



White River Rolling

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

...like a bat out of hell

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On The Cover –

Happy Halloween! I've been saving this picture idea all year with apologies to Meat Loaf and Jim Steinman, My '99 996. Picture by the editor
Send me pics of your Porsche!

2020 Calendar of Events

Oct 18. Devil's Den Cookout. WRR members should meet at Drake Field in Fayetteville at 10:00am

Oct 31. Ausflug SWM to Bear Creek Winery

Dec12. WRR Christmas Party

Dec17. Bayyari Elementary Gift Giving



HELLO ALL,

JUST A REMINDER THAT WE ARE HAVEING OUR USUAL DEVILS DEN COOKOUT ON SUNDAY OCTOBER 18, 2020.

WE HAVE AGAIN INVITED THE WHITE RIVER REGION TO JOIN US FOR THIS EVENT.

WILL MEET AT 8:30 AM ON SUNDAY, AT THE QUICKTRIP LOCATED ACROSS FROM THE HARDROCK CASINO. MAKE SURE YOU HAVE A FULL TANK OF FUEL.

THE CLUB WILL PROVIDE BRATS AND BURGERS, FIXINS AND BUNS. YOU CAN BRING A SALAD (SLAW, POTATO, MACARONI, ETC.) OR A DESSERT. ALSO PLEASE BRING YOUR BEVERAGE OF CHOICE.

THE ADDRESS FOR DEVILS DEN STATE PARK IS: 11333 WEST DEVILS DEN ROAD WINSLOW, AR. LEE CREEK PAVILION. APPROXIMATELY 110 MILES.

PLEASE RSVP TO STEVE CANADA

@scanada@cox.net or call 918-671-1499 or BILL JACOBI @ bjacobi@sbcglobal.net or call 918-694-1261
BY OCTOBER 15, 2020, SO WE KNOW HOW MUCH FOOD TO PURCHASE. HOPE TO SEE YOU THERE COME RAIN OR SHINE!!!

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From the Wheel by the Editor

Greetings everybody! Did you miss me? I sincerely hope you are healthy and at least getting your Porsche out when needed...like all the time. This is officially the biggest issue I've done thanks to Cimarron region's super wordmaster Greg Petzet. Aces my friend.

Even though the Parade was canceled, some of the contests were carried through including the newsletter and website judging. White River Region got an award in the newsletter category for the third year in a row. We hit second place in the judging. Unfortunately the website didn't break into the top three.

I got dinged and lost points on no table of contents so the newsletter now has one although I don't think it is needed. No committee heads? Yeah right. I also lost on not enough white space. Not sure I understand that. I feel I do a concise, tightly constructed newsletter. The judges also commented that the articles tend to be written by one person. Well, duh!

I was disappointed that we didn't get recognized for the website. It's a lot of work and again it's my interpretation of what a website should look like. I am reviewing the winners to see what the judges are looking for and will adjust ours accordingly. Congrats goes to the Big Island Hawaii region for their website win! Aces Gunner! We will compete in a different division next year because our membership has exceeded 100 members so more fun ahead!

My daily driver is in the shop so the Porsche has been my ride of late. Not complaining because driving the Porsche is a joy even if it does leave oil spots on the garage floor. Time to replace the rear seal. Argh!

wrrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

(Ed note: This article was originally to appear in the publication Petrolicious so it is in "third person" format.)

Words by Greg Petzet pictures by Leonard Z or as noted

5th Grader's Flare for Porsche Gets Checkered Flag

Flashback:

The year is 1976 in Van Buren, Arkansas. Leonard Zechiedrich is in 5th grade; he's age



*Earl Zechiedrich & his first Model T
(1948; Shreveport, LA)*



*Earl Zechiedrich & Jaguar XK120
(1959; Galveston, TX)*

10. Leonard's Dad, Earl, teaches physics and auto mechanics. Earl is a car guy; Model T, Model A, Dodge Brothers, International Scout, Saxon, Austin Healey, MG, Nash, and even an Amphicar! He once bought a Jaguar XK120 from A.J. Foyt! Almost as early as Leonard could stand on two feet, he'd help with whatever he was allowed as Earl maintained those vehicles. Even before that when a 2nd grader, age 7, Leonard had gotten his own first vehicle, a silver Honda XR75 motorcycle.

