



White River Rolling

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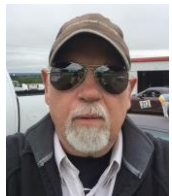
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On The Cover –

Ron Brannan's 1991 964 Cab. Does that
color knock you out or what?

Send me pics of your Porsche!

The Editor

2019 Calendar of Events

February 23 – Lunch at 28 Springs in Siloam Springs and visit to Ehrlich Motorwerks

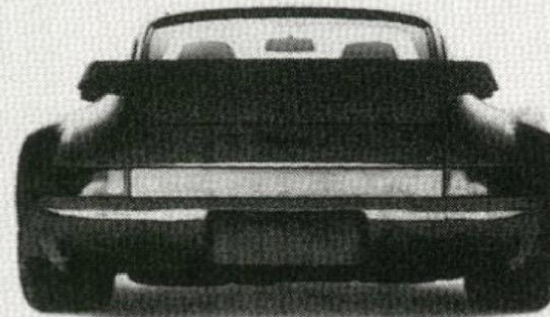
March 9 - A Night at the Orchestra 7:30 PM Walton Arts Center Fayetteville

March 16-17 - HP Driver Education Hallett Motor Circuit Speedway

March 23 – Event Planning Meeting Mike & Sharon Hays home in Rogers

November 7-9 – Porsche Palooza...Eureka Springs

**Imagine the
stud fees we'd
get if it was
a race horse.**



Introducing the new generation Porsche 911 Turbo. It combines a tremendous 315-horsepower engine with the refined technology of the 911 Carrera 2. Come see it, and our entire Porsche family. They all come from the same genes.

PORSCHE



From the Wheel by the Editor

Ain't gonna lie, I miss my Boxster. There was something in the ethos of the boy racer/go kart design of the car that appealed to me. You could push the handling to the margins, turning in and out of curves with a satisfied "hot damn" look on your face but confident in knowing you are going to exit the curve with four wheels still on the pavement. Power was sufficient enough to give the impression you seemed to be going faster than you actually were especially with the top down. And with a de-snorkeled intake and a glorious exhaust note, every time the needle climbed the circumference of the center tach to 6500, the music coming from the 2.5 horizontal six was like Clapton and Beck (Jeff, not that other bozo) doing call and response as you stir the stick and go in and out of the throttle.

My brother-in-law asked at the family Christmas gathering; "What made you decide to get a big boy Porsche?" What a Luddite. Who wouldn't want a 911, the epoch of Porsche ownership. As much as the Boxster is a true Porsche, the 911 is a different and very satisfying Porsche experience. I probably own a middle of the road model year, being the first totally complete revision of the 911 in 35 years but at the same time doesn't have all the gee-whiz electro gizmos of the later models. Can you believe the new 992 has a sensor in the rear wheel well that monitors how much rain water is being thrown from the tire's tread and adjusts the traction control and throttle position accordingly. Have we have forgotten how to do that? If I'm sideways in a ditch during a rainstorm, I guess I didn't adjust accordingly.

All I know is driving the 911 is aces and spades and the Boxster was my buy in to the Porsche ownership game. Keep those cards and letters coming.

wrrnews@gmail.com *Dave Decker*

President's Notes by Leonard Zechiedrich

Guten Tag White River Region –

With the recent cold weather, at least for a week, I've had a chance to drive the 1977 924 in some sub-freezing temperatures. I'm happy to report the little car started each day. One morning it was 14 degrees and it fired right up...sort of! The heater works (pretty) well and I can almost hear the AM/FM single speaker radio over the "buzzy" little engine. Have I mentioned I like adventure? Anyway, soon the "modern" car will get shuffled back into the rotation and I'll step back into the 80s in my 1983 911 SC targa.

I am pleased to announce that Jackie Cooper Porsche out of Tulsa, Oklahoma is coming back on board as Title Sponsor of Porsche Palooza. Back in 2005, the first year for Palooza, Jackie Cooper was the Title Sponsor and they remained with us for the first three years of the event. We are happy to have them back! The dealership will be bringing new vehicles to be displayed during the event, and will also set up a booth with merchandise and information available throughout the event. If you visit the dealership in Tulsa, be sure to thank them for their support of Porsche Palooza. Specifically thank Jonathan Walter, who helped expedite the sponsorship and is our official event liaison.

