



White River Rolling

Published by the White River Region of the Porsche Club of America

December 2018

Volume 3 Issue 11

<http://www.pca.org>



Palooza Edition Part 2

2018 Region Officers



President

Leonard Zechiedrich
Uber930@gmail.com



Vice-President / Membership

Mike Hays
ammonman@cox.net



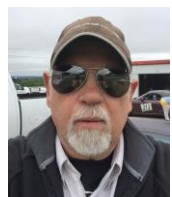
Secretary

Sharon Hays
mamahays4@gmail.com



Treasurer

Melody Zechiedrich
melzechiedrich@gmail.com



Newsletter Editor / Webmaster

Dave Decker
wrrnews@gmail.com

On The Cover –

A Miami Blue 2019 GT3 RS at Palooza
2018 for sale by Dallas Motorsports,
Irving, TX

2018 Calendar of Events

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



Editor's note –

In what could be perceived as a sign of the Apocalypse, my wife Cindy will be attending the WRR Christmas party. Also, check out the new website. I still have quite a bit to finish but it is beginning to shape up. Don't forget there will not be a January issue of the newsletter. Happy holidays!

From the Wheel by the Editor

Palooza 2018 is in the books and everyone can breathe now. What a ride! I worked Palooza; helping with the planning, the set up, the tours and security duties for a dinner and the Show & Shine. It's amazing the officers and the numerous other workers from the White River, Ozark and Cimarron regions weren't loading up on the blue VW hauler and headed for the looney bin by Sunday. You guys put a heck of a show together. Thanks!

Watching all the planning and the daily activities of Palooza reminded me of the old days with the Louisville British Car Club. We're talking mid 80's old days. We too did an annual show the first weekend in June called "Marques on the Green". It was a one day event held in a park across from the Louisville Zoo and basically, like Palooza, a set group of members doing the planning and the work to pull it off. I had, among other things, the tech job much like Kelly². One of my duties was responsibility for the judging program. I wrote the program in dBase III, (remember that) tracking points in various divisions like MG, Triumph, Rover, Jaguar, etc. and categories like paint, interior and engine compartment. We had a popular vote also but for the most part, it was true car judging with experts in each division swarming over the different models.

The club wasn't under any national sanctioning body like PCA so we could do whatever we wanted and we did. To say we were a bit of a rowdy bunch in those days would be putting it mildly. I fondly remember the English Tea Wagon, a beat up Ford Econoline van with several kegs of beer in the cargo area. We kept the van in the woods by the park and roamed back and forth between the show and the van. Only an exclusive group knew of the van since there was no alcoholic beverages allowed in the city park. By the end of the day, I was hoping I was hitting the right computer keys for the judging which by the way was a Compaq laptop the size of a small suitcase. Those were the days much like my days now with WRR.

Keep those cards and letters coming.

wrrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

Guten Tag White River Region –

The 14th Porsche Palooza is now history. It seems hard to believe that it's been that many years ago when this thing started but it's been a fun ride. I've met many Porsche friends through the years that have become life-long friends. As PCA says, it's not just about the cars, it's about some of the people...or something like that.

Every time I'm in Eureka Springs I feel like I'm on vacation. It's such a unique little town that it's easy to forget it's only forty-five minutes from our home. Thirty if we drive a Porsche. When Palooza arrives and Porsches take over the town it only adds to the excitement and adventure. When I was growing up my Dad used to drive us to Eureka in his Model A with the Antique Automobile Club at least once a year. We lived in Van Buren and there was no Interstate 49 so a trip to Eureka meant an all-day drive up highway 71 through the Boston Mountains in an old slow car. Maybe that has something to do with the "vacation" feeling I still get today while in town. Back then antique cars would take over the town and we would sit on the side of the road and wave at the old cars as they cruised by. Interestingly we stayed at the same Inn of the Ozarks back then. All these years later it's still as much fun today as it was when I was a kid.

Enjoy the drive,

Leonard

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



ZoneFive Update

by Jon Jones Zone 5 Representative
ionesjon843@gmail.com

Ctrl-Click for website

Sorry, no article this month



K and R MOTORS

479-957-4224

PAINT and BODY

Porsche in the USA

Facts & Figures

USA

is the largest single market for the 911. With 8,970 vehicles, nearly every third 911 is sold here.



