



White River Rolling

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

April 2019

Volume 4 Issue 3

<http://wwr.pca.org>



2019 Region Officers



President

Leonard Zechiedrich
Uber930@gmail.com



Vice-President / Membership

Mike Hays
Sharkey928@gmail.com



Secretary

Sharon Hays
mamahays4@gmail.com



Treasurer

Melody Zechiedrich
melzechiedrich@gmail.com



Newsletter Editor / Webmaster

Dave Decker
wrrnews@gmail.com

On The Cover –

**The mighty Menichetti's Cayman S
on the straight after Turn 9**

Send me pics of your Porsche!

The Editor

2019 Calendar of Events

April 27: Dinner at the City Pump in Rogers

May 4-5 Mayfast, hosted by Cimarron at Hallett Motor Racing Circuit

May 18: Dan Worrell cookout lunch.

May 25: Star Wars, A New Hope in Concert with SoNA at the AMP

June 1: Lunch at Ed Walker's Drive in.

June 15: The Hays cookout/pool party.

June 29: Ausflug SWM to Whistling Springs Brewery in MO.

July 13: Drive to Springfield MO to tour the aquarium at Bass Pro, lunch at Springfield Brew Co.

July 27: Car Show in Jasper to benefit the Senior Center.

August 10: Breakfast at Dogwood Canyon.

September 6: Alan Lamb and his bandmates will be playing at Jose's in Springdale.

September 14: Dinner at Myrtie Mae's in Eureka Springs, at 5:00. Palooza Planning Meeting to follow!!

October 5-6: Oktoberfast hosted by Cimarron Region at Hallett Motor Racing Circuit

October 12: Drive to just outside Ponca for lunch at the Low Gap Café. ☐

November 2: Packet Palooza!!!

November 7-10: PCA Palooza!!!!!!

December 7: WRR Christmas Party at Josh and Miho's house.

December 13: Deliver gifts to Bayyari Elementary (if they need us again this year.)

January 11, 2020: Lunch at Eleven at Crystal Bridges at 11:00

February 22: Lunch at 28 Springs, in Siloam Springs, 11:30.

President's Notes by Leonard Zechiedrich

Guten Tag White River Region –

Thanks to Mike and Sharon Hays for hosting the Social Calendar Planning Meeting this month. We had awesome snacks and drinks and a good representation of members from across our region. We were able to plan a year's worth of events with a variety of options from around the WRR region.

On March 8th and 9th the Zone 5 President's Meeting took place in Eureka Springs. We had a very informative meeting with some of PCA's Council discussing policy, history, and club best practices. After the Saturday meeting, the plan was to enjoy a spirited drive to the Zechiedrich's for a garage tour, food, and drinks. As the prepared to leave the Inn of the Ozarks, I received a call from Melody that a tree had blown down across the road to our house and it had pulled down an electrical power line with it! The sheriff's office had closed the road since the wire was "live" and no one was allowed on the road!



There is one alternate route around that section of road, but it involves a water crossing, steep uphill dirt roads, and very rough terrain. Not exactly the place for high performance low ground clearance Porsches, but it is a place where the family drives four wheelers, dirt bikes, and old Land Cruisers! I

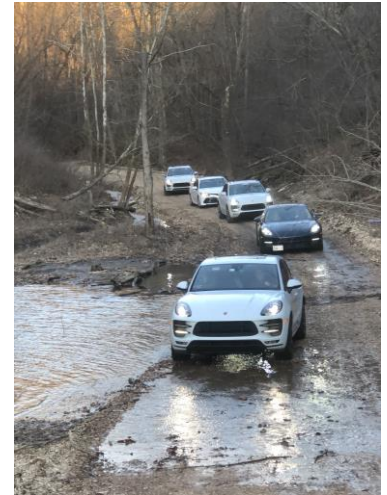
pondered the situation in the parking lot as the region presidents sat in their cars waiting to leave and I noticed that half the Porsches were either a Cayenne, Macan, or Panamera. We made the decision to drive to Tallulah's,

a quaint little country store and gas station located only a few miles from our destination (the Zechiedrich home in case you are lost at this point). We left the "sports" cars at Tallulah's, then loaded up in the "four-door sports cars". After piling in the "off-roaders," we headed down a steep dirt road. The off-road excursion was a complete success with no issues whatsoever. Chuck Bush, Zone 5 representative, even reported that his all wheel drive indicator flashed on briefly showing that more torque was being applied to the front wheels as the rear wheels detected slight loss of traction up a rough steep grade!