On a different topic, the annual PCA Zone 5 presidents' meeting will take place this year in Eureka Springs at the Inn of the Ozarks. The Zone 5 area consists of twelve PCA regions, encompassing the entire states of Arkansas and Louisiana, and most of Texas and Oklahoma. Chuck Bush is our newly appointed Zone 5 representative this year; he is refreshingly friendly, interesting, and has a good sense of humor. I'm excited to officially meet Chuck in Eureka on March 8th and 9th.

Enjoy the drive,

Leonard

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



Ctrl-Click for website

Zone Five Update

by Chuck Bush Zone 5 Representative

csbush@gvtc.com



My name is Chuck Bush, and I have been selected to be the PCA Zone 5 representative. I am very excited for the opportunity to help PCA continue to serve its members. PCA is made up of 142 Regions, with 13 Zones to help manage the Regions. Zone 5 consists of 12 regions covering most of Texas, Oklahoma, Arkansas, and Louisiana. One of the responsibilities of the Zone reps is to visit region events as a representative of the PCA national leadership, and I look forward to visiting the White River region and getting to know you all.

My history with PCA goes back a few years, as I first got involved with PCA in 1987. I had purchased a derelict 1970 911S when I was stationed with the Army in Germany and when I finally got it back to the United States and running pretty well I joined PCA and the Hill Country Region. Over my 29 years in the Army, I was a member of the War Bonnet Region, the Kansas City Region, Hill Country Region, Potomac Region, and finally upon retirement from the Army, Longhorn region in San Antonio. I have collected a few more Porsches along the way, but still have that 1970 911.

I have really enjoyed being in PCA. My wife Susie and I participate in pretty much every event our Region and PCA has to offer. From autocrosses to drives, Parades and Treffen's, we really enjoy the people we meet from across the country. In the Longhorn region, I have served or serve as Vice President, President, drive chair, and driving instructor.

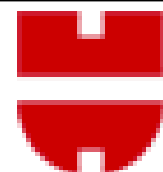
I hope to see you out on the road soon!



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Porsche People and Places



Bayyari 2018

I want to thank you all for another fantastic year of giving to the children at Bayyari

Elementary in Springdale. As most of you know, this was our

fifth year participating in the Christmas gift program for these children. Once again, our White River "village" kicked into high gear and worked together to provide Christmas to 212 children in need. 100 second graders and 112 fourth graders. White River members donated \$3540, and about 40 hours of labor this year. (That's about \$400 more than last year!! And included donations from 5 brand new donors!)

Garrett Tire in Springdale donated drawstring backpacks to hold all the goodies. The Little Debbie Store in Tontitown sold us snacks for the children at cost. If you need tires or Little Debbie snack cakes this year, please remember both of them and consider thanking them with your patronage. (Y'all, sometimes you just Need a Zebra Brownie. And there's no shame in that.) With that money, the Elves and I got the second graders, each: 2



pairs of socks, 2 pairs of gloves, a knit beanie hat, 2 grade appropriate reading books, crayons, coloring books, playing cards, microwave popcorn, candy, Little Debbie snack cakes and granola bars, gummy snacks, a toothbrush, tooth paste, Hot Wheels cars (many of them Porsches) and goldfish crackers. They got board games, jump ropes, soccer balls, dodge balls and sidewalk chalk to share at recess.

The fourth graders each got: 2 pairs of socks, 2 pairs of gloves, a knit beanie hat, 2 age appropriate reading books, puzzle books, Rubiks cubes, crayons, foam gliders (they were balsa wood when we were kids,) a toothbrush, tooth paste, Little Debbie snack cakes and granola bars, microwave popcorn, pretzels, and candy. Then they also got board games, jump ropes, soccer balls, dodge balls and sidewalk chalk to share at recess.