2017

was the 8th consecutive year of growth in a row.

55,420

delivered vehicles



In 2017, the U.S. were the **second strongest sales region** after China.



The proportion of **female customers** in the U.S. is **24%**.



The **Macan** has the **highest share of women buyers** with around **33%**.



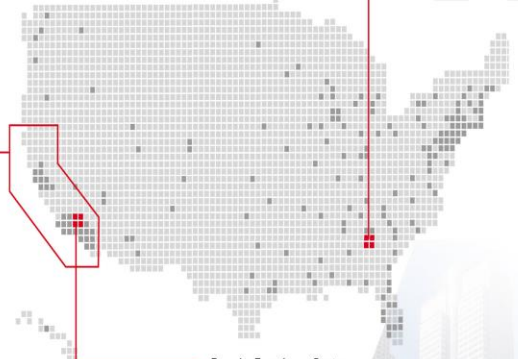
The U.S. **Porsche Experience Centers** are a success. This summer, they reached the milestone of a combined **250,000 visitors**.



Porsche Experience Center
Atlanta

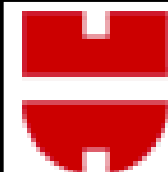
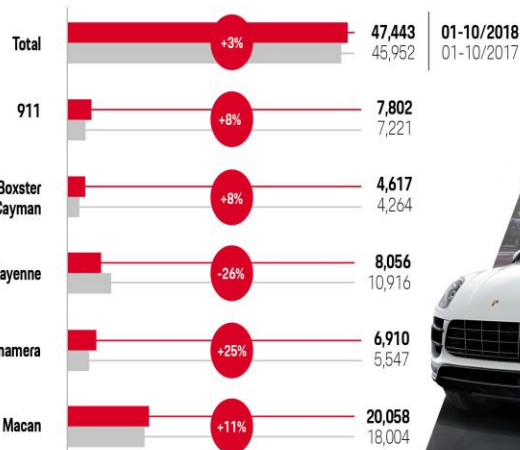


If **California** was a country, it would be Porsche's **5th largest market** in the world.



Porsche Experience Center
Los Angeles

Deliveries in the USA
per end of October 2018



WÜRTH

1-800-987-8487

www.wurthusa.com



dallas motorsports

www.dallasmotorsports.com

People's Choice Awards - Palooza 2018

356 - Kenneth King Ozark Region 1964 356

911 ('65-'73) - Rick Garlock West Texas Region 1970 911

911 ('74-'89) - Sean Reardon Kansas City Region 1986 911

912 – Larry Ziman Waverly, NE 1967 912

914 – Leslie Morse White River Region 1974 914

918 – John Savickas Maverick Region 2015 918

924 – Kurt Miller Cimarron Region 1978 924

928 – Dan Waldron Kansas City Region 1981 928

930 Turbo – Jim Erhlich White River Region 1978 930

944 – Agelon Jones Kansas City Region 1987 944

965 – Ted Jones White River Region 1992 965

968 – Brian Thomas Cimarron Region 1995 968

991 – Alfred Quintana Kansas City Region 2015 991

993 – John Drake Maverick Region 1998 993


993 Turbo – Brian Shiu Maverick Region 1997 993 Turbo

996 – Nicholas Guerrero Kansas City Region 2004 996

996 Turbo – Rebecca Horning Ozark Lakes Region 2001 996 Turbo

997 – Craig Mabry Maverick Region 2006 997

997 Turbo – Rod Brakhage War Bonnet Region 2007 997 Turbo

The background of the entire page is a close-up photograph of the engine compartment of a red sports car. The engine is a complex assembly of metal parts, including the intake manifold, various hoses, and wiring. The car's body panels are painted a vibrant red. The lighting is bright, highlighting the metallic surfaces and the intricate details of the engine.

