



White River Rolling

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



April 2020

Volume 4 Issue 3

wrr.pca.org

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On The Cover –

David and Linda Ferrell's 1982 SC Targa
being used for a photo shoot

Send me pics of your Porsche!

The Editor

2020 Calendar of Events

April 24-25: Jay Jackson's 2020 Spring Fling Miami, OK (canceled)

November 4-8: Porsche Palooza, Eureka Springs

More events to come after the Event Planning meeting



From the Wheel by the Editor

I received a notice in the mail a month or so ago stating that Automobile magazine had ceased publication. What?! I had been a subscriber since the first issue once I found out that David E. Davis, previous editor to Car and Driver, was starting a new magazine. Mr. Davis was an arrogant gentleman's gentleman but I loved his writing style. It was more in line with the writers of England's great car mags and his magazine did not disappoint. The writers he hired like Jean Jennings and Jamie Kitman were of the same vein. Great articles with minimum tech sheets. The notice asked if I wish to continue my subscription with Motor Trend and since I rather watch grass grow than read about SUV's, pickup trucks and Priuses (Prii?) that was big not.

It got me thinking about Porsche magazines. As my wife will contest I am a magazine hog. I don't read fiction, I read magazines. When I got my Boxster in April 2012, one of the first things I did was find Porsche-related reading. I found an Excellence magazine at the local Barnes & Noble and subscribed. Joining PCA gave me the crème a la crème Panorama and I subscribed on-line to an English mag called GT Porsche. I love the way the English write!



My concern is Excellence going the way of Automobile? Look at the May 2012 issue, my first issue, and the May 2020 issue. Big difference in pages! Sign of the times?! Will it cease hard publishing and go online or will it cease publication all together? I hope not. Granted I can only read GT Porsche on my iPad but I still prefer holding paper pulp in my hands. On top of the stack is Panorama. They are still a thick block of great reading and hopefully will continue so.

Keep those cards and letters coming.

wrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Members,

(Covid-19 Quarantine Day 20)

Here at the Zechiedrich compound, day-to-day life has pretty much remained the same. Of course, there is a lot more time now. We have been spending time taking care of tasks that need attention around the house and making memories with the kids. For me, these quarantined days are reminiscent of the school "snow days" that we used to have. On snow days, nothing had been pre-planned, so it really was a unique time. We've done a good job avoiding people, which is something Mel says I've been practicing my whole life (we have had a couple of unfortunate Emergency Room visits, more on that in a minute). We have plenty of food and we've made a trip to Eureka to pick up some BBQ from Bubba's (take-out only). Mel has made a couple trips to Aldi and we have plenty of toilet paper; although, Devo our whippet may have destroyed a roll or two. Thank you for the "excitement," Devo.

The first couple of days of the sequestering were a bit strange as the kids were somewhat nervous. One day Charlie ran to tell us there was a strange man coming to the house... She thought he may be a Hazmat employee or maybe he had the virus!! Turned out it was only the UPS driver dropping off some much-needed Porsche parts I had ordered the previous week. The girls also rounded up all our bottled water and counted it. Three bottles....and one of those promptly got poured out so they could use the bottle for a "very important" craft project! Looks like regular "sink water" will have to suffice as normal. I got sequestered to the garage for sneezing after using the leaf blower out on the deck, but that was just for a day. We do have some powdered water, but none of us know what to add!

I've been working in the garage while the kiddos complete their AMI assignments (Alternative Mode of Instruction) and Mel takes on the role of their teacher. As this social distancing continues and school remains out, the job of the teacher starts to get more difficult. Online teaching and video meetings with students are certainly a challenge. However, in my opinion, home-working is always better than work-working no matter what the profession. Back to the details about the ER visits....Brooklynn and Zane had a head-on bike collision that left Zane with 20 stitches in his forehead. Then Brooklynn fell from a tree and we all returned to the ER two days later. They are both doing fine now though!



I have tuned the Green Machine, which primarily involves adjusting the 46mm Weber carburetors. The tuning was complete after using the synchrometer (picture included if you have never seen one of these) on the carbs for about an hour, adjusting the timing, and changing the oil and two filters. When I came in to eat dinner with the family, Brooklynn commented that I smelled like gasoline and exhaust and Charlie confirmed it. Mel sent me to the outdoor shower. I thought the smell was fine! I smelled just like I always do after working on a Weber powered 911...it kind of took me all the way back to high school!