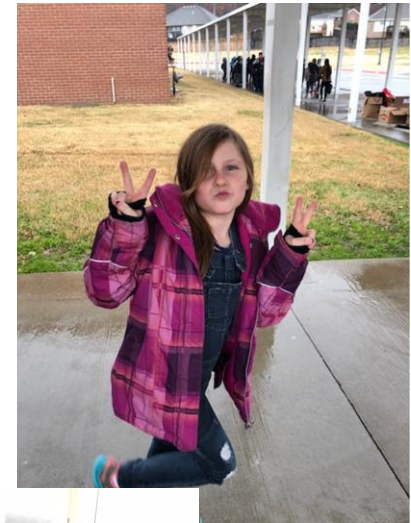
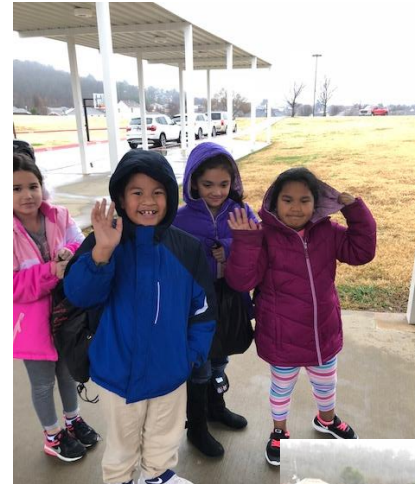
All those things were nestled in a drawstring backpack they can use for the rest of the school year. We were also able to give each of the teachers a 2018 Christmas ornament and a few other goodies to show our appreciation for all they do every day for the children.

Then we had the privilege of going to the school and handing out the gifts to the children. And seeing Dave Decker in a reindeer suit. Forget Rudolph, Dave is the most famous reindeer of all in my book!! Even though the weather was pretty un-cooperative that day, the love and appreciation from those children, their teachers and the amazing guidance counselor who organizes the whole thing, kept us all warm and filled our hearts with the joy of the season.

Just to keep the love of giving going a little longer, I'm happy to announce the winner of the raffle for a week at Cary and Marlene's condo on Hawaii is Dave Duncan. When Dave sent me his donation for the cause, he sent a note saying he was crossing his fingers because the week in Hawaii would make a wonderful honeymoon for his daughter, Laura



and her soon to be husband, Pat. I always appreciate Cary and Marlene's generous donation of a week in paradise. I'm always super excited to get to tell one of my wonderful Porsche friends that they won that week. This was just the icing on a very special cake for me. To see a member of the next generation of White River (we all take "Porsche Auntie/Uncle" pretty serious, Laura. You're stuck with us.) win the raffle was simply thrilling and a perfect end to another incredible year.



Thank you all, again, so very much, for taking on this project with me. I hope that maybe the families at Bayyari won't need us again next year, but if we do, you'll all agree to do this one more time. I know this is a little late, but it's an incredibly heart felt... Merry Christmas and a Very Happy New Year to you all!!



Ed Note:

This was my first participation in the actual gift giving. Seeing the smiles on these kids was Christmas for me and gave me reassurance on the generations to come.



Members' Motors

Ron Brannan's 1991 964

Two words: **BUCKET LIST**. I've been a "car guy" since puberty but really fell in love (lust?) with Porsches beginning with the intro of the classic air-cooled 911. Two growing sons, wife, career, economics, and the curse of rational thinking kept my fantasy car always a dream just out of reach. Finally, after attaining octogenarian status, I made the mistake of browsing used Porsches for sale on the internet; I thought that by now I was immune to this kind of temptation. But no! The pictures you see totally melted my resolve. I did the deal that day. When I sheepishly broke the news to my bride, instead of the fires of Hades that I expected, she simply said "Great, what took you so damn long?". Now we both look forward to a week end drive on some of the state's greatest roads. Sometimes I even find a lame excuse to go to the garage and just sit and look at it for a few minutes, and it makes me smile.



