Cab
Jason Rowe 1997 Black 911 Turbo

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 82005
Affiliate Members 45526
Life Members 17



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