I hope to see everyone again soon, but until then we might as well make the most of our time away. You can look at it as an adventure and try to make the best of the situation....I know I will. Take care everyone, stay isolated, safe and healthy.

Leonard

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

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ZoneFive Update

by Chuck Bush
Zone 5 Representative
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I hope that you and your families are doing well and surviving the Covid-19 flu crisis of 2020. Without a crystal ball, I have no way of knowing how things will look when you probably see this note as the crisis evolves daily. Regardless, the health and safety of PCA members is PCA's #1 concern. In that light, I know you have seen a lot of cancellations, and there will probably be more. In a social club like PCA it is so hard to just stay home and not socialize with your friends! Hard to run a club when you can't meet or run events! I am really glad that we were able to do the President's meeting when we did. It was great getting together and sharing ideas.

It sometimes takes an event like this to make you really appreciate what you have, and in my case, how much I miss the weekly/ monthly interaction with my fellow PCA'ers. PCA National is working hard to keep the show running, but the uncertainty is difficult. It was a shame that the Treffen had to be cancelled, but they were given no choice by the Broadmoor. It is good that we have more time to see how things develop for Parade. At least we had the time to push off Phase II registration for a bit.

I encourage you to keep engaged with your PCA friends. I have seen the virtual car shows on Facebook by a couple of regions. Facebook, Instagram, email, texts and phone calls are a great way to keep in touch and make plans for future events. I was recently assigned a conferencing account by PCA. If you would like to use it to have discussions within Zone 5 or do virtual board meetings with your folks, please let me know and we can discuss.

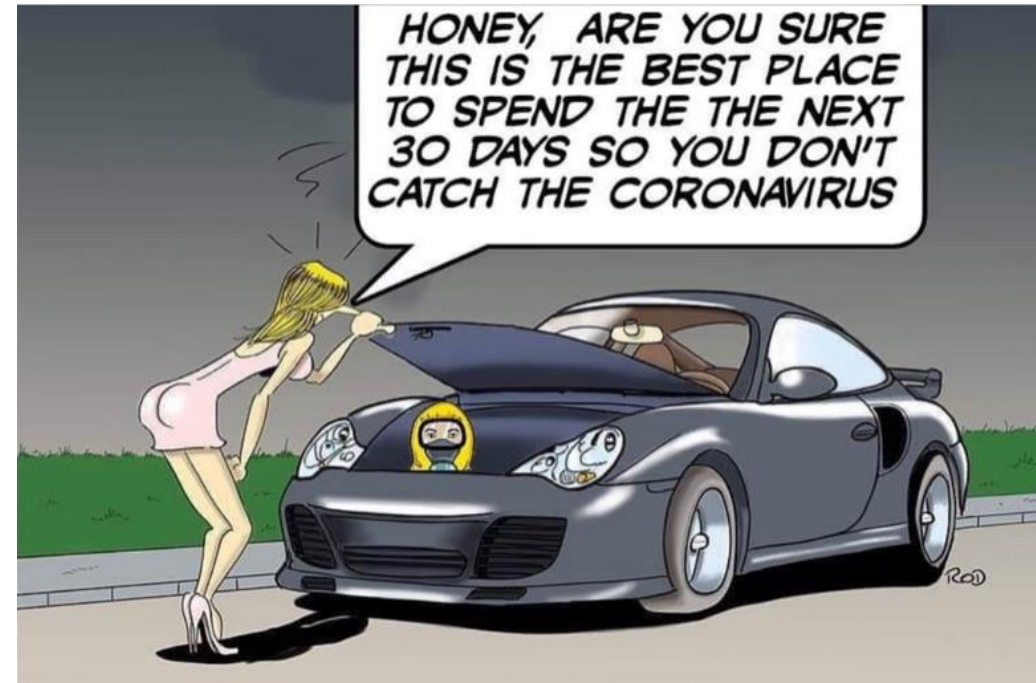
Everyone wants to know how to help in a time of crisis. One way is to stay engaged with your friends. Check in virtually with them and make sure they are doing OK.

I look forward to seeing you out on the road!

Chuck

Disinfecting Your Porsche

In the wake of the Coronavirus, we are all cleaning, disinfecting and sanitizing more than ever. **But most household cleaners can RUIN vehicle interiors.** No to bleach, yes to benzalkonium chloride; follow dwell time on bottle. Use on key fob, interior & exterior door handles, touchpoints - rearview mirror, wheel, knobs, touchscreen (careful with chemicals), seat belts, etc. Window tint blocks UV so viruses can live easier inside your car.