981 Boxster – Rick Hardmeyer Cimarron Region 2013 981

986 Boxster – Spencer Cochran Magnolia Region 2001 986

987 Boxster – Rick Hardmeyer Cimarron Region 2008 987

Carrera GT – Chris Hines Cimarron Region 2018 Carrera GT

Cayenne – Jonathan Turpin Ozark Region 2016 Cayenne

Cayman – Phillip Warnken St. Louis Region 2010 Cayman

Macan – Scott Bever Cimarron Region 2018 Macan

Panamera – David Gulley Ozark Region 2013 Panamera

Sponsor Awards – Palooza 2018

Dallas Motorsports Award – Randy Kaplin Cimarron Region 1989 911

Aamsco Award – Steve Wilson Kansas City Region - 2016 981 Boxster

Ozark Import Specialists Award – Jeffery Abbott

Rennsport Award – Ulrich Gollwitzer

Special thanks to all of our sponsors. We couldn't have done it without you

Palooza in Pictures

Photos by-

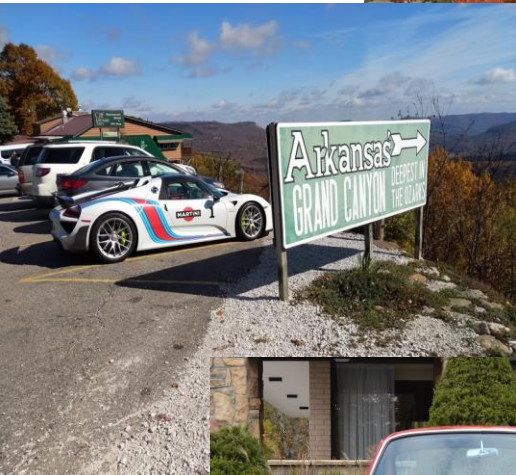
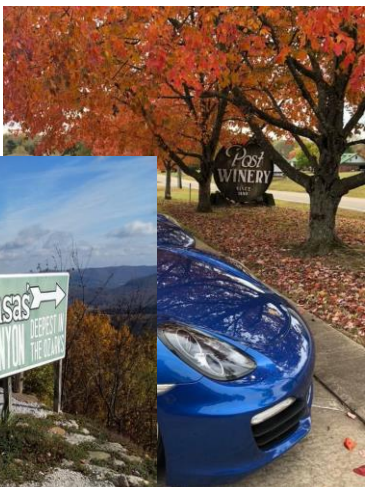
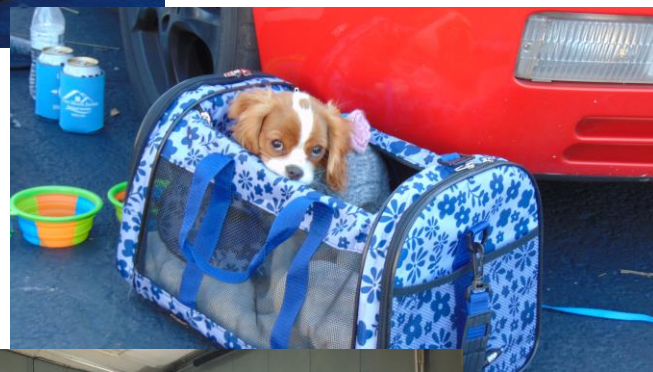
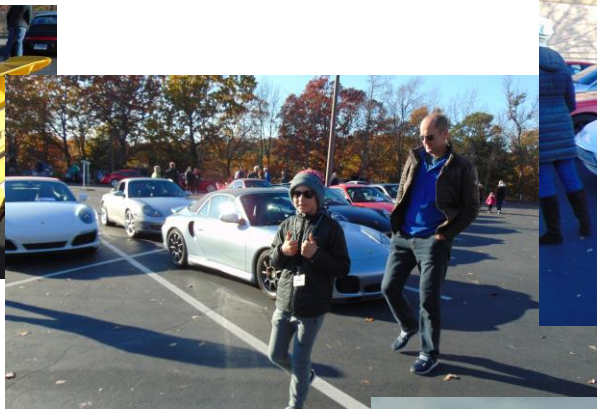
Dave Decker

Mike Menichetti

Kelly Miller

Jeff Linihan





There's a special place in Hell to whoever did this to Mike Hays' 928...



Jellies, Knightly Toilet Seats, Goats, Beers and Castles; Oh My!