The group made it to the house where Melody and Sharon had prepared a delicious meal with a number of desserts and drinks. We toured the garage and those that were brave, and had a recent Tetanus shot, toured the storage garage where cars are waiting their turn to be rejuvenated! The entire weekend nice to meet in person all the presidents from Zone 5 - A great their regions enjoy all the benefits that PCA has to offer. As PCA about the people too! Enjoy the drive, I know I do!

Leonard

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



From the Wheel by the Editor

One Sunday in March, I decided to change out the wheel/tire combo from the stock 17's to the new 18's. The only reasonably priced tires I could find were summer tires so I was hoping the weather was on the upswing. Unlike Wal-Mart, I did put the right size on the right end. The back end has some serious width to them, filling in the wheel wells quite nicely.

The following Thursday was the planned date to install the K&N hypercharger that came with the car. I was hoping to have an abundance of HP for Hallett. Not to be again. Leaving work that Wednesday evening, the ominous orange CEL came on and it was idling like a Chevy V8 with two plug wires pulled. Seriously!? Two days before leaving for Hallett and you do this? I began to creep the 50 mile trip home at 45 mph, put the beast on the scope and got a P0301 reading on no. 1 cylinder. Time to change plugs. I had some NGK Iridium plugs, tubes and new coils that were originally planned for the Boxster so the following day was already pre-determined.

I read Wayne Dempsey's book, "101 Projects For Your 996" and watched several You-Tube videos in preparation for the matter at hand. I have tremendous respect for Mr. Dempsey but on what planet can you change all the plugs in two hours? It took me that long to get the car jacked up, tools assembled and place my creaky bones in a supine position on the creeper. And the dude must have Trump-sized hands to get to #1 and #4 plugs. Some say it is easier if you drop the exhaust manifolds. Yeah, that was gonna happen. 6.5 hours later, several lost religions and cursing in multiple tongues, the job was complete. The beast had a beautiful idle and so did I.

Keep those cards and letters coming.

wrrnews@gmail.com

Dave Decker



WERKS

WERKS SHOP

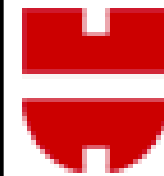
**Garrett Tire
&
Auto Center**
Serving Northwest Arkansas Since 1977



K and R MOTORS

479-957-4224

PAINT and BODY



WÜRTH

1-800-987-8487

www.wurthusa.com



dallas motorsports

www.dallasmotorsports.com

Choose Thrilling.

The New Macan S.



Jackie Cooper Imports

9393 S. Memorial Drive
Tulsa, Oklahoma 74133
(918) 249-9393
www.JackieCooperPorsche.com

©2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE

Porsche People and Places

The Rides of March 2019

or “less brake, more gas”

article by Dave Decker, pictures by Mike Menichetti and Dave Decker (more pictures on Facebook)

Track Day. I have been anticipating it since I bought the 911. As I have stated before, the Boxster did a yeoman's job hanging in the ten curves of Hallett but to me it didn't have the grunt for the straights. I was hoping to alleviate that issue with the additional HP of the 3.4 engine. How wrong I was.

Cimarron region did their usual superb job of putting on the event aptly named The Rides of March. Hats off to them! The Motorsports Division of WRR, all three of us, were out in full force for the two day event, myself, Mike Hays and the mighty Menichetti. Each of us were in a different class, Mike M. was in green, myself in the next level, blue and Hays in the next level up, white. The levels are based on your track experience and how the DE instructors rate you. No my droobies, my wish to be bumped up to white so I could chase Hays around the track was not to be. However, Mike M. got a sign-off from his instructor and bumped him up a notch to blue. Congratulazioni!