Porsche People and Places

The Rides of March 2020

Text and photos by Dave Decker

There's a point at 7,000 RPM... where everything fades. The machine becomes weightless. Just disappears. And all that's left is a body moving through space and time. 7,000 RPM. That's where you meet it. You feel it coming. It creeps up on you, close in your ear. Asks you a question. The only question that matters. Who are you?

— Carroll Shelby,,, Ford vs Ferrari

I didn't run the whole track at 7000 rpm's but I did bounce off of it several times on upshifts from 2nd to 3rd between turns 2 and 4 and turns 9 and 10. Love that 3.4!

The track conditions were not optimal to say the least. If it's raining in Tulsa, it must be DE day. And cold, miserably cold rain but Porschephiles shall carry on. The WRR Competition group consisted of Leslie Morse, myself and rookies Reece Williams, Eldon Boone and his son Sam. I had printed off a booklet of the Hallett track showing individual curves as a study guide. Leslie, racer and DE instructor extraordinaire, used it to show me the best line on a wet track and to help get the Boone's on the right track.



Cimarron did their usual fantastic organization with tech set up inside a paddock out of the rain next to registration. They do keep things running smooth in the face of adversity. And wonders of all wonders, yours truly got bumped up from blue to yellow. You would have thought I won pole position at Le Mans! It could have been because there was only one other registrant in yellow and the

powers to be saw that I had been blue since Porsche started making the 356 but I'll take it!



Sam Boone in his Japanese 924 (Honda S2000) started his first heat just as I did in my first DE, without an instructor, and he had the same first experience as I did, a spin out on turn one; the tricky little devil it is. Leslie stepped in as Sam's instructor on his next heat and things went much better after that. Dad Eldon had a smooth couple of heats but then decided to convert his Boxster into a mud plow on turn ten. Again, I had experienced the same in my early DE days. Believe me, those tire barricades surrounding the track look the size of Bud Walton Arena when you are sliding toward them while praying you don't hit them. The Boxster suffered no damage other than a new brown paint job on its lower panels. From what I could tell Reece was having a good day in his gorgeous black Cayman. The best thing is Reece and Eldon rented a paddock so I could keep my stuff out of the rain, bless y'all's pea-pickin' hearts.



I had installed new bushings on my rear stabilizer before Saturday and I could definitely tell the difference in control although under acceleration between turns 7 and 8, I did a bit of a rear end skip. Overall good runs with no hiccups but lap times were higher with the lingering thought I still had to drive the Beast home. On heat four, I was getting a slight stumble when accelerating so called it a day. Also the wife's birthday plans for the evening was flashing warning signs in my brain. I tried to explain that it would be another seven years before the Rides of

March will fall on her birthday but she wasn't buying it. I determined later in the week the stumble was one of those wonderous things on the M96 engine, a failing air/oil separator.

I believe good times was held by all. Eldon and Sam stuck around for Sunday's heats and I'm sure we have some definite converts now.



Rides of March Post Mortem

In case anyone is wondering what a failed air/oil separator does, it dumps oil into the intake manifold like a very expensive clogged PCV valve, fouling spark plugs and generally reeking havoc. Mine was cracked and it probably happened during a track lap. Many thanks to Mr. Wayne Dempsey on the replacement instructions in his book "101 Projects For Your 911...996 & 997". But I still don't know what planet he is on. Three hour job?! Try two and half days but then you got to, one; know what you're doing and two; know what you're doing. His first recommendation was to drop the engine. Yeah, that was going to happen. Great book though, a bible for 996 owners.

While I had half of the engine apart, I decided to replace the coolant recovery tank since it is also a high failure item and I don't want to do this again. It was a nice Jeremy Clarkson teeth yellow so it was probably the original. I want to meet the German engineer that designed the bugger's placement in a dark alley. I also replaced the alternator just because it was easy to get to. Serpentine belt was replaced last year and all pulleys seemed good. While I was thumbing through the book, Dempsey had another chapter on oil starvation in the 996. This is especially true in high performance driving such as DE events. There are several ways to increase the oil capacity. I probably will go with the larger oil pan when I feel up to tackling it.