Article and photos by Dave Decker

One of the things I enjoy most about Palooza are the tours. That and drooling over other people's Porsches. (I keep a microfiber towel handy) Yes the tours are a lot of work in the planning stages but to actually run them either as a tour leader or the sweeper is kewl. This year I had the opportunity to work three tours, two as a sweeper and one that I cleverly devised myself. Having a new (to me) 911 to boot was the cherry on top of a Braum's double fudge brownie sundae.

My first sweeper was Thursday's Bier and Schokolade tour. Yeah that's what I thought. Chocolate and wine yes, beer? We had a healthy 20 something cars start out on a cool morning. As our safety cop stated, traction may be an issue especially with summer tires. I had A/S's even if the rears were as bald as my head. Heading west on Hwy 62, our first of many stops was the Razorback Gift Shop in Eureka Springs complete with a lookout tower. Let me go on record that this was a multi stop tour. My 911 has the very cool GT3 seats and hauling my aging @#% in and out of those seats was a sight you didn't want to see. Trust me.

Next stop was the candy store. Porsches completely filled the parking lot. My guardian angel was pleading "Don't go in, don't go in, your doctor will find out!" The dude on the opposite ear was whispering "Do it Dave, do it!"

He won out but I bought sparingly with minimal samples. I did get to meet the owner, Mr. Greer



He is a retired school teacher and told a fascinating story of teaching a class how to make a movie. It's a great place to stop on your way out of Eureka Springs or in for that matter. Just eat before you ease back into your vehicle. Chocolate stains.

A good spirited run to Rogers, AR took us to the



rea icon, the House of Webster. If you can name something, they have made a jam or jelly out of it. I called the wife to find out what she would want. Strawberry jelly was the pick, not jam. Guess what? They don't make a strawberry jelly. Immediately I was fretting, should I go home tonight empty handed? I was appeased by a strawberry spread that was available. It sure as heck looked like jelly.



Time for lunch! Next stop was the City Pump. This locale is one of those trendy food truck enterprises situated in an old gas station. There were five different trailers surrounding the building like covered wagons offering Hibachi, Vietnamese, Mexican and 1001 other delectable's. I settled on a burger smothered in macaroni and cheese and a beer. The



taps were inside the converted garage. Good idea! I also had the chance to meet the owners of Dallas Motorsports. A couple of great blokes they were. Another beer, a free cookie and we were on

our way to the last stop; a familiar haunt, the Ozark Beer Company.

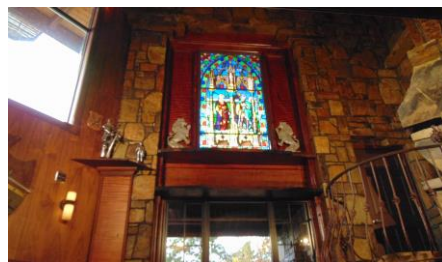
I proceeded to indulge in a Belgian ale concoction. By this time my guardian angel was suffering a severe migraine. As my dear mother has said, I have worn out several in my lifetime. It started to sprinkle and temperatures were dropping as we headed back to home base, Inn of the Ozarks in Eureka Springs. The route back was a fun one using Hwys 12, 127 and 23; roads I have traversed many times on the Harley and in the Boxster. I really got to stir the stick on this run.

Soundtrack for the drive was Tom Petty and George Thorogood. My original thought when I got the 911 was to replace the stereo as the Becker units at that time were poo poo. But this one came upgraded with



a separate amp and my stars and garters a DSP (Digital Sound Processor for you electronic neophytes)! It makes the vibes much much better. I still have to deal with the hieroglyphics of the CR-22 but since I installed satellite it's no biggy. I just needed a single frequency to tap.

One down, two to go.
My second tour was a sweeper for the castle drive on Friday morn. The thing about NW Arkansas is it has some of the most unique and/or strange attractions that can be found. I'm deaf as a door-knob so I couldn't hear most of the owners/tour guides' dissertations or even their names but the Rogue Manor in Beaver, AR is in a word, fascinating! The grounds consist of basically two structures, the main hall and a guest house with several other out buildings. The outside façade is a wonder in itself with something to discover on every square foot. But inside, the décor is bumped up several notches. Definitely



leaning on a medieval curve, natural woods are on the wall, the tables, the chairs, all with luscious tapestries adorning the rooms. The hosts were par excellence and seemed very happy to have a caravan of Porsches in their drive.