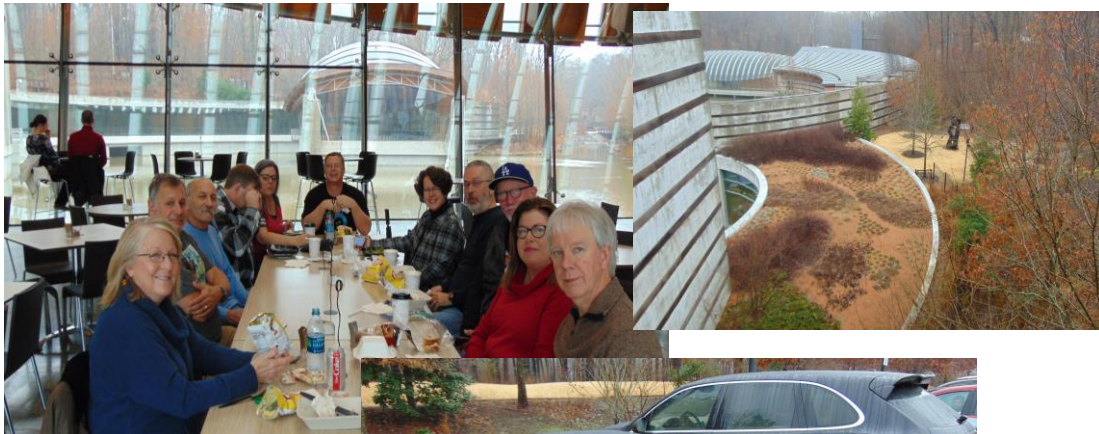
Ed. Note: Want to show your Porsche on this page? Send me some pictures and a short bio on how you obtained and/or about the car.

Christmas Party 2018

Story and photos by Dave Decker

After a false start from the storm that didn't happen, WRR held its Christmas party December 28. Josh and Miho Sakon graciously hosted the event again this year. Bless their pea-pickin' hearts. Conversations, wine and food were in abundance for the holiday continuance. The club supplied ham was a definite ace in my book and my wife Cindy's pecan pie was hit (I get the pie only on the holidays) along with the other scrumptious side dishes and desserts.

Dirty Santa showed up again for the gift exchange. Do the rules allow a husband to take a gift from the wife? Ask the Hays. I guess all is fair in love and war. Dave Duncan won the drawing for a week in Cary and Marlene's condo in Hawaii. Curses foiled again! Always a great time with the WRR folks!



A Day at the Museum

Story and photos by Dave Decker

Twelve brave souls ventured out January 12 into the winter monsoon to meet and have lunch with fellow WRR's at the Crystal Bridges Museum of American Art in Bentonville. The museum, founded by Alice Walton and an architectural beauty designed by Moshe Safdie, is a true cultural gem in the NWA area.

Although slightly disappointed the full service restaurant wasn't open (killer burgers) there was enough culinary foodstuffs in the coffee bar to satisfy the group nor dampen the spirit of conversation. Mike Menichetti brought his brother Ron from California and it's always good to see everybody. My wife got to talk about horses in between the Porsche jams so my day was good.

PORSCHE PUNDITS

by RL Turner



Brand loyalty Part 2

Automotive manufacturers just love the concept. It means that life-time buyers can go from the El Cheapo entry-level car all the way up to the Grand Poohbah luxu barge, all without leaving the comfort and safety of the driver's seat of their favorite brand. No doubt the Grand Poohbah is probably the most expensive car in the fleet and I have a sneaking suspicion, also the least fuel-efficient car in the fleet too, but that's okay, because it's also the most profitable car the manufacturer makes. You know—the one that no matter what the Government of XYZ country does to try to kill it, the manufacturer will keep building that sucker till the nodding donkeys stop pumping oil.

OK, so maybe I am talking about Lexus guys, but there is something to say about how we Porsche folk approach our favorite marque. I am willing to bet that for many of us, there's more than one Porsche lurking in our collective garages. We bought in to the concept of the entry-level car and maybe started with a Boxster. But from there we may have moved to the flag ship, the 911 Carrera (or something more fun like a Turbo, GT3 or, dare I say it, a GT2). And as family needs changed maybe we added a Cayenne, Macan or Panamera for when two-up driving was out of the question and you were forced—yes forced—to put people or stuff in the back. Point is, once we bought into the Porsche family hook, line, and PDK, we most likely decided to stay around for quite some time.