The Zechiedrich family portrait was pretty much one of an average American unit. Not poor, not wealthy, but with enough resources to enjoy life and pick and choose a lifestyle within their means. Almost every year during Leonard's elementary school stint, the family would drive the Model A from Van Buren north to the Ozark mountain town of Eureka Springs, Arkansas (sometimes referred to as "Little Switzerland,") for an annual event staged by the Antique Automobile Club at the Best Western Inn of the Ozarks.

Back in those days the trip of about 100 miles each way, driving on old route 71, was fraught with dangerous curves and elevation changes, besides taking 5 hours puttering along in the Model A. But being a part of that experience, making the trip, seeing all the cars and the camaraderie of folks who brought them, made an indelible mark on Leonard which ultimately fueled a brainstorm 30 years later.

If you watch football on TV, then you've likely seen that when one player shoves or slaps or makes a late hit on his opponent, the "victim" retaliates, the officials see the retaliation, the initial "attacker" pleads innocence while the "victim" gets the penalty. Why is that important? If you will, that's sort of what happened to Leonard, and why he was expelled once from school and forbidden to play school sports twice!

Here's what he had to say about that: "I did not start fights. I never started fights, but I did not like to be picked on or messed with. I didn't like it when my classmates or friends were picked on either, and I had a hard time just ignoring that or turning the other way, and it did get me in trouble. I had little tolerance for rude people with bad intentions. Dad always gave me the same advice, 'You can't worry about all the rude people and bullies of the world, just walk away.'"

But maybe things happen for a reason. When Leonard switched to a private Catholic school in 5th grade, his Dad, Earl, in addition to teaching, drove a school bus for Northside High School. Dad would drop Leonard at school and retrieve him after. Their route would take them past a German mechanic's garage, and the first time Leonard saw the two Porsche 930 Turbos, one Oak Green with Cibie lights on the front bonnet, and the other one Black, with their wide body haunches and whale tails parked out front, at least one aim in his life was permanently defined. If it happened today one could imagine his mouth dropping wide open like those folks in the pick-up truck commercials when they see the "multi-function" tailgate for the first time. Definitely an OMG moment. And although Leonard may not have realized it at the time, that moment was the birth of "the first day of the rest of his life!" More than once Leonard would skip school after lunch and walk to that garage just to gaze at those two automobiles.

Maybe the **"tudes"** had something to do with it. Longitude 35° N, Latitude 94° E, **Aptitude** 99.9% (nobody's perfect!) Except around "those parts," possible cosmic forces dictated most folks preferred pick-up trucks, family sedans, and of course the younger ones went for American muscle! The latter, to be kind, favored more by the "good ol' boys." Later, it was some of these same good ol' boys who didn't care for Leonard's sports cars and would challenge them on the streets.

But more likely it was DNA! The X's and the Y's, the traits and characteristics handed down from conception, and then appropriately so, turbo charged into Leonard's physiology. It sounds far-fetched, doesn't it?

Fictional or fantasy. But it's all real! We are arguably nothing more than the sum total of our environment and experiences as they are parsed out and interpreted through our DNA, our X's and Y's, and all that. Anyway, you just have to go with it here and now. Let's go back to the facts. Fast forward:

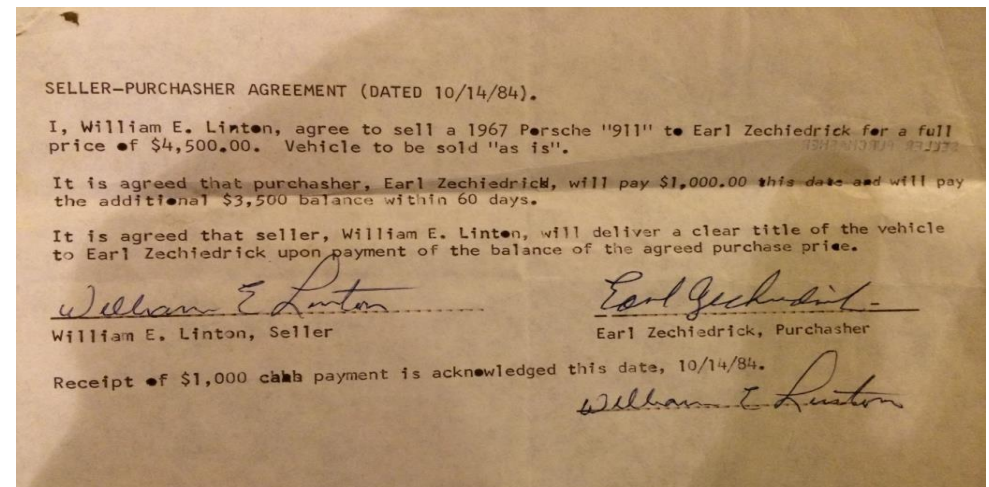


Fast forward

When he'd reached his teens, his Dad told him to get in the Scout, as they were going to pick up Leonard's first car. Up to that point he'd had only mopeds and motorcycles, so he was enthused with anticipation. Leonard remembers, *"Imagine my surprise when we pulled up next to a burned house with a half-baked Triumph Spitfire sticking out!"*

Father and son took the car home and they rebuilt it, and later traded up to and rebuilt a Triumph TR7, and finally a TR7 convertible. Each Triumph had been an improvement over the one before. But after a blown engine and two sets of stripped differential spider gears and additional problems, he says, "By that point I had convinced my dad that I was in need of a German-engineered upgrade."

Dad found a 1967 2.0L Porsche 911 mostly apart and in boxes. Teacher Earl and most attentive student, Leonard, went to work on the engine. Leonard toiled over the body, especially concentrating on morphing the standard narrow body into his long lived and loved wide body vision from his childhood revelation.



Certainly, OEM Porsche flares were prohibitively priced. So, Dad and son made a trip to a local wrecking yard, which was sure to not have any Porsche flares like he wanted, or even any Porsches at all for that matter. However, they searched and measured and made a deal on a pair of flares. The wrecking yard guy wheeled out his oxy/acetylene rig and severed the necessary parts from, wait for it . . . an AMC Hornet! The chrome trim around the wheel well even remained in place, although rattle-canned semi- flat black!

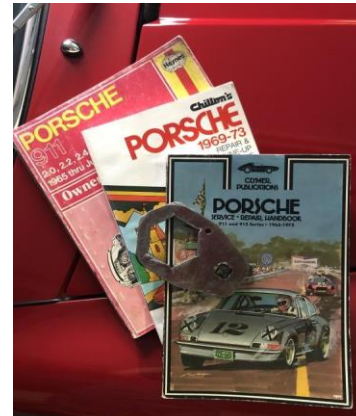


Leonard & friend, Heath, experiment with an IROC tail & RS front spoiler added to the narrow body '67 911

Leonard adds: "As we worked together, Dad and I just figured things out as we went along. The lessons I learned during those early years are still with me today. We didn't live in a Porsche mecca where there was a Porsche repair shop or expert on every street corner. For instance, when dad and I were initially trying to figure out the cam nut removal process without the 'correct Porsche tool' we went to a semi-local import repair shop, which we knew had a 911 with a disassembled engine. I very clearly remember dad asking the mechanic about the cam nut. The guy showed dad the nut all right, but it still had three inches of cam in it. The cam had been snapped and the mechanic was in the process of drilling and tapping the cam back together! As we were walking out of the shop dad whispered to me, 'we don't need their help!' Dad asked the teacher from the machine tool class at Northside to cut out a 'cam tool' from quarter inch steel (see photo). I still have it today, although I now have and use the correct tool."

