



White River Rolling

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On The Cover –

Dan Worrell's 911 Carrera GTS nestled in
his garage

Send me pics of your Porsche!

2019 Calendar of Events

June 15: The Hays cookout/pool party.

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

July 13: Drive to Springfield 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: 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: Porsche Palooza in Eureka Springs!!!!!!

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

It's been two weeks now. Fourteen days without a Porsche. Now I know how a junkie feels as I gaze upon the empty bay in my garage. The A/C is not working and a trip to the shop revealed a leaking left side condenser and the evaporator.

The decision to do the repair myself or let the shop handle it came down to finding out the dashboard had to be removed to access the evaporator. That's a nada. Visions of exploding airbags, misalignments therefore mucho squeaks and groans emanating from the dash and besides the size of my honey-do list is longer than a roll of Charmin.

The shop is owned by an ex-Marine, Sgt. Buffalo, that surprisingly is familiar with the inner workings of a Porsche. He calls them an engineering marvel. His shop is located in Anderson about 10 miles from the house so I thought I would give him a chance and support local businesses at the same time.

I have visited the shop a couple of times to check on the progress. Visions of the Bride of Frankenstein started going through my head when I saw the hood up, bumper off, dash gutted and fender guard mats everywhere. You just want to hug it and tell it everything is going to be alright. (got the baby back 5/29)

I hope you can join me to Ausflug SWM. The Cave is great place for lunch and the compliments we got from Palooza participants on the place was great. The brewery is owned by the nicest couple you will ever meet, Richard and Pam Davies. The brewmeister is the same person used by other local breweries. Plus it is situated on a horse farm. Can't go wrong with that

Keep those cards and letters coming. _____ *Dave Decker*

President's Notes by Leonard Zechiedrich

Guten Tag White River Region –

For a school teacher, summer is a great time. At the Zechiedrich residence, it's time for family, projects, fun, and maybe even some relaxation. For me specifically, it means tackling a few projects that have been lingering for too long. The agenda includes:

- finishing the 1984 RSR project
- installing a new Ruf 5-speed transmission, adding a new set of headers and muffler, replacing the aftermarket intercooler with a factory 965 unit, replacing the struts and shocks with new Ruf bits all around on the 1979 930
- fixing the 1981 Honda 50cc scooter that I desperately had to have 4 years ago and drove to Springfield, Missouri, to pick-up during a snow storm
- refurbishing our 1987 pontoon boat
- constructing a storage shed and car port
- building steps down to the lake
- putting a new roof on a small cabin thanks to a large tree that fell on it
- installing an outdoor shower.....

Melody thinks I'm too ambitious, but....

Last month I posted a 1972 911 for sale. It belonged to a friend that had recently passed. I had hoped that the car would sell to someone locally as it was a great car and had sentimental value. Unfortunately, it didn't sell locally and it is now on its way to Los Angeles. I'll certainly miss this car, but it found a very good home. Thanks for the inquiries.

Leonard

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



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Zone Five Update

by Chuck Bush
Zone 5 Representative

Zone5rep@pca.org



Welcome to the summer vacation and driving season. Zone 5 is a little different in that while the Northern zones are pulling their cars out of storage and revving up the motorsport activities, things are a little quieter down here as we wait out the heat of summer. For those of us with non-airconditioned Porsches, summer is a great time to do all the deferred maintenance after driving it all the rest of the year.

Speaking of hot, we have a good group of folks going to Parade in Boca Raton this year. Parade is an opportunity to celebrate all things Porsche and catch up with old friends. We will have a get together for Zone 5 folks prior to the Parade Welcome Party, as well as a small reception early in the week. If you are going to Parade, I hope to see you there!

Parade is also the Summer board meeting where PCA national staff provides an update on activities in their areas of responsibility and the executive and national staff meet to discuss any issues and plan for the future. If you have issues, concerns, or ideas that you would like to share about PCA and the future of PCA, I welcome your input. Just send me an email at zone5rep@pca.org and I will raise the topic. Of course, I will take notes on what's coming up, and summarize in a future note.

Hope you have a great summer, and I see you out on the road. Keep Cool!

Chuck



Save the date! Porsche Parade 2019: Boca Raton, Florida will take place July 21-27, 2019, at the Boca Raton Resort and Club in Boca Raton Florida. Parade activities include Concours, autocross, time-speed-distance and gimmick rallies, destination tours, and so much more! Join us as we explore the Florida Coast and at this weeklong gathering of people and Porsches from all over the world!