But have you checked the prices of those suckers lately? I mean a Cayman can run way north of \$100K and that does not even include fun stuff like seats and wheels. Problem for me, the price tag of new Porsches is beyond my reach. Not so much because of what I make, but because of one or two other things that occupy me financially (like kids in college, their cars, room and board and the myriad of other things that seem to be attached to young adults

these days, like eSports subscriptions and music stream

services...which I pay for!). So I have to be content with pre-owned Porsches. I may be dating myself a bit, but there was a time when we called them used cars; but pre-owned sounds so much more civilized.

Nowadays a 2002 Boxster S is what fills my garage. Yes, I procured it as a pre-owned vehicle. Although to most people a Porsche is not exactly entry-level, fact is at this time in my life, it's what I can afford. To the uninitiated layman, however, a 2002 Boxster looks pretty much like a 2010 Boxster or a 2015 Boxster. Honestly they cannot tell the difference.

But what about a real entry-level Porsche, say a sub-Boxster? At one point, it was rumored for years. It was an on again/off again affair that kept us guessing. One day it's going to be an enhanced version of a new VW, the next it's going to be smaller and lighter than the Boxster.

This is great! I remember thinking. Hey, I can afford an entry-level Porsche. Something around \$40K (well equipped). If I move a few things around financially, get top dollar for my Boxster S and use the proceeds from the sale as a down payment, it could work. But ultimately Detlev Von Platen, (at that time the CEO of Porsche North America) killed any hope of an El Cheapo Porsche, saying "You won't see anything lower than the current Boxster model." Further squashing any hopes for an entry-level Porsche, he continued: "Our entry model is our pre-owned program." Thanks Detlev. We get the picture. Been there, doing that...

And on that exhaust note, see you next time.

RL Turner is the author of [The Driver](http://www.thedriver-series.com), a series of action adventure novels, available in both print and ebook on Amazon (more info at www.thedriver-series.com). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.