Upon initial "completion," the 911 ran great. About a year later though, after an evening of cruising around town, a group of local car guys met at one of the area "racing strips," a two-lane bridge over the Arkansas River. The little Porsche was outrun by a hopped-up Olds 442. Right then it became apparent the little 2.0L wouldn't be the king of the town racing scene in its stock configuration.

Leonard recalls, "Yes, I knew what 442 stood for and that it had an enormous 455 cubic inch engine, but it was still disappointing. There had been other losses, but with this one I knew I was going to need more power. I didn't take losing lightly!"



So, Leonard ordered a book on modifying Porsche engines: Bruce Anderson's Porsche 911 Performance Handbook, and discovered secrets to making more power from the 911 engine, complete with technical instructions for the DIYer. "Remember," Leonard says, "there was no internet in those days, no professional guidance within hundreds of miles, and certainly no Porsche specialty shops. Ordering anything meant a long-distance phone call, which my parents would not approve of, and more than a week awaiting parts that may or may not work!" Anderson quickly became one of Leonard's Porsche heroes. Leonard gets technical: "In Bruce's book I read about enlarging the 2.0L engine utilizing 2.7RS pistons and cylinders. But, again, those were very expensive parts for a kid with parents who were both school teachers. I was fortunate to stumble upon some used 2.7 CIS pistons and cylinders that were being thrown away in favor of a set of "real" 2.7RS upgrades. I literally picked up the used pistons and cylinders off the floor at a shop in Monett, Missouri, owned by a guy who occasionally worked on Porsches."

Earl and Leonard had the case bored and in went the CIS replacements.

Upon starting the modified engine, it was unacceptably noisy. So, they pulled the engine and upon disassembly discovered each piston had come in contact with its intake valve. Leonard speaks, "If you're familiar with the CIS piston, it has an unusual crown on one side to aid in combustion and it does not work well with high lift cams utilized by early 911 small displacement engines. I was

crushed! But Dad already had an idea as he was a 'get it done' kind of mechanic, not a 'spend more money on expensive parts' kind of mechanic! Dad drew out a semi-circle on the crown of each piston, and six bench-grinding sessions later, back in went the pistons, this time with sufficient valve clearance." And thus the 911 with the Hornet flares and souped-up engine realized a substantial gain in horsepower. Leonard went in search of that 442, but he never saw it again!

Fast forward:

After decades of building, modifying, and collecting early air-cooled 911 Porsches, this brings us to the story of The Green Machine, the culmination and realization of a dream project completed over many years. Leonard's vision, inspiration, and imagination, coupled with plenty of Porsche-peration, produced this Lime Green (kunsthartzlack 137) rocket made up of an amalgamation of Porsche parts from three decades. A one-of-a-kind "hot rod" almost entirely mechanical and raw, yet still holds its own against newer machines with all their computer-controlled wizardry.



The final evolution of the '67 911 with Hornet flares, turbo tail, short stroke engine, Yellow bird Bloom Yellow paint, 15x9 rear Fuchs and early Recaro seats

Photo credit: Jeremy King



Don't misunderstand, Leonard is not "AUTO-immune" to non-Porsches. He has bought and rebuilt and modified and still owns and collects other notable vehicles. He can't help himself. It's the DNA, the X's and the Y's. Like his father Earl, Leonard is a high school teacher, and his hobby is in the garage and behind the wheel. Most of all, he is a husband, and a father to three children and various adopted pets. aspects of Leonard's projects, including this 1974 911 in Mexico Blue (kunsthartzlack 336) with Carrera 3.0L, on his hobby website www.the911den.com.