In honor of the 50th Anniversary of the darling of the marque, the 914, we will have a special section of the Historic Display dedicated to some very special examples of the 914 prototypes, the 914, and 914-6s.

Choose Thrilling.

The New Macan S.



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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

Porsche People and Places

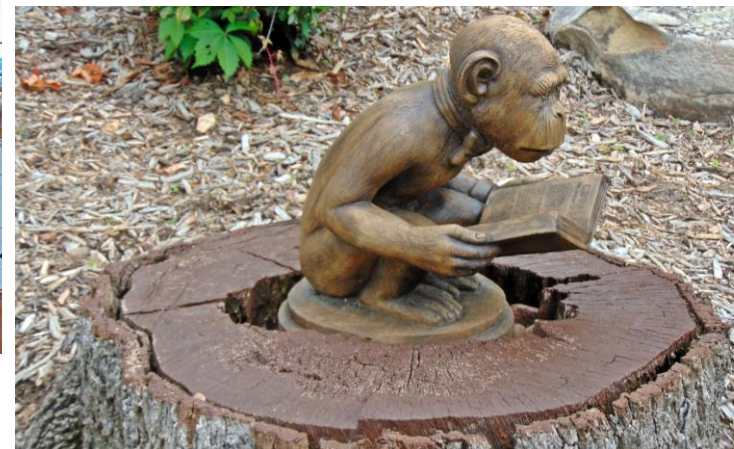
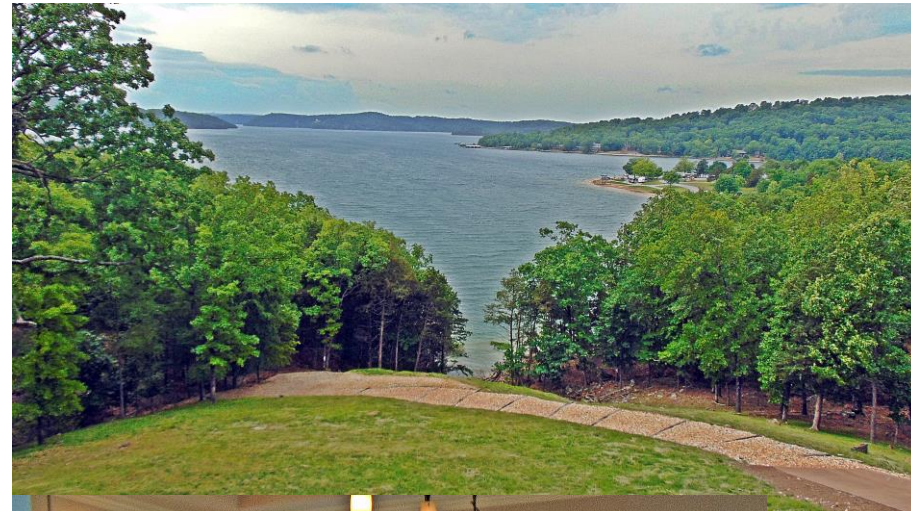
Lunch at Dan Worrell's

article and photos by Dave Decker

When I die I want to go to Dan Worrell's home. Between the architecture, the layout, the view; I can't imagine heaven being any more beautiful. (ed. note: Face it Dave, the odds you're going to be sent up to the spirit in the sky are 30 to 1 at best). Seriously though, I'm in awe every time I've been there.

The weather was iffy at best and most all participants decided to keep their Porsches safe at home except Kelly². Their Macan sat amidst the more humble collection of motorcars. You brave souls! My hat is off to you although I think the engine was running in case a quick getaway was needed.

Dan as always was the perfect host. He jostled from one group to another making sure everyone was enjoying the gathering and having plenty to eat and drink. The pot luck dishes and Walmart desserts(guilty) complemented the array of sandwiches and liquid refreshments Dan had available. Since the number of Porsches were limited, Dan took yours truly to his garage to see and photograph his Carrera GTS. Trust me, you could eat off the garage floor. I've seen trashier surgery rooms. Overall a great time to see everyone again.



Origin of the Species



PORSCHE PUNDITS

by RL Turner



Never Buy a Car At Night Part 2

(ed. Note I apologize, I got last month's and this month's articles reversed)

Somehow in the deep recesses of my mind I seem to remember my Dad offering me a rare tidbit of fatherly advice. "Son, no matter what you do, never buy a car at night. Nothing good ever comes from not being able to see what you bought. Trust me on this." And I did. At least through my teenage years, where I only bought one car, a really clapped out, rusty Mustang. Really, it would not matter if I had bought this car in the day or night. It was what it was, a beater. Somehow as I was making my ways through my 20's, I managed to forget that lesson along the way. But first a little background to set the stage, so to speak.