The Boxer Engine

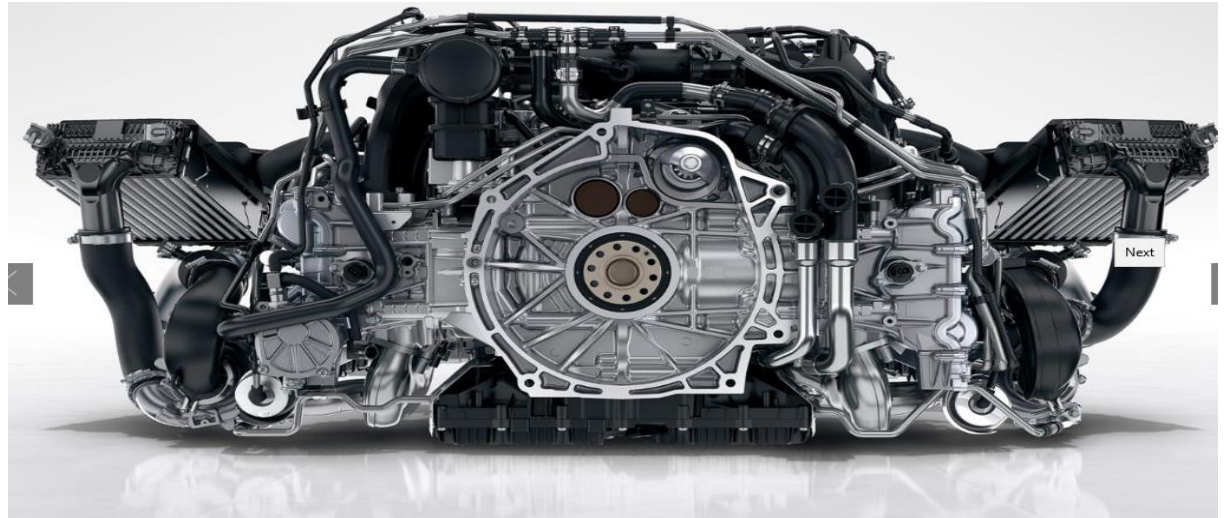
Reprinted from Newsroom/Porsche.com

When people think of Porsche, the first thing that comes to mind is often the silhouette of the 911 – and the flat engine. These engines are very close to every Porsche devotee's heart. But what is so special about this particular design principle for an internal combustion engine? The air-cooled flat engine has a special place in the hearts of its fans. But emotions only tell half the story. As well as revving its way into the affections of many, the flat engine has many interesting features that give it the edge from a design point of view. Its history dates back 122 years to 1896, when Carl Benz invented the flat engine. He called it the contra engine because its two cylinders worked in opposition to one another. This first boxer engine was intended to have a displacement of over 1.7 litres and deliver 5 hp. Its underlying design principle – both then and now – is that the cylinders should lie flat and slightly offset to each other, on opposite sides of the crankshaft.

The Porsche family tree of flat engines can be traced back to the VW Beetle. Its 1.1-litre, four-cylinder engine delivering 26 kW (35 hp) was installed by Ferry Porsche in his 356-001. Further engines followed, all of which were air-cooled until the 911 Type 996. In the top-of-the-range 911 Carrera RS, the 3.8-litre air-cooled flat engine achieved 221 kW (300 hp) without turbocharging. Two turbochargers boosted performance to 331 kW (450 hp).

The air-cooled flat engine is lightweight and flat, making it the ideal choice for sports cars, and particularly low designs are possible as the cylinders are lying flat. This lowers the centre of gravity, allowing for a sportier and more dynamic style of driving – and not just when cornering. If the flat engine is installed at the rear as in Porsche vehicles, traction is improved because the weight of the engine rests on the drive axle. Until all-wheel drive vehicles conquered the roads, Beetle and Porsche drivers agreed that a car with a rear-mounted engine was by far the best choice for winter conditions. The opposite is also true: When braking, the weight of a rear-mounted engine allows more braking force to be transferred to the rear wheels. The flat engine – and especially its six-cylinder variant – is particularly smooth-running, with no free moments or free forces.

The crank mechanism is ideally balanced, allowing short-stroke sports engines to cruise along at high speeds without excessive strain.



One of the most characteristic features of the Porsche six-cylinder flat engines is the drop in fuel consumption as engine power increases. The concept underlying the flat engine involves a consistent lightweight construction, a low centre of gravity, outstanding revving ability and a high specific output thanks to advantageous charge cycles. All 911 engines need to be sporty as well as suitable for everyday use.

As a basic rule, it takes more effort to manufacture a flat engine than an in-line engine because a greater number of parts are needed. The flat engine needs two banks of cylinders with a valve train, plus cooling or injection. The flat engine is a particularly good candidate for air cooling because the individual cylinders are located far apart from each other and can therefore benefit from a direct flow of cooling air. The fact that the 911 flat engines have been water-cooled since the 996 model series is primarily a result of the four-valve technology. Four valves are a prerequisite for cutting fuel consumption and exhaust emissions while also boosting performance.

But this is only a point of interest for fans of water-cooled flat engines. No club with this name exists yet, but it surely will one day, when these engines stop being the latest technology and become part of history.

Tech Tips



Is there really an advantage to using nitrogen rather than air in car tires, such as better fuel economy, a smoother ride, or longer tire life? Well, sort of. From the top: Air is 78 percent nitrogen and just under 21 percent oxygen, and the rest is water vapor, CO₂, and small concentrations of noble gases such as neon and argon. We can ignore the other gases.