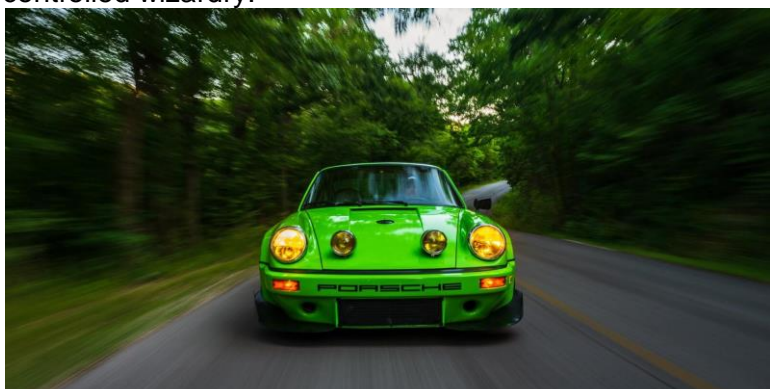


Photo credit: Jeremy King



Photo credit: Jeremy King
War Eagle Mill – Rogers, AR





So, what about that brain storm some 30 years back? Knowing most of the annual national Porsche club events took place more than 1000 miles from their home, and taking inspiration from the memories from his youth, Leonard, and wife, Melody, founded Porsche Palooza in 2005, in Eureka Springs, Arkansas.



Palooza has grown exponentially over the years, from 57 Porsches in 2005 to more than 600 people in their 350 cars from 22 states and 32 club regions last year. Sadly the 2020 version has been canceled due to the worldwide health situation. But that will definitely ensure next year's event (#16) will be better than ever. Porsche people bring their automobiles to Northwest Arkansas from the east coast to the west, and from Minnesota to Texas, and many states in between. Imagine hundreds of Porsches, literally of every iteration, snaking along and through the curvy, twisty, mountainous tree-lined roads of the Ozark Mountains. Take it from someone who has been to

every one of them, the experience is, well, indescribable!



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PORSCHE



ZoneFive Update

by Chuck Bush
Zone 5 Representative
Zone5rep@pca.org



I know there is lots of frustration out there with COVID. There are so many mixed messages on what is safe and unsafe. PCA has a wide variety of enthusiasts with the common love of Porsches. That doesn't mean we agree on everything though and how to deal with the ongoing pandemic is no exception. You have some members that are reluctant to participate in events that expose them to the possibility of infection, some with not a care in the world and many trying to pick a path in the middle that balances risk vs maintaining a normal life. In general, the club will continue to air on the side of caution, and certainly abide by state and local guidelines. The vast majority of our members respect that and while disappointed when events are cancelled understand the reasoning.

That being said, there is no reason we can't find work arounds to get out and enjoy some Porsche therapy. Waivers and COVID plans have become the new normal for regional leadership, and there are still a lot of fun events happening across Zone 5. Driver education events, autocrosses, rallies, drives, and socially distant socials are happening with greater frequency. They are just different than normal. More restrictions and less personal interaction is frustrating, but at least we are getting out there. Thanks to all the folks that are working through the restrictions and finding ways to safely enjoy our cars and each other's company. If you have creative ideas on holding events- Zoom socials, sim racing, contactless concours and so on, work with your region leadership to bring them to life. In the meantime, be safe, be patient, and we will come out the other side of this stronger than ever.

Hope to see you out on the road soon!

Chuck Bush
Zone 5
Porsche Club of America

WELCOME TO THE NEW WHITE RIVER REGION WEBSTORE



The official White River Region store is open for business. The store is on the WRR website or you can order directly from the PCA webstore site.

<https://whiteriver.pcawebstore.org/>

(press Ctrl-Click to activate link)

So now you can improve your summer, fall, winter and spring wardrobes with some serious WRR fashion. If you place an order please let me know what you think.