Do you remember the 80's? Gordon Gecko said "greed is good", guys got to wear pastel colors clothing inspired by Crockett and Tubbs (that a Miami Vice reference in case you missed it), gals had big hair and we were all glued to MTV watching the same ten videos over and over and over again. And for a brief few glorious years the US Government allowed European spec cars into the US.

I had been reading *Autoweek* for some time and turning to those center pages with that tempting layout of classified ads, a treasure trove of exotic and sports cars waited. I lusted over them, reading all the details, calculating the prices based on current exchange rates, hoping I could buy one someday. But they seemed unattainable; after all I was in college and barely had enough to pay bills...let alone a Porsche or BMW.

But I noticed a trend. Many of these cars were so-called Grey Market cars, meaning they were European spec, but legal in the US. There was a loophole in the US Department of Transportation (DOT)/ Environmental Protection Agency (EPA) code where someone could import "a-once-in-a-lifetime" car that had to meet DOT or safety rules, but did not have to pass EPA regulations. This was a huge deal; the car could be Euro-Spec and that usually meant a more powerful

car with way more HP than its American counterpart. And to make these cars DOT legal in the US meant bars in doors, the correct lights but frequently could retain Euro-bumpers, not the HUGE US federalized versions. Man...I wanted one of those Euro-versions!

So I made some calls. I got the DOT / EPA rules and talked to some of the shops that did the conversions. Now I must admit, many of these shops were...ahhh....let's be frank here, not entirely ethical and honest in the methodology they used to make these cars "legal". There were raids by the US government, and a lot of cars got impounded, breaking the hearts of the people that had waited patiently for them to clear customs, but that is not our story here. For me it was the glimmer of hope that I could import a few of these cars and save enough money for one of my own.

I talked to a friend and we agreed to put together a business to bring over cars for our friends that wanted bad-ass Euro cars for far less money than the American versions. We presented our idea to many of them and they took us up on the offer. Our goal was to make a few bucks on each car, enough so that we could both eventually end up buying our own. But here was the best part, I would get to go over to Germany and buy them. Sweet!

Through *Autoweek* ads I eventually found a guy that seemed to be a pretty good source of cars and he set up a bunch for me to look at when I went over to Germany during the Christmas break. I went with two of my college friends, we hung out in Munich for a few days to get our bearings before they went on to party in cities like Amsterdam, while I went on to test drive prospective cars to purchase.

This guy I had discovered and befriended was a major character; a crazy German I will call Hans. He had this STUPID Mercedes 500SEC (the sexy 2-door coupe) that was deep dark blue with black tinted windows. It had a 16 speaker Kenwood stereo system and either Brabus or AMG tuning (not sure which). This thing was fast and it was loud...at least the stereo part. Because of the color and window tint, a lot of people thought it was an undercover German Polizei car and for the most part left him alone. He was fine with that as it meant that he could drive it fast...which was pretty much all the time.

The first time we headed out to look at a car, we had to drive about 100km on the Autobahn; Hans entered the highway and floored it. Funny thing, he never let up, until we had to leave the highway a few minutes later. We hit over 165mph (270kph) and I was scared and thrilled at the same time. It was an amazing feeling as the

highway compressed, the sides rushing in and the cars in the distance floating up right in front of you....now! We pulled up to an auto dealership that specialized in exotic cars and looked over the BMW 6-Series they had in stock. Then sales manager pointed to a red BMW 635CSi handed me the keys and said I needed to drive it.

AHHHHHHHHHHH!!!! OMMMMMMM!!!!!! I was in automotive nirvana. WOW, I had never driven anything like this before and he told me to take it out on the Autobahn to see what it would do. Smiling, Hans said that we would! With his thickly accented English accent, he told me I had to drive the car very fast, as fast as it would go. So we headed out, and I got it up to about 155mph (250kph) before I chickened out not wanting to push the BMW any harder.