It was cold Saturday morning. Track was cold, tires were cold, I was cold. My thoughts were to semi take it easy on the first heat to get the feel of the car and let the tires warm up. I felt it was a good heat but I needed more air in the rear, 42 psi to be exact. It was time to let those 285/30's breathe. The next heat was much of the same, getting more comfortable with the handling. Acceleration was fantastic or so I thought. I was pulling in the crotch line a few times when coming off the straights into a curve and that was my failing for the day; I was braking too early to bring the car down to what I thought was a good approach speed for the curve.

app to check how I was actually doing. Coming onto turn 9, I glanced in my rear view mirror and there was a spec-Miata inches from my exhaust pipe. It shook me for a millisecond or so and I then motioned the car to pass in the straight between turn 9 and 10. I tried to follow the Miata's line but it was gone by turn 3. What the heck? I have almost three times the HP of that pip-squeak car and I can't keep up.

On the third heat I hooked up the Harry's Lap Timer. What!! I wasn't any faster than I was in the Boxster, in fact I was slower going into several curves when comparing videos. After kicking the ground, throwing a mental tantrum and madly puffing on my stogie, I decided to walk over to the Miata to see who knocked my butt into the weeds. The car was driven by a minute of a girl, Mirabella Alfaro, in full race gear. The first words out of my mouth was "You are amazing!" as her boyfriend, Russell, jumped up in anticipation I was there to raise hell with her. Not me. I praised her driving skills and proceeded to ask questions about the car, her racing background and general tire-kicking. 124 hp. Geez Just proves it's not what you got, it's how you use it.





The next two heats were more of the same although I did knock three seconds off my previous best lap time. The great race sayer Hays told me I was braking way too soon so I worked with that but as soon as I got lapped by the lead cars I called it a day. Not happy with myself at all and will probalby request a DE instructor in Mayfast. Mike M. left for the day quite proud of himself (and rightly so), Mike H decided he was going to continue through Sunday morning. I needed to pack it in anticipation of a week of horse feeding and poop scooping. The wife was going to be out of town for the week so I was left on my own to play Green Acres.



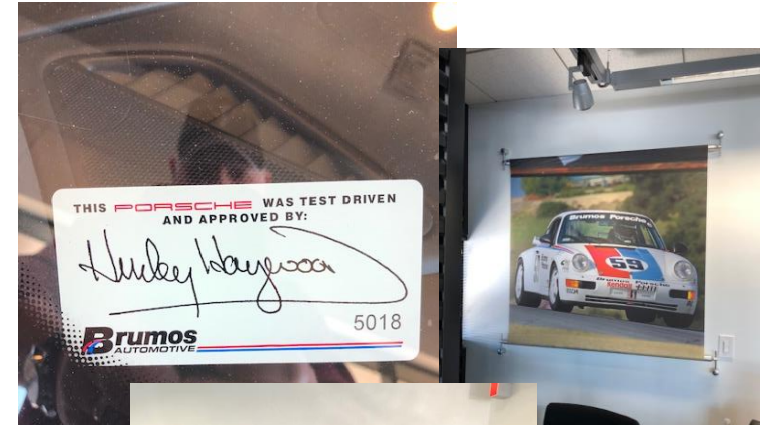
I didn't even play my tunes on the 2.5 hour drive back home, going over in my mind what had transpired. On top of that, I now have a creak in right front. (Be seeing you soon, Eric) I'll be back in May! Stay tuned!

Porsche People and Places

article and photos by Dave Decker

I was recently in Jacksonville, FL for a family matter. As some of you may know, Jacksonville is the home of Brumos Racing. I knew the trip would not be complete without a visit to that mecca so I rounded up two of my more car-oriented brothers (the third one, Bruce, decided to stay back with Mom and read his book) and headed east to the dealer. OMG! The place was a regular plethora of Porsches everywhere! There were Carreras, GT3's, GT2's, tons of Caymans and Cayennes. Everyone at the dealer were super nice even after they determined we weren't there to buy but to drool. I proceeded to enlighten my bros on my "vast" knowledge of the cars. We were told that we just missed Hurley Haywood. He was there the day before but left for Sebring (ed note: I will see him April 6 in St. Louis).

After souvenir buying, picture taking and high fives, we load back into the Impala and headed to the beach. My brother used to live in Jacksonville when working for Piedmont Airlines so he was hoping to see some of his old haunts. He owned a Merkur XR4ti back then. I was so proud of him. We wound up in a literal hole-in-the-wall to down some brews and discuss which Porsche we will buy after winning the lottery.