Ausflug SWM to Bear Creek Winery



The annual drive through some of SW Missouri's best Porsche roads will be Saturday, October 31. We will meet at the MacaDoodles in Jane, MO (just across from the MO/AR border on Hwy 71) at 9:30 AM and leave at 10:00 AM. The route is 89 miles of some serious twisties and straights to Bear Creek Winery. There will be wine tastings, local craft beer and pizzas. Website www.bearcreekwinecompany.com . We should have everybody back in time for trick or treaters.

Bayyari Elementary Gift Giving

Words by Sharon Hays

Good news!!! In a year gone totally whacko one thing will still be mostly the same. Bayyari Elementary has asked us to sponsor Second and Third grades for Christmas this year. In order to comply with social distancing guidelines, we will be able to go to the parking lot as we normally do and give the children their bags. However, they won't be able to open them until they get home. The down side is there are no field trips allowed nor is there outside food allowed the day of classroom parties. So we won't be able to take them on the train ride this year and we won't be able to pizza bomb the classroom parties. However, we can spoil them silly with the gift bags. We have 75 second graders and 100 third graders.

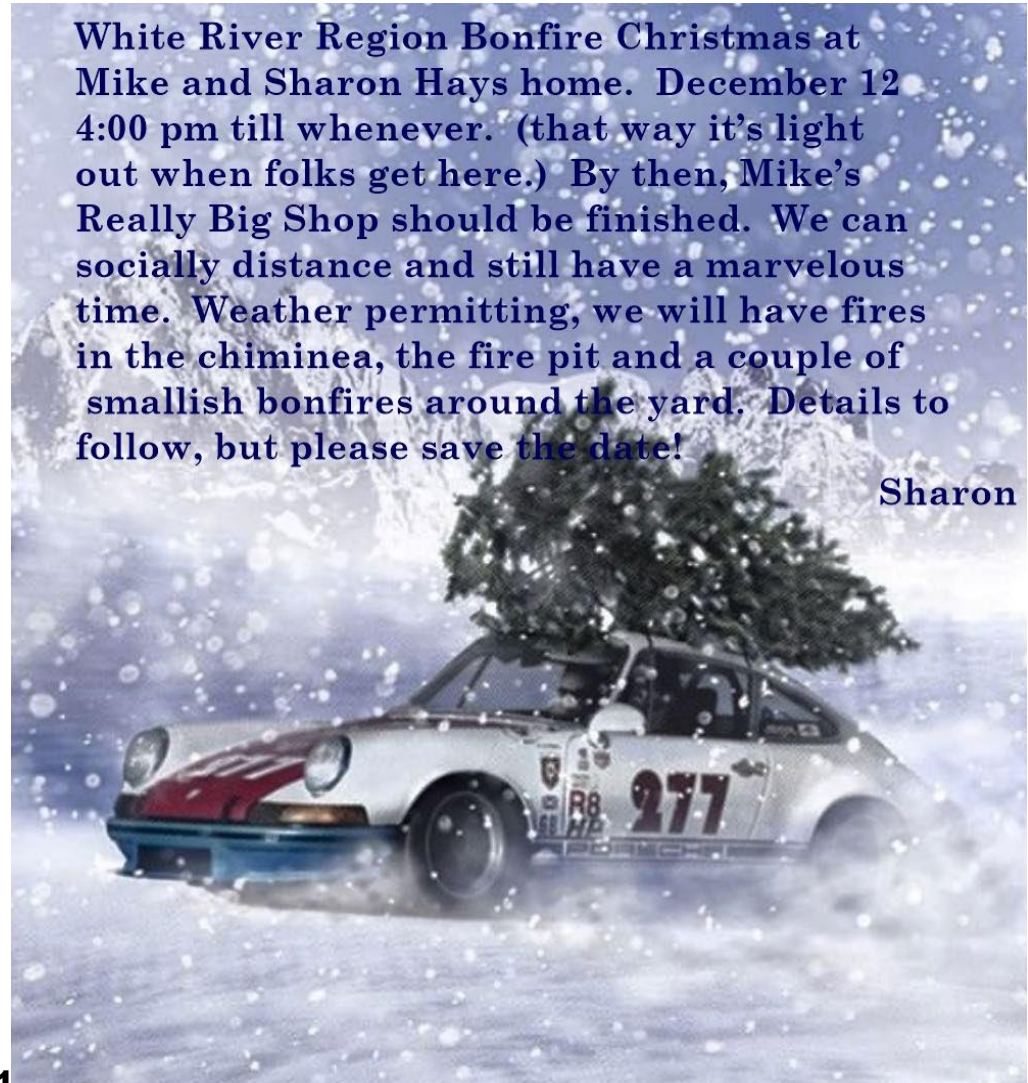
The new counselor said the food pantry has been a tremendous benefit to the students and their families. Last year we were able to donate \$500 to the food pantry. That allowed the previous counselor to put \$100 worth of Aldis groceries in the pantry every month through the end of May. Right now, the school is struggling to keep the pantry stocked. If we have enough funds after gift bags, I would like to put money towards that food pantry as it helps the entire school.