We sourced many cars through Hans over the course of about a year and a half. But I want to share a couple more Hans's stories. One time over spring break, while all the other students were partying away in Daytona or Padre, I was across the pond driving and buying fast cars. There was a weekend where there were no cars to be bought so Hans suggested that we head down to the French Riviera to move his offshore boat from one port to another. We got in the Mercedes and drove non-stop, at top speed, passing slow moving Renaults, Peugeots, FIATS and everything else for the matter - our speed like a shock wave that drove the slower cars into the right lane. We owned the left lane, it was ours. We drove and drove, never below 140mph (225kph) until suddenly the car started missing and chugging. Then the fire went out of the belly of the beast and we coasted to a stop on the Autoroute. Great...stranded by the side of the road in the middle of France. No problem said Hans as he pulled a 10gal (40lt) gas can from the trunk and filled the tank. Wow...glad we did not get hit from behind.

We did move the boat; it was one fast mother, a huge offshore or cigarette boat with two Lamborghini motors. It was the first time I had to stand up in a boat as we hit wave after wave catching air. Hans knew of only one way to pilot this boat – flat out. Figures. It is like the time Hans and I picked up a brand new BMW M6 for one of his other US customers in Freiburg and had to drop it off in Munich. He asked me to follow him and when I reminded him that the car was brand new and the motor would probably be tight...he said there was only one way to break it in...fast. I had that car up to 160mph (260kph) and that Mercedes of his would just leave me. Man that huge 2-door Merc was fast.

Although we bought several more cars through Hans, I needed to find another supplier as he only specialized in BMW's and Mercedes (and we had a couple of Porsches that we needed to source) so I found another guy that had a lot of Porsches for sale. Hans did warn me to be weary of this guy, he had a reputation. What the reputation was, Hans did not say and frankly I did not ask. But I needed the Porsches and I was (at least in my mind's eye) a good judge of character. This guy had a huge operation in Karlsruhe Germany with a massive warehouse. I visited and was amazed by the size of his operation; there were Porsches, Ferrari's, Lambo's along with every imaginable type of exotic car that was sold in Europe. I bought 2 or 3 Porsches and arranged to import them to the US, but the tide had already turned in the US and the Gray Market was already starting to slow down.

I made one last trip to Europe; problem was I only managed to save a few thousand dollars for my own car. I called Hans and he had nothing in my price range, then I called the Porsche guy, he said that I should come by, maybe he had something. I arrived late, at closing time and it was already early evening, the late sun slanting through the tiny windows in the warehouse, the rays making the dust in the air sparkle. He said to look out back; there was a very clean 914 that he could let go for \$1400. It was almost pitch black as I peered through the dark to look at the car. \$1400? I could afford that. I wanted to like it, no I wanted to love it and it looked great sitting there low and squat, its red paint fading in the gathering darkness. I bought it. My first Porsche.

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.



AUSEFLUG SWM

2019

Saturday June 29

Meet at Allen's Supermarket in Bella Vista

10:30 AM

**Drive to the Cave for Lunch
then**

Drive to Whistling Springs Brewery



Please note: The road leading to the brewery is a dirt road with rock. The owner will grade the road before we come. Your Porsche will get dusty. The beer is worth it, trust me

Wheels for Meals



AUTO SHOW



Jasper, AR

July 27, 2019

11am~1 pm

at

Newton County Senior Center

10 am to noon Registration

\$10 Donation for Registrations

Anything with wheels can enter!

One trophy-Winner takes all
"Crowd Favorite"

Everyone gets a vote!

Lots of Giveaways

Lunch and refreshments sponsored by Woodmen Life. All donations go to support the Newton County Senior Center!



Contact: Tammy Casey 870-446-5531

tcasey@aaanwar.org

PO box 41, 100 E Clark St, Jasper, AR 72641

All proceeds from show will help support our Meals on Wheels program and help provide meals and wellness activities at the Center

Tech Tips



Reprinted from PMBPerformance.com

Many cars can benefit from a “Gravity Bleed” brake fluid bleeding method. It’s easy, generally takes less than 30 minutes and can be accomplished without an assistant for about \$10-15 in equipment.

What You’ll Need:

1 Quart of your favorite brake fluid

4-5 feet of plastic tubing sized to fit snugly over the nipple on the brake caliper (generally 3/16” internal diameter tubing)

An empty quart jar to hold residual fluid

A small pair of vise grips and the proper open-end wrench for your bleed valve (common are M7, M9 and M10).

The Procedure:

Jack the car up, support it “evenly” on jack stands, and pull the wheels so you access the calipers. You’re going to want to start with the longest line from the master cylinder first (usually the sequence is; passengers rear, drivers rear, passengers front, then drivers front).

Loosen the cover on your brake fluid reservoir.