PORSCHE PUNDITS

by RL Turner



Choose Carefully Part 2

It's not so much that I am an automotive journalist. I've checked, the pay ain't so great. Or an auto- industry pundit, ditto about the pay part. No I think of myself as an observer of things automotive. More of an automotive chronicler about all things Porsche. A monthly column kinda guy that writes from the heart. Most of the time. But there are times when I would love to be that guy that gets the call from an automotive manufacturer—BIG hint here Porsche—and a voice says something pithy like "How do you feel about The Steffel Pass in Zandfortin or the lovely Isle of Marjorie in the Delfinium Islands? Think you might fancy a trip there? Oh, and we will throw in some cars for you to drive." At this point, the writer is supposed to pause for a few seconds to leave the automotive marketing types hanging—like you'll really turn them down—before saying very causally, "Let me check my calendar and see if those dates work."

Inside you are shouting, YES! I would cancel my wedding or try to delay the birth of my child to go there. And YES! I may even possibly be persuaded—definitely maybe—that I could squeeze in driving some fast cars too. (Oh, and I hear that they ply you with good food and very good drink. Lots of it.) So you deliberately slow down your brain and try to be uber cool and nonchalant and work your mouth very carefully to say each word S L O W L Y, so you don't end up sounding like an idiot.

But that never works. You'll blurt out "YesIwouldlovetogotoZandfortinyespleasethankyouverymuch." Or something that is probably very close to unintelligible. The suave auto-marketing types knows what your response will be, so he tells you to check your inbox, 'cause the itinerary will be forthcoming. You hang up and start packing right away, even though the trip is five weeks out. You do want to be prepared after all.

What does this have to do with a car company's configurator? Well, I will get around to it - eventually. See the auto companies want the Journos to write

glowingly about their new offerings. They pick beautiful places, take over high-star hotels and make those hardworking Journos sit through a mind numbing half hour to forty-five minutes of marketing speak before turning them loose in the car of the moment. But wait there's more. They usually put every bell and whistle on the car to make sure that all the good stuff gets tested and written about.

Problem is, when the writer is talking about this button here, that switch there or this sub-set of commands in the dark innards of the car's performance capabilities, we are left lusting and wanting for things that we may not need or are too expensive to buy. I mean I would love to listen to a gold-plated Bergfarb Grand Marquis sound system, but probably won't pony for the seven large to buy it. And the micromium plated multi-faceted sport design exhaust at a mind numbing four big ones will probably not be one of the boxes I tick off. But the Journos? Man they love it.

It's pretty easy to turn a \$60K car into a \$80K (or at least \$70K) car nowadays. And in Porsches' case, a \$100K car into a \$150K car in a snap. Someday when I configure my 911, I may remember some writer with his hair on fire, going 120 MPH into a screaming long sweeper and talking about how the PDCC with Sport Chrono really sets the handling tone. But me, I will just opt for the PASM Sports Suspension at \$890 and be done with it. I don't mind if my eyeballs giggle on the road, I just want to take that corner at 125. Oh Baby.

And on that exhaust note, see you all next time.

RL Turner is the author of [The Driver](#), 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.



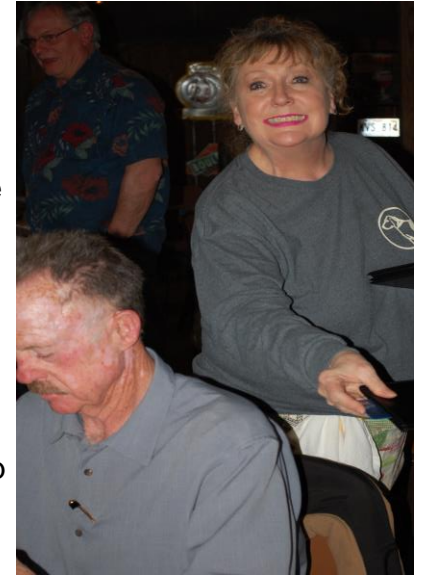
WRR Hosts Zone 5 Presidents' Meeting

article and pictures by Dave Decker

White River Region was host to the 2019 Zone 5 Presidents' Meeting. The meeting was held at the tried and true Inn of the Ozarks in Eureka Springs. Friday night was a Meet and Greet at Sparky's Restaurant with the new Zone 5 president, Chuck Bush. Super guy. A down to earth



person if I ever met one. The meeting began Saturday morning. The guest speaker was Caren Cooper, past PCA National President. There were multiple topics discussed including PCA's strategic plan for 2019. Ms. Cooper stated a concerted effort is being made to increase membership in PCA. There is a considerable gap in market share between total Porsche ownership and PCA membership within the zones. If I heard right (and it's very possible I didn't) we only have 16% of Porsche owners as members within Zone 5.