Ok dates to remember! The last day all the children will be in school (hopefully!) of the semester is Thursday, December 17. We will plan to deliver the gift bags that day. We usually shoot for around lunch time. I will check with the teachers and see what time works best. I will need some shopping elves to help me select books and Little Debbies (they can have food in the bags, it must be individually wrapped) on Monday December 14 probably around 10:30 in the morning at Once Upon a Time Books in Tontitown. I will need bag packing elves to help at my house on Tuesday, December 15. We can get that started around 11:00 in the morning, and I will plan to feed my crew. That gives us one day between packing to panic, recount everything 3 times and possibly go on a

mission to buy things to fill in gaps. (that's just how we roll!) I have started the account off with a bit of seed money. If you'd like to help it grow, please send a check made payable to Sharon Hays to 134 N. Pleasant Ridge Drive, Rogers, AR 72756 in whatever amount you would like. Also, Cary Haramoto and his lovely wife, Marlene Samuel will be raffling off a week's stay in their condo on the Big Island of Hawaii. For every \$50 a WRR member donates to the Bayyari fund, that member's name goes in the raffle drawing. The more multiples of \$50 you donate, the more entries you earn. Thank you all for being willing to help with this again this year. It really is the highlight of the holiday season for me and several other folks in the region.

White River Region Bonfire Christmas at Mike and Sharon Hays home. December 12 4:00 pm till whenever. (that way it's light out when folks get here.) By then, Mike's Really Big Shop should be finished. We can socially distance and still have a marvelous time. Weather permitting, we will have fires in the chiminea, the fire pit and a couple of smallish bonfires around the yard. Details to follow, but please save the date!

Sharon



Porsche People and Places

Trip to Corvette Heaven

Words and pictures- Dave Decker

Quick! What has 495 hp, weighs 3366 lbs and looks like Marilyn Monroe with wheels? You could say the “new” 992 but you would be off by 52 hp less and 16 lbs more. I’m talking about the 2020 C8 Corvette which your delusional editor had an opportunity to drive on a genuine race track.

The journey started with a beer and nachos discussion between me and my Harley buddies. Duane had been following the development of the new ‘Vette since its announcement and was seriously thinking about buying one, Max drives a C6 and wanted to compare, Craig just likes Chevrolets and I’m up for anything. I contacted the Corvette Museum in Bowling Green, KY and they have a track experience program for the beastly sum of \$299 to drive the new ‘Vette on the NCM raceway across I-65 from the Corvette manufacturing plant. What was way cool was you can drive your own car on the track for \$75. Me and my Porsche on new racetrack....definitely! Reservations were made and the trip planning began.

I was going to need to be in Richmond, IN on Saturday 8/15 for my niece Sami’s wedding so the track date was set for Tuesday, 8/11. Craig had to bow out due to previous plans but the rest of us headed out that Monday morning. I went the I-44/64 direction so I could meet up with my son Chris for lunch, the rest went south to I-40.