Loosen all of your bleeders first with a very firm attachment of the ViseGrip pliers. Then, tighten them again so they are not weeping. The Vise Grips are especially important on the smaller M7 bleeders commonly found on early calipers because these smaller bleeders tend to get stuck and strip (yes, even with a 6 sided box-end or flare wrench). The later calipers have larger bleeders and stripping the hex is not so common.

At the first wheel, fix the plastic tubing to the bleeder then extend it up to a level that is “higher” than your brake fluid reservoir. It should hang down (from your c-pillar, or garage door frame or a supported stick) to the caliper. We like to tape ours to our c-pillar or roof of the car. Slide the plastic tubing over the nipple. Now slide the open-end wrench over the

nipple and open the nipple with the wrench.

You should now begin to see the fluid rise in the tubing. It will continue on this path until it reaches the height of the brake fluid reservoir in the car. This usually takes 3-4 minutes. At this point, we like to tap the caliper a few times with a rubber mallet or the wood handle of a standard hammer. You can usually see small bubbles rise up through the tubing, especially at the start. Check your brake fluid reservoir to make sure it is properly topped off. After all of the bubbles have ceased, tighten the bleeder, pull the tubing off the bleeder while holding the jar to catch the fluid. Continue on to the next wheel.

Do all four wheels this way, keeping an eye on your fluid reservoir and replenishing the fluid as it goes down.

If you have a car with a pressure regulator or a bias control valve, you’ll want to tap this valve during this first step and then drive the car once a pedal has been established. If you have new calipers and/or new pads, we now recommend that you bed your pads and in turn, the heat from this process will help break in the new seals in your caliper. If you are breaking in new caliper seals, your pedal will begin to come up with subsequent pad bedding procedures. Otherwise, with a stock system that just needed bleeding, you should be done.

For pressure regulator and/or bias control valve cars, we recommend you re-do the “Gravity Bleed” method once you’ve driven the car rather aggressively and bedded in your pads and seals.



Porsche People and Places

Mayfast at Hallett

article and photos by Dave Decker

Just another lovely day at the track; Cimarron Region does their usual great job in organizing the DE event, lots of Porsches and a few other track cars, Hays gets bumped up a class and yours truly is still swimming in the mire of blue class.

But you know what, I'm cool with it.

My lap times are not improving, still hovering in 1:50 minutes range.

Basically the same as the Boxster in a car with more horsepower and better braking. I'm not ready to run with the big boys in white class.



WRR Competition Division

So what gives? The Haysmeister watched my laps and worked with me on threshold braking or basically don't brake until you see God. I tried to implement what Mike was telling me and got some improvement or at least I wasn't being lapped by all of the other drivers. But not much change in the lap times. I'll get it eventually.

I couldn't stay for the second day of racing uh learning due to a previous commitment to a wine tasting (I know, it's a tough job but somebody has to do it). Mike stayed for the Sunday runs and I'm sure he thoroughly enjoyed it or as he likes to say "the most fun you can have with your clothes on." Me personally, I can't until Oktoberfest. I'm disconnecting the brakes!



article and picture by Dave Decker

WRR member Alan Lamb doing the keyboard duties for the Dawn Cates Band at Blues in the Natural State. The concert was held at the Meteor Guitar Gallery in Bentonville. A great set! You really need to hear Alan's intro to the Beatles' "Let It Be". So cool! The vocals were amazing also.

Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



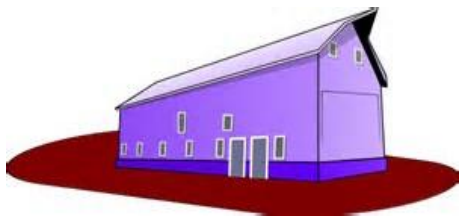
The Porsche 917 Concept Study – Celebrating an iconic legend.

<https://youtu.be/WwKJZwtiRT8>

Press CTRL-Click to open links

Until next time, Aloha





The Sale Barn

Nothing for sale



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

None

Renewals

Bill and Hope Allen (2018)

Charles and Beverly Beard (2015)

David and Linda Ferrell (2013)

Don and Nancy Marley (2015)

Chris Rader and Ethan Maestri (2018)

Vaughn and Julia Short(2009)

Ronnie Stowers and Debra Tolliver (2006)

Henry and Melissa Udouj (2009)

New Members

None

Transfers In

None

Transfers Out

Chuck Gay Transfer to: Musik Stadt (MSK)

PCA National Club Numbers

Primary Members 84946

Affiliate Members 46706

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 Haysammonman@cox.net

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Deckerwrrnews@gmail.com