Leaving Beaver, we took a scenic run on Hwy 187 over the Beaver Lake dam and back on 62 toward Eureka Springs. Final stop was the Thorncrown Chapel. I sat in my car while the group proceeded to tour the 48 ft all glass structure. I followed the last car out of the parking lot and decided it was a short distance to home base so I advised the tour leader I was off the tour and peeled away from the group and went my merry way. The soundtrack for the drive was Deep Purple's The Book of Taliesyn, an appropriate album for the atmosphere of the run. The subwoofer in the 911 did a yeoman's duty on Nicky Simper's bass runs which I mimicked on the steering wheel.

Two down, one to go.

The Spelunking-Palooza style tour was my baby. Melody had asked if I knew of the Cave restaurant and if they would be willing to host a lunch. Well the restaurant is a hop, skip and screeching tires from my house so of course I would set it up and I knew just the route to take. Hwy 62 W out of Eureka Springs to Gateway, north on 37 to Washburn, MO the left on Hwy 90 and K Hwy to the thriving metropolis of Pineville (pop. 620) right on 71 to EE to Lanagan, MO then left and a quick right to the Cave.

Menus were passed out at the drivers' meeting before leaving in hopes of speeding up the process of getting the food served in time to get everybody back in time for the parade. The Cave said they would have no problem dealing with a full menu. It didn't quite work out as I hoped but close.

Hwy 90 and K Hwy in Missouri give up nothing to the Dragon Tail in North Carolina. The roads are curvy to the point you need to pay attention or you will hit a cliff side where the caves are or a ditch or an oncoming chicken truck. I live off K Hwy and I have picked several people out of a ditch. And Saturday morning was cold! I was praying everyone's tires would warm up on the stretch on 37 before hitting the curves. I have traveled these roads many a time on the Harley and alert you need to be.



The best thing on the drive was the leaves, on the trees and on the road. The rusty looking trees with blasts of reds and yellows made a great escort in but the fun was the loose leaves billowing up in front of you. I had looked in my rearview mirror to see the spectacle. Several drivers commented on how neat that was. Of course when we arrived at the restaurant parking lot, everybody was picking leaves out of their "grilles".

I collected the menus and everyone mosied inside to order drinks and k out the restaurant. The Cave is a cave. If you are taller than 6'2 you are scraping the ceiling. They were ready for us and like I said earlier overall it flowed. But one of the neatest things about the Cave are the goats. Lots of goats! And they are so cute you want to take them home. The wife and I visit several times a year just to see and hold the goats. The older ones are downright ornery but that's part of the fun. The one thing



that didn't quite work out is we didn't leave as a group. As people finished their meals, they drove out, many saying they were going to take the same roads back. I waited and actually just had one car follow me back. We didn't make it back for the parade but it was cool with the couple from Springfield. They appreciated the escort back.

Editor's Note – On the Spelunking tour I sat down with a gentleman to get his views on the drive. It turned out he was one of our vendors, Robert Turner, an author and all around cool guy. He has penned several novels with a Porsche twist. I'm presently reading the first one of a trilogy. He also writes a column for the Maverick region's newsletter and offered to copy me on the articles. The first of what I hope is many starts below.

PORSCHE PUNDITS

by RL Turner

Brand loyalty. What every company spends to create. They build the essence of their brand around it. Really, they love this concept. Why? Big profits. It can be a status symbols like Louis Vuitton or Tory Burch or something simple like your basic "double no-whip-no-foam, skinny pumpkin latte" from Starbucks that you always order. We love what we love.

So how far does brand loyalty take us? Here's one example: How about the never ending Ford versus Chevy or Chevy versus Mopar battle and all the possible permutations therein? There are some folks that swear by Toyota or Honda and will buy nothing else (members of my own family fall into one of these two camps). Ever try having an automotive conversation with any of these people? Take a Ford guy for instance: "Don't even get me talking about Chevy, because you know, those cars suck." Personally I find those people very open minded, as long as you stick to how great Ford products and how sucky Chevy products are, that is. This is just an example, I'm not picking on anyone here. Not me.