There are several compelling reasons to use pure nitrogen in tires. First is that nitrogen is less likely to migrate through tire rubber than is oxygen, which means that your tire pressures will remain more stable over the long term. Racers figured out pretty quickly that tires filled with nitrogen rather than air also exhibit less pressure change with temperature swings. That means more consistent inflation pressures during a race as the tires heat up. And when you're tweaking a race car's handling with half-psi changes, that's important. Passenger cars can also benefit from the more stable pressures. But there's more: Humidity (water) is a Bad Thing to have inside a tire. Water, present as a vapor or even as a liquid in a tire, causes more of a pressure change with temperature swings than dry air does. It also promotes corrosion of the steel or aluminum rim.

How is water relevant to a nitrogen discussion? Any system that delivers pure nitrogen is also going to deliver dry nitrogen. Filling tires with nitrogen involves filling and purging several times in succession, serially diluting the concentration of oxygen in the tire. This will also remove any water.

So, there are the benefits: With nitrogen, your tire pressures will remain more constant, saving you a small amount in fuel and tire-maintenance costs. There will be less moisture inside your tires, meaning less corrosion on your wheels. But if your tires were filled with nitrogen (denoted by green valve-stem caps) and you're low on pressure, don't be afraid to bring up your psi with regular old air.

You also shouldn't let your nitrogen-filled tires lull you into complacency when it comes to checking air pressures. "Nitrogen is no substitute for proactive, regular tire care and maintenance," says Keith Willcome, consumer tire engineering, Bridgestone Americas Tire Operations. "Bridgestone does not prefer oxygen or nitrogen—both are acceptable gases for tire inflation. Both air and nitrogen respond similarly to The Ideal Gas Law, which says temperature and pressure are directly related. For tires, this means every ten-degree change in ambient temperature will result in approximately 1 psi change in tire-inflation pressure. This change is the same for nitrogen-inflated tires and tires inflated with air. Proper inflation pressure is key to tire safety and performance so check your tire pressure at least once a month, no matter what's inside.

Reprinted from popularmechanics.com

Cary's Corner



A Collection of Porsche News and Why-Not's

By Cary Haramoto

Your Ridiculously Awesome Porsche 911 Turbo Wallpapers Are Here

<https://jalopnik.com/your-ridiculously-awesome-porsche-911-turbo-wallpapers-1830806131>

Get your checkbooks out

<https://youtu.be/8ouEsDfrzDA>

Wonder if you can just get the engine?

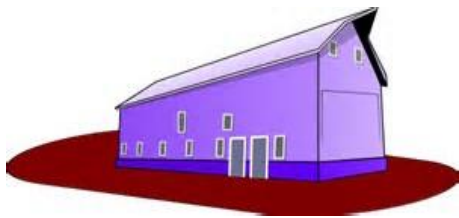
<https://arstechnica.com/cars/2018/12/12-cylinders-11000rpm-aston-martins-new-engine-is-a-monster/?amp=1>

Build your own

<https://www.classicdriver.com/en/article/cars/christopher-runge-a-modern-day-master-metal>

Press CTRL-Click to open links

Until next time, Aloha



The Sale Barn

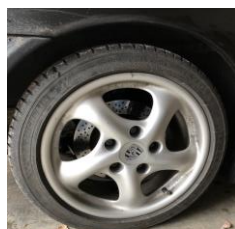
Seat Covers

Complete set. Perfect condition but slightly used. Designed to specifically fit early 986/996. \$50.00



Boxster Wind Deflector

Brand new, never installed. Logo lights up in red. \$130.00



(4) 17" Tires and Wheels

From 1999 911. Tires are Michelin Pilot Sport A/S 3+ Rears are 5 mo. old. I bought 18's and hope they fit. Make offer.



(2) Goodyear Eagle Sport tires
225/50-16 75% tread
Fit Boxster Front

Contact Dave Decker wrrnews@gmail.com



Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 95

Affiliate Members 49

Life Members 0

Total Members 144

New White River Members

Wendi Cheatham (1987 Red Carrera Cab)

Renewals

Gary and Susan Culp 22 years

Tim & Linda Maienschein 6 years

Tim Kwasny 4 years

Transfers In None

Transfers Out None

PCA National Club Numbers

Primary Members 83810

Affiliate Members 46097

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