Topics included image management; stressing early involvement in PCA through attracting younger membership. Other topics mentioned were improvements in the website, the use of media such as Facebook, Instagram, Google Adwords, web banners, email marketing and the newest PCA benefit, Sim Racing. PCA liability as it applies to region events was a major discussion point in the group. The need for signed disclaimers and post event reports was stressed. An excellent slide show history of PCA was also presented. At lunch I overheard considerable discussion about Palooza from other region presidents. They were even talking about the Cave run. Proud I was! The meeting was to conclude with everyone gathering at Leonard and Melody's home for dinner and a tour of his multiple 911 projects. Logistics were called in to work out a delivery of unsalted butter after it was discovered a tree had fallen from an earlier storm across the main road into their home and no one could leave the house for a store run. I believe it involved a Huey. Traffic was rerouted and eventually everyone made it for a great evening of food and perusing,



Tech Tips



Porsche was the first manufacturer to use a tire pressure monitoring system (TPMS) on a vehicle in 1986 for the 959 supercar. This TPMS setup was again used on the 928 for model years 1990 to 1994. The early system used two sensors mounted 180 degrees apart in special holes in the valley of the wheel. The sensors looked like a stack of poker chips. A diaphragm inside the sensors connected to switches that were set to a reference pressure. The receiver was mounted on the knuckle and was an inductive coil that would pass current through the sensors. Depending on the position of the diaphragm and which switches were open or closed, the amount of current flowing through the receiver's coil would change. In 2004, Porsche started to use a conventional TPMS system for the Cayenne and select Boxster and 911 models. These systems were a lot like those found on BMW, Mercedes-Benz and Audi vehicles.

Diagnostics

Porsche TPMS systems use four antennas mounted in the wheel wells and a designated module for the tire pressure. The sensors use a 433MHz frequency. On most models, the menu will have the option for two sets of tires and sensor IDs for summer and winter tires.

The system has a telltale malfunction indicator light and a low-pressure light. When the system detects a malfunction, the telltale light will flash for approximately one minute, and then will remain continuously illuminated. This sequence will continue upon subsequent vehicle startups, as long as the malfunction exists. If a sensor is not transmitting, the warning light in the speedometer flashes for one

minute, and then remains continuously illuminated. Codes and data from the TPMS control module can be accessed with a scan tool. If there is a problem, it is typically communication errors with the four receivers in the wheel wells.

Relearn Procedures

Before starting any relearn process, set the tire to the pressure specified in the doorjamb for the cold temperature. The relearn process starts with turning the ignition on, accessing the vehicle's computer and entering into the tire pressure control menu. On most models, you will need to select the winter or summer set of tires. The system will then start to learn the sensor IDs and positions. The onboard computer displays the message "TPM is learning." The process may take 2 to 10 minutes, and the vehicle speed needs to be 15 mph.

Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



After the article in this month's newsletter, I wondered for the week would there ever be a **Flüssigkeitgekält.**

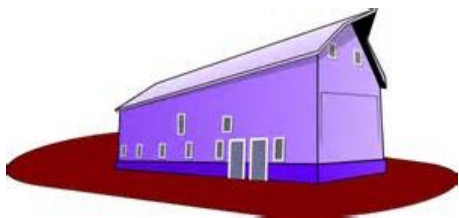
<https://www.elferspot.com/en/magazin/is-there-a-cooler-porsche-event-than-luftgekuehlt-in-california/>

More pictures of the coupe

<https://www.motor1.com/news/264900/porsche-cayenne-coupe-spy-shots/>

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



Contact Dave Decker wrnews@gmail.com



Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 93

Affiliate Members 50

Life Members 0

Total Members 143

New White River Members

Eric Lasner - Silver 1980 911 SC

Renewals

Pat and Darlene Tobin 1990

Craig and Marsha Schmidt 2006

Garrett Taylor and Jared Mathis 2012

Dave Decker 2015

Clyde and Alice Hayre 2017

New Members

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 84187

Affiliate Members 46258

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