So do German cars fall into this brand loyalty trap? Heck yes! BMW guys? Check. Mercedes guys? Check. Audi guys? Ah, I think you get it—check please! And Porsche guys? Well we are probably the worst, at least when it comes to brand die heart'edness. Come on, as a group we are so loyal to our brand we even get into sub categories of brand fanaticism – as in air-cooled versus water pumpers or all fifty-three '924' guys versus everyone else.



So does that apply to you? Hmmm. You are reading this in a Porsche Club magazine right? And me? What do you think? Hate to pigeon hole myself into any particular category, but I gotta be honest with myself here; yes I am a Porsche-brand geek. Says so right on the shirt I am wearing right now, writing this piece: *Drivers Education February 2003, Maverick Region PCA*. OK, maybe the shirt is a bit threadbare but I love it. Yeah, guilty as charged.

My own Porsche adventure started early, a really terrible (or terribly rusted) 914 I drove in college. It was an awful car and taken as a singular ownership event, should have scared most people (namely me) away from the Porsche brand forever. But then something magic happened. It was 1990, I was recently married. So one Saturday morning, as me and my bride read the local newspapers—just to set the stage here, my wife loves to read the paper cover to cover, she still does—she looked up from her paper and asked: "Is \$14,000 for a 1987 Porsche 944S with low miles a good deal?" (Remember – this is 1990 money we are talking about here) I put down my section of the paper. She had just totally captured my attention. Brand loyalty was about to strike again! And a rather large rabbit hole had just magically popped into existence, right in the very fabric of my living room. Brand loyalty had just made its presence felt in the Turner household big time.

And on that exhaust note, see you next time.

Robert Turner (aka RL Turner), is a Texas based author, columnist, and retired track rat who has owned twelve Porsches and is currently plotting how to purchase number thirteen. His current Porsche-based obsession is preparing his one-of-one 2002 Speed Yellow Boxster S (with factory speed humps, painted console and M030 suspension), for concourse events. Robert wrote for *Planet-9*, *Flussig Magazine* and *9 Magazine* among others and concocted a new series of musings about all things automotive (with a Porsche bent) for your reading enjoyment. His action-adventure novels, ***spoiler alert***: are based on a Porsche GT3 racer. You'll find them all listed at www.thedriver-series.com.



Technology transfer as a concept

(cont)

Reprinted from Porsche Newsroom

Porsche Doppelkupplungsgetriebe

Back in 1964, Porsche worked on a powershifting dual-clutch transmission. Four years later, tests were conducted on an automatic four-speed transmission based on the dual-clutch principle, and other designs followed in 1979. Finally, the Porsche Doppelkupplungsgetriebe (PDK) was created in 1981. In 1986, the electronically-controlled powershifting spur gear transmission was tested in the Group C Porsche 956 race car as well as in production sports cars. The ability to offer shifting without interruption in the flow of power was especially advantageous for turbocharged engines, because the driver could continue to push the accelerator pedal during shifting to avoid a drop in charge pressure. Initial tests of the direct shifting transmission were conducted in 1983 in the Group C Porsche 956.003 race car. In 1986, the 962 C PDK won the World Championship race in Monza. Progress in the engineering of the control electronics finally enabled the introduction of the PDK to production cars. In 2008, Porsche introduced PDK in the 911 Carrera.

All-wheel drive control

The 959, developed in 1983 for what was known as Group B at that time, had an advanced all-wheel drive system with variable control of the centre differential lock; it controlled the distribution of torque between the two axles as a function of load and friction values at the wheels. This control strategy proved to be so successful that Porsche developed it further and adapted it for use in the Carrera 4 in 1988. To optimise vehicle dynamics further, the engineers equipped it with a basic torque distribution of 31 to 69 per cent (front to rear axle) via a planetary distribution gear. The system also had a hydraulically activated centre differential lock and transverse differential lock for nearly stepless adjustment of the distribution ratio. Its operation was controlled by electronics that embodied technical know-how from the 959.