Cary's Corner



Some Porsche and other miscellaneous ramblings from the search engine of Cary Haramoto

1.5 hours long ENDURANCE: The Documentary about Porsche at the Two Toughest GT Races <https://youtu.be/Lvbkr-nXpIE>

Light reading

<https://www.caranddriver.com/reviews/a31469330/porsche-959-history/>

<https://www.autoblog.com/2020/03/16/best-car-shows-movies-streaming/>

(press Ctrl-Click to activate link)

Until next time.....Aloha



The intake chambers of the Beast

If I'm going to continue doing DE's I should look into some other changes. Mr. Dempsey also recommended changing the oil filter from the paper element to the more standardized canister type. Rennline makes a kit to do so.

Major religion was lost in this mechanical uprising but the Beast runs much better now.

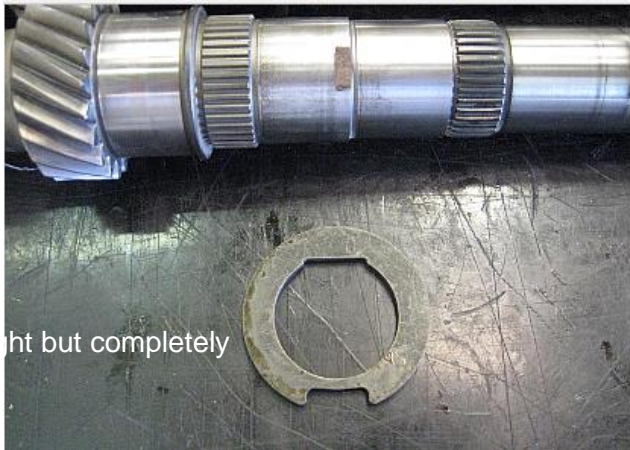
Tech Tips



996 MAINSHAFT TECH TIP (REPRINT FROM

GBOX WEB SITE)

The 996 mainshaft has a keyed thrust washer between the 3rd and 6th idler gears. This washer is keyed to a slot on the mainshaft. The washer will rock in the slot until it damages the mainshaft and the shaft will then need to be repaired or replaced. In the worst case, the hardened washer will shatter and the pieces will run through the gears. This is a very common problem and needs to be checked any time the gearstack is apart.



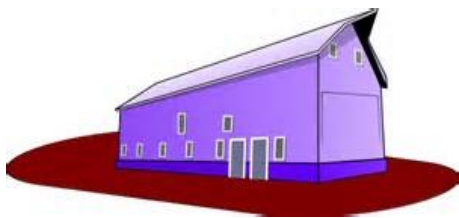
An undamaged mainshaft has crisp keying slot edges.



The flat on the washer will elongate the keying slot by rocking.



The flat on the washer will wear leading to failure



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Case.capshaw@gmail.com

Region and National Membership Stats

by Mike Hays

White River Region Club Members

Total Primary Members 99

Affiliate Members 57

Total Region Membership 156

Test Drive Participants 1

PCA Juniors 6

Lapsed 1

New White River Members – 0

Renewals

Bob and Vicky Rokeby (2004)

Robert Zierak (2015)

Reece and Renee Williams (2017)

Clyde and Alice Hayre (2017)

Transfers In

David Stobaugh from Ozark Region (1999)

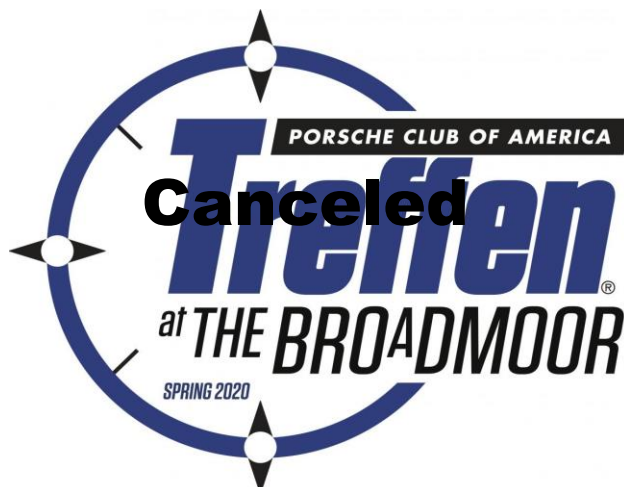
Transfers Out - 0

PCA National Club Numbers

Primary Members 87158

Affiliate Members 47806

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 sharkey928@gmail.com

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker wrrnews@gmail.com



Registration is now open