I’m a little apprehensive in driving the 911 in 100 degree heat at interstate speeds in fear of overheating. I connected an OBDII dongle and fired up the Dash Command app on the iPad in order to get a true reading of engine temp plus a few other jollies like hp, torque, shift points and fuel consumption. I had installed a 160 degree thermostat earlier so it would be interesting to see how it would affect temperatures. She bounced off of 215-220 degrees in St. Louis traffic but other than that my worries were for naught. I met Chris for lunch in O’Fallon, IL with hopes he would drive his 944. Father and son Porsches side by side. Very cool.

There was a 30% chance of rain so he decided not to. Gawd what have I raised!

I met up with the gang the following morning by the museum and we headed to the track. Our reservations were for noon so we had a couple of hours to kill before launch. Due to Covid-19 rules only participants could be in the track area. We signed the necessary waivers then headed up to the outside balcony to watch the action. It wasn’t long



before some dude came and said I was up to drive the Porsche on the track. Yay me! The process is you follow a lead car around the 3.2 mile track for four laps maintaining approximately 6 car lengths back. The pace car will go as fast as you are comfortable driving. The first lap is for learning the track then the real fun begins.

Sweet baby Jesus, what a track! Going clockwise, I watched the line the pace car took on the first lap, noticing most of the curves are early apex approach then swing wide into the straights. Vettes are long legged beasts. I recall from my early days of auto-crossing with the British car club that the Corvette club would always complain the straights weren’t long enough. NCM is definitely designed for Corvettes. Using the Harry’s Lap Timer app, I later saw that I was hitting between 90 – 105 mph in the straights before approaching a curve. My friends in the balcony said I looked real cool and they could hear the flat six’s scream. There is one particular part of the track which is a severe elevation change. You know that weird stomach feeling when a roller

coaster drops; you got it on this curve. This was also the first time I had the Porsche out on a track with the new rear spoiler. I don't have a front spoiler per se so there was concern I would have front end lift at speed but there was none that I could tell and my baby's butt was well planted on the track. I bounced off a far right rumble strip a couple of times but other than that I had a great line. Can't wait until I can drive Hallett again with this spoiler.

My laps were over way too fast and then it was time for our group to take to the track. Three 2020 Vettes were rolled out to the staging area; black, red and white. Naturally I picked the black one. It was decided earlier that I would be the lead car since I had track experience then Duane and his wife Lisa in the red then Max and his lady bringing up the rear. I literally climbed into the Vette's driver's seat. I thought I was well planted in The Porsche's GT3 seats but you are definitely enclosed in the Vette's. My buddy Duane is a big guy so I knew he would have problems. Once you fire it up, the V-8 behind you settles into a beautiful rumble. Gawd, I love V-8's! I felt like I was inside of a PC with all the electronic screens coming to life. I decided to let the car do the shifting because of my unfamiliarity with little silver paddles on the steering wheel.

The pace car, a blue Camaro, rolled onto the first straight with me directly behind him. The pace was a little more reserved since I assume you are driving their property and not yours although the heads up display on the windshield registered in the 90's. The rule is you wreck it, you buy it. I could see Duane in the rearview mirror with considerable distance between us. The Vette handles like it is on rails. Chevrolet did their homework on this one! If the lottery comes my way, I will be at the dealership the same day. I find it interesting that GM can offer this amazing car at \$60K and Porsche demands \$100K for a 911. Mary Barra, I love you! Of course in my book if you can afford one, you can afford the other. I embarrassed myself after we pulled back into the pit area. I couldn't unlock the darn thing to get out. The instructor had to literally show me. Geesh!



Duane was disappointed that it was too tight of a fit and thus would not be buying one. Max felt it was too much car for him compared to his C6 but definitely it was time and money well spent to experience such a car in its environment.



Me, Max, Tami, Duane and Lisa

After the drive we proceeded to the Corvette Museