



# White River Rolling

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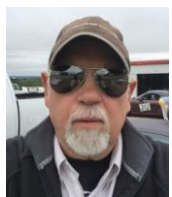
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#### On The Cover –

You knew it was going to happen soon.  
The editor's 1999 Carrera. Special thanks  
to the City of Grove, OK for the use of their  
F-4 Phantom.

Send me pics of your Porsche!

*The Editor*

## 2019 Calendar of Events

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

**May 17:** WRR member Alan Lamb playing at the Meteor Guitar Gallery 7:00 PM Bentonville

**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 Company

**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:** Oktoberfest 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.



## From the Wheel by the Editor

Bling! I'm not talking about the fake Buick style chrome hood ports or fake scoops but it's amazing what Porsche owners do to their 911's in the search of individualism, power or wish-I-had-that-model-instead-of-this-model. This month's Panorama has several articles on members who individualized their Porsches. Or you could just go to Leonard's garage. Going through the catalogs of Sun Coast, Pelican Parts, CarID, Vertex, Rennline, Techart, etc gives the enthusiast an absolute cornucopia of changes that can be made. You could literally build your own Singer or Ruf. And this is not discounting what you can find on E-Bay, Amazon or JC Whitney. (After all you do need those turbo thingys to increase your gas mileage and horsepower). I think the biggest problem is deciding what to do first or anything at all.

I've started blinging the 911. It came with those knock out GT-3 style seats that are cool to look at but an absolute bear to get in and out of. Based on past receipts, it also has an upgraded suspension including adjustable sway bars. I've added 18" custom wheels and tires, Sirius radio, TPMS, added then removed a cup holder, added then removed LED driving lights. Maybe a front and rear spoiler later but don't care for side skirts. Bought a short throw shift kit but not sure how it works. One of the neatest things is a full width tail light. I don't know if it can be retrofitted or not. The main thing is, it will be my 911 when I'm done. The bling thing tends to bleed over to early Boxsters also but you don't see a lot of changes being made for Cayman, Cayenne, Macan or Panamera. Maybe they are perfect the way they are.

Speaking of bling, check out the Techart ad in the latest issue of Panorama. I think it's on page 3 or 4. The dude in the ad is sitting in the back of his Panamera and has enough metal on him to be a walking talking lightning rod. His 0-100 elapsed time has to be down by five seconds if he's wearing that much metal when driving. I bet he has a hard time lifting his arms.

Keep those cards and letters coming. [wnrnews@gmail.com](mailto:wnrnews@gmail.com)

Dave Decker

## President's Notes by Leonard Zechiedrich

Guten Tag White River Region –

I recently signed our daughters up for the PCA Juniors program. The girls were excited to receive an official PCA Junior ID badge along with a welcome letter, sunglasses, and backpack. According to the PCA website, PCA Juniors is for any child under age 18 who is registered by an active PCA member. There is no cost to join the Junior PCA program. The program was created so kids can enjoy PCA events, learn about Porsches, and build the enthusiasm that runs through all of the Porsche Club of America.

I look forward to seeing you at the next White River Event.

Leonard



Details on my projects can be found at [www.the911den.com](http://www.the911den.com)



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©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



*Happy 50<sup>th</sup> Birthday 917!*



# How Much?!

article by Dave Decker

We've all seen the ads. 10 days in Europe, drive a Porsche, eat and drink until it comes out your nose, etc. It definitely goes in the WTH column when you see the price. \$14,995 (double occupancy)? Flight is not included?

I decided to see just what it does cost to take the trip and if it could be done cheaper but with basically the same amenities. Granted it is listed as a luxury tour but other than your rooms, your car and food/wine all inclusive, what do I get for \$30,000? I called up the trusty Expedia app and plugged in the dates for each city visited. A couple of caveats –

- When checking the car rentals, I applied for a standard 911 Carrera. The rate was 119 euros per day through carrentals.com and 365 euros from luxurycarrentals. I took an average. A BMW 4 series is like \$648 for 12 days!
- In comparing hotel costs, I checked the actual hotel the tour would be staying in at that time and then looked for a comparable hotel with the same or close rating in the same city.
- Food costs were estimated at \$150 per person per day for the tour and about half that for what I would probably spend to eat each day. None of the restaurants included had ritzy sounding names and breakfast is supplied in all hotels.
- F1 tickets were based on race day terrace seating overlooking the track.

I am sure you are pampered beyond belief and you are traveling with a bunch of like-minded individuals who all enjoy the good life hobnobbing. You would probably find me and the wife in the local watering hole chugging some local brew, eating a bratwurst and taking a bottle of wine back to the room.

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AUG 29 - SEP 10, 2019

# 13.DAYS

2200 KM • 13 DAYS • 12 NIGHTS • PORSCHE 911 CARRERA

## \$14,995 PER PERSON

GERMANY, AUSTRIA, SWITZERLAND, ITALY

|                        | Luxury Tour (two people) | My Trip (two people) |
|------------------------|--------------------------|----------------------|
| Hotel (taxes inc)      | \$ 5,347.67              | \$ 1,448.76          |
| 911 rental for 12 days | 3,484.80                 | 3,484.80             |
| Gas (Germany)          | 1,181.48                 | 1,181.48             |
| Food                   | 3,900.00                 | 2,000.00             |
| F1 ticket              | 3,708.00 (VIP)           | 502.00               |
| Total                  | \$17,219.50              | \$ 8,617.04          |

There better be a lot of pampering for that extra \$13,000. Yuk yuk! For about one third of the cost, I can do the whole she-bang if I booked it myself. Something to think about? I'm not knocking these tours and if you can afford it, go for it but WTH(What The Heck)?





# Porsche People and Places

article and photos by Dave Decker

Are you hungry? Silly question; We're always hungry for great food. The City Pump does not disappoint in that category. Using the latest fad format of multiple food trailers surrounding a bar like covered wagons in an old western, if you crave it you will probably find it at the City Pump. Although I did notice a couple of trailers missing from my last visit, specifically the Vietnamese and I believe a Mexican-style food. No pho soup.

The turnout was great for a perfect weather Saturday. Many Porsches in the parking lot across the street and several faces we haven't seen in awhile. Welcome back Don and David. Yours truly was quite jealous of all the Boxsters arriving with the top down. I didn't see any tire kicking going on so evidently the food was the draw.

Your editor headed to the Sexy Food trailer for a heart-attack-waiting-to-happen burger with bacon and macaroni and cheese topping along with a side of cheese fries. A little dry but delicious all the same. The beer was cold, the food was good but most of all the company was great. A great kick off meet for 2019.





# PORSCHE PUNDITS

by RL Turner



## Never Buy A Car at Night Pt 1

Pride of Porsche ownership, it should have been a momentous occasion, but it wasn't. I walked into the warehouse in Houston to pick up my 1972 914 and expected to see something low and red, in perfect condition, just waiting for me to twist the key and drive it home. It was low, it was red, but where did all the rust come from? That tell-tale sign of bubbly paint, pushed up from what should be smooth metal was on each lower quarter panel, along the lower edges of both doors and that was the rust I could see (even the slots for the jack were rusted over). I would later discover that it was underneath, having spread to just about every metal surface. Where was the beautiful car I looked at in Karlsruhe Germany, you know the one I saw in the last fading rays of sunlight; that shaft of light angling through the high windows, making the dust in the warehouse sparkle? Yeah, there was a shaft alright, but I was the one that got shafted, not the last rays of sunlight...

The place where I it picked up did me a favor and gave me a paper license plate, good for 30 days. There was a large envelope filled with the paperwork; all the importation docs, the EPA and DOT release (being a 1972, it was exempt) and the German TUV title, an old faded green piece of paper that had a lot of scribbling in German on it. I took the keys and opened the door; at least the interior was in very good shape. Twisting the key, the engine caught on the third try and fired up. Shifting into first, the transmission gave that angry grinding cough of gears not sync'ing correctly, so I let out the clutch and pressed it back in slowly, now the gears meshed. I started back towards Austin, hoping to beat Houston traffic.

It had been cloudy; looking like rain as I drove northwest towards Austin, but as I got out of town, the clouds parted and the sun came out. Pulling over to the side of the road, I wanted to take the top off and bask in the glory of a sunny day. Loosening the top, I went to the rear trunk to open it, but a sudden gust of wind caught me off guard, ripping the trunk out of my hands, it bent forwards towards the front of the car, breaking both hinges completely off. I stared at

the trunk lying on top of the roof and could not believe my lousy luck, it could not get worse...it did.

A short time later, I got pulled over by the State Police; I had been doing 70 mph in a 65 mph zone. He reached for his book to write the ticket, but took pity on me when I told him my sorrow filled story and when I pointed to the speedo registering Kilometers per hour not Miles per hour he let me off with a stern warning. Made it back to Austin without further incident...thank goodness. I hated calling Germany during the day; it cost a lot of money, so I waited until the middle of the night (morning in Germany) and called the guy I had purchased the car from. I called and called and the phone just rang and rang, nobody answered.

Really I do not know what I expected, maybe for him to take it back, I don't know. But I tried over the next week or so and nobody picked up. Finally I called the shipping company that had handled the transatlantic shipment and they answered the phone alright. I was routed through to a senior manager who wanted to know if I knew where this individual was. I did not; I was calling to complain about the vehicle I received, I had been ripped off. He said I was not alone, there had been many people that had called to complain, but at least I had a car and a title, most of the other people that called had neither.

I had to talk to the German police and told them the same thing. They thanked me for calling and that was that. I called my friend Hans and he reminded me that he had warned me about this fellow and that I did not listen. Yep, guilty as charged, my quality of character radar did not pick this guy up at all. He was one smooth operator. Then Hans told me the sorry tale, at least everything he knew or guessed. It appeared that this guy was collecting a lot of money from his US customers and holding it. He made up a variety of excuses telling them that cars were delayed, shipments missed, inspections incomplete, deliveries rescheduled. He had been in this business for a long time and had a good reputation, but he had other plans. He kept all the money and skipped out with his wife to Brazil taking over \$2M US. What really upset me was that he and his wife left their two huge Great Danes at the office, with just a bit of food and water. They were found several days later, very hungry, very thirsty, but only a little worse for it. Hans reminded me "I told you so", he knew this fellows true character. Too bad for me and all the rest of the people that got ripped off that we did not. I thanked Hans, I was done buying grey market cars, the tide had turned and there was little demand, it was a fun time but in the end it withered on the vine, another victim of its own success; there were too many people .....cont

cont....

trying to sell too many cars to too few people.

So I was stuck with this beat down 914. A few weeks later I still had not registered the car, but knew that I should. The paper tag had just about expired when I went to register it. I had been dreading it, as all the paperwork was in German. I went into the TX Department of Transportation and patiently waited my turn. I went to the window and placed the request for Texas title on the counter along with all the supporting information. The gal behind the counter took one look at it and hung her head shaking it back and forth, no doubt asking herself....why did she get me? She looked at me and asked what language this was in, I replied German, she informed me that she did not read German, I told her I did not either...this was going to take a while.

She told me to wait while she went to get a supervisor, both returned a short time later and I went through the same info once again. At one point they just looked at each other, having no idea what to do. Finally the supervisor said to the gal to do the best she could, turned and walked away. Wow! I pointed to each section and told her what it meant (I at least knew enough about German titles from all the cars I imported) and together we figured it all out. It took a long time, no doubt all those folks behind me in line wished I was somewhere else. But I left with a temporary title, plates and a registration sticker. The car was now US legal. A 1972 Porsche 914 with a lot of rust and the reminder – *Never buy a car at night. Nothing good ever comes from not being able to see what you bought. Trust me on this.* Yeah, thanks Dad, now I remember.

*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](http://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.*

## Directions to Dan Worrell's Lake House Cook-Out May 18 [12241 Lakefront Drive Garfield, Arkansas](#) \*

\* Note: Many people who have relied exclusively upon their GPS navigation systems have gotten lost due to imperfections in their particular system regarding this specific location. Particularly important is item # 6 below.

- 1) From Fayetteville, take [I-49](#) north toward Rogers.
- 2) Exit right onto [Hwy 62](#) (Pea Ridge / Northwest Arkansas Community College exit).
- 3) Drive on [Hwy 62](#) to Garfield.
- 4) In Garfield, near the intersection where the "Short Stop" convenience store is located, turn right onto [Hwy 127](#).
- 5) Follow [Hwy 127](#) (approximately 5.8 miles) until it changes into [Pine Log Road](#) (this road name change is not too evident visually, but may appear on your GPS). Just before this happens, you will see a fork in the road with signs for [127 "Spur"](#) that continues to the left and a [127](#) sign that goes downhill to the right to "Lost Bridge-South" campground. You stay to the left. You will see a large sign on your left for "[The Inn at Lost Bridge](#)" (a very small motel located directly behind the sign); soon followed by a "[Lost Bridge-North](#)" campground exit to your left that also heads down to the [Lost Bridge Marina](#) (a sign shows a turn to the left for the marina). You will also see the entry gate booth for the marina and north campground. Do not turn & go to the north campground and marina-- Proceed straight. At this point, [Hwy 127](#) immediately ends and becomes [Pine Log Road](#) after the exit to the marina.
- 6) Keep proceeding straight for a very short distance (approximately only 4 tenths of a mile). My driveway is the first road to the right located in a tight hairpin curve. Because this curve turns very sharply to the left and my driveway intersects this curve on the right side of the curve and the driveway also simultaneously drops down abruptly to the lower right, the turn into my driveway (which is [Lakefront Drive](#), but is without signage) is quite difficult to see. The driveway road surface is single lane paved asphalt. Immediately after you turn, you will see a large stone mailbox on your right. One of the 2 addresses on the mailbox is mine: [12241 Lakefront Drive](#)
- 7) Wind your way down the hill on this one lane wide asphalt road & you will soon see the entry gate. The address (12241) is on the left stone gate pillar. You have arrived! Should you get lost, the Lake House phone number is: [\(479-359-3519\)](#). Cell phone service is frequently problematic out here .



# Tech Tips



## A GUIDE TO THE MEANING BEHIND

### PORSCHE'S PART NUMBERS

BY: BRADLEY BROWNELL

Whether you are a “do-it-yourselfer”, or simply looking to save a few dollars by shopping for your own parts, chances are, as a Porsche owner, you've run across those crazy 11 digit numbers (000-000-000-00) that signify the one piece you need for your pride and joy to be perfect again. What does it all mean? How do part houses and Porsche dealerships know how to translate the code to get you the parts you need?

As with everything Porsche does, there are no concrete rules, and this post should simply be used as a guideline, rather than taken as the gospel. That which is true of Porsche today, may be the reverse at any point in the near future. For the time being, though, we'll break down the 11 digit numbers into four smaller groups to make them easily digestible.

#### **THE FIRST GROUP OF THREE DIGITS XXX-000-000-00**

These are probably the easiest to decipher, but again, there are some extenuating circumstances that can throw you for a loop. Most Porsche parts use a 3 digit prefix that relate them to a specific model in the Porsche range, usually the one that they were first designed for.

However, Porsche has been known to carry these parts on to later models (e.g. 914 emergency brake switches are also used for 968 door light switches).

1. Standard model prefixes include 901, 902, 911, 930, 914, 928, 964, 986, 996, etc. which usually correlate to the model on which you will find them.
1. 999, 900, or N prefixes generally denote hardware components with multiple uses.
1. As the 914-4 used a Volkswagen derived “type-4” engine, there are many VW part numbers used, 022,

021, and 113 are common prefixes for these parts.

1. The 924/944/968 trio of cars were originally developed for use as a new Volkswagen sportscar using existing components such as the Audi 2.0 liter engine, VW MK1 derived front suspension, and VW Super Beetle derived rear suspension. As such, many of these components use VW part numbers.
1. The automatic transmission found in the 928 is a model that was developed with Mercedes Benz, and uses their part numbering system, with prefixes like 115, 126, and 722 to show for it.

1. Transmission or Engine parts can often receive their own prefix based on the number of that engineering exercise – 915, 741, 547, 950, etc.

#### **THE SECOND SET OF THREE DIGITS 000-XXX-000-00**

Moving on we get to the meat of the part number. The first number in this second series of three digits signifies the section/system of the Porsche where the part can be found (i.e. Engine, Transmission, Front Suspension, Rear Suspension, etc.). The final two numbers in the series are related to the

## Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



I thought you would be interested in this video I found on MSN: Porsche's factory in Leipzig, Germany manufactures over 160,000 vehicles per year. Take a look inside.

<http://a.msn.com/08/en-us/BBT2Mya?ocid=se>

Press CTRL-Click to open links

Until next time, Aloha

diagram number, within Porsche's PET system, on which they can be found (PET is the internal system of diagrams used for seeking out an individual part, most often found at dealership part counters). After some digging, this seems to be more based on coincidence than actual fact, but it seems that as the second and third digits increase in value, the part is found deeper in numerically higher diagrams. Using the below outline, I'll explain which numbers correlate to which system, and list a few of the components that can be found there.

#### 1.100 – Engine

1. Rotating assembly, Flywheel, Case and Cylinder Head related components

#### 2.200 – Fuel and Exhaust

1. Fuel Tanks, Pumps, Lines, Regulators
2. Mufflers, manifolds, gaskets, tips, turbochargers

#### 3.300 – Transmission

1. Clutches, Pressure Plates, T/O bearings, internal components, mounts, clutch slave cylinders

#### 4.400 – Front Axle/Steering

1. Front wheel bearings, wheel seals, uprights, hubs, lug studs, suspension components
2. Steering wheel, steering rack components, column mounted switches.

#### 5.500 – Rear Axle

1. Drive axles, rear wheel bearings, trailing arms, rear wheel bearings, hubs, lug studs

#### 6.600 – Wheels/Brakes

1. Wheels, center caps, spacers, lug nuts, master cylinder, calipers, pads, rotors

#### 7.700 – Levers/Pedals

1. Accelerator, clutch, and brake pedal assembly, accelerator and clutch cables, clutch master cylinders
2. Hood, trunk, fuel door, and engine cover release cables
3. Transmission control levers and linkages

#### 8.800 – Body

1. Sheetmetal, trim, emblems, decals, interior components from upholstery to hardware, all HVAC components

#### 9.900 – Electrical

1. Engine ignition system (distributor, coil, plugs and wires), alternators, starters, windshield wiper and washer system, ignition and dash switches, electric motors, in-car entertainment, lighting

### ***THE THIRD SET OF THREE DIGITS 000-000-XXX-00***

These are an internal code for the “actual number of the part”. This does not seem to have any significance to the end user, perhaps this is based upon the engineering project number for that specific piece, or perhaps it has no significance at all. As far as we, the people buying the parts, are concerned, the number could have been pulled from thin air after a long liquid lunch at the local biergarten.

### ***THE FINAL TWO DIGITS 000-000-000-XX***

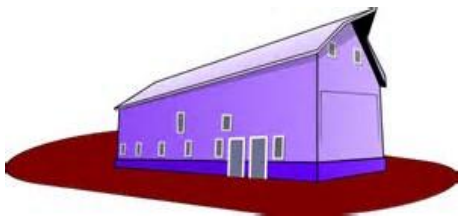
These are known as the “modification number”. For the most part, Porsche produced parts end in a pair of zeros. When you see something other than these two zeros it means there has been a modification to the piece from its original production run. This could be a minor change in the material specification, or even a significant change in the exterior dimensions of the part. Either way, each subsequent modification will receive a new part number with an incrementally higher modification digit. Often, these modifications are completed before the part is even installed on a production-line automobile; however, occasionally there are super sessions that will replace an earlier number.

This knowledge has been gleaned through several years in the Porsche parts industry, and thousands of hours spent poring over physical parts, as well as the PET system's signature black and white outline drawings. While PET access is generally limited, Porsche themselves have allowed free access to a [PDF version of the catalog](#), as a resource for owners of Porsche models produced before 1998.

In the end, I hope this information is helpful to you, and that you find what you are looking for. The quantity and quality of support in the Porsche parts industry continues to amaze, and even if you can't find the parts you need, there is sure to be someone out there who can help.







# The Sale Barn

1972 911T

Two Owners, same owner since 1975

82K miles Excellent shape

59K

Contact Leonard for details.



## Region and National Membership Stats

by Mike Hays

### White River Region Club Members

Primary Members 92

Affiliate Members 51

Life Members 0

Total Members 143

### New White River Members

None

### Renewals

Dan Meyers 2016

Bob and Vicki Rokeby 2004

Laurice Williams 2017

### Transfers In

None

### Transfers Out

None

### PCA National Club Numbers

Primary Members 84804

Affiliate Members 46616

Life Members 17

Total Members 131437

## Porsche's concept of horse racing



## 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](mailto:ammonman@cox.net)

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker [wrnews@gmail.com](mailto:wrnews@gmail.com)

## Blues in the Natural State

Presented by the **OZARK BLUES SOCIETY**

Music! Member Appreciation! Membership Drive!

Friday, May 17th @ 7 PM  
At the Meteor Guitar Gallery  
In Bentonville, Arkansas

Blues Society Members FREE admission  
Non-members may pay \$15 for a ticket & membership  
Tickets available at the door or at [www.meteorguitargallery.com](http://www.meteorguitargallery.com)

Featuring Special Guests:  
Kayah Warfield  
Dana Fisher  
Lester La Luffmann  
Kenny Lynn Shinnick  
Buddy Shupe  
Kevin Bonner  
Pat Ryan Key  
Bruce Bennett  
Dan Dondelle  
Dale Coleman  
Kevin Bonner  
Members of The Squares  
Ed Lewis  
Kenny Hackman  
And many more...

WRR member Alan Lamb will be tickling the ivories with his band the Dawn Cates Band at the Blues in the Natural State. Come on out and support his group and get some blues in you.