Race cars with hybrid drives

In 2010, Porsche nearly achieved a sensational race upset with its 911 GT3 R Hybrid that embodied promising future technology: this GT3 – with

a power output of 465 hp from a four-litre six-cylinder rear engine and two electric motors at the front axle, each producing 75 kW of power – was in the lead until just two hours before the end of the 24-hour race on the Nürburgring. This innovative front wheel drive was also an object of testing: the hybrid concept of the 918 Spyder, which also included an electric motor drive at the front axle, is a direct advanced development of the system used in the 911 GT3 R Hybrid. The highly innovative 919 Hybrid, with which Porsche will return to the top category of the World Sportscar Championship series in 2014, will write a new chapter of this tale



Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



If you want your own Porsche

<https://www.porsche.com/international/accessoriesandservice/exclusive-manufaktur/>

Start saving

<https://jalopnik.com/the-2018-porsche-911-gt3-touring-might-be-the-best-road-1829644196>

Cayenne coupe?

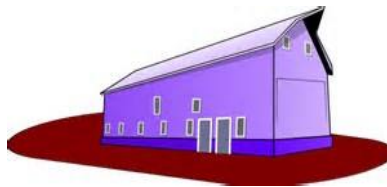
<http://www.autonews.com/gallery/20180907/photos01/907009999>

Wonder if they would let me torture test one in Hawaii

<https://jalopnik.com/how-porsche-is-torture-testing-the-next-generation-911-1830225259/amp>

Press CTRL-Click to open links

Until next time, Aloha

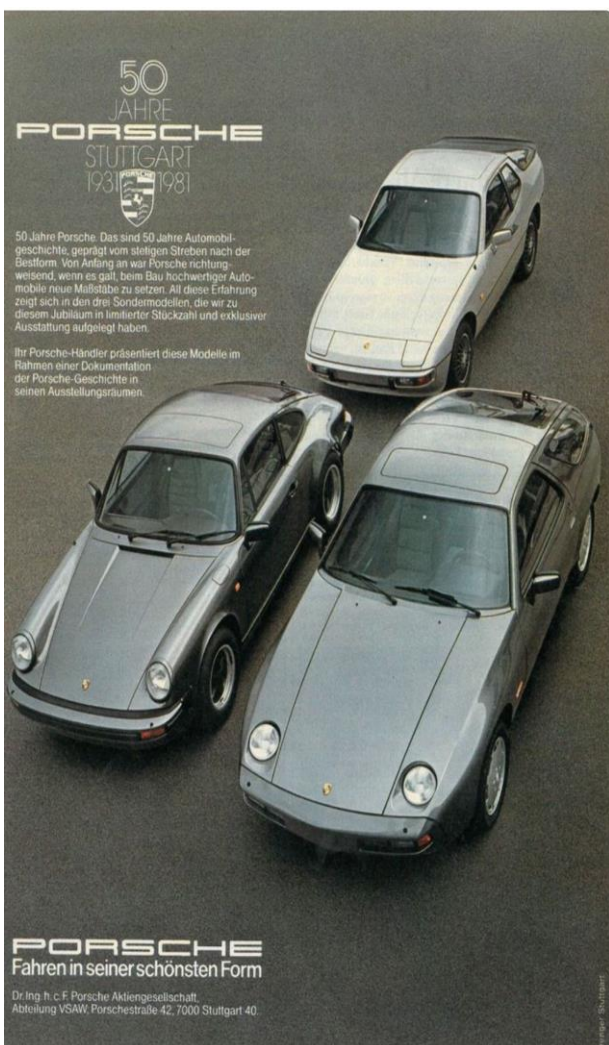


The Sale Barn

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



Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 90

Affiliate Members 53

Life Members 0

Total Members 143

New White River Members

Bill Jenkins (2015 911 Turbo S)

Cynthia Knighton (2007 911 Turbo)

Todd Knighton (2001 911 Turbo)

Renewals

Mike Menichetti 2 years

Josh Sakon 6 years

Rich Rulli 15 years

Transfers In None Transfers Out None

PCA National Club Numbers

Primary Members 83074

Affiliate Members 45887

Life Members 17

The Tool Shed



928 S4 flywheel lock

"Kempf" timing belt tension checker (for 928)

A/C vacuum pump

R134a Gauge set

Oil pressure/transmission pressure gauges and adaptors

1000lb engine support bar

1000lb Transmission scissor jack

Mike Hays ammonman@cox.net

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker wrnews@gmail.com



© 2010 Porsche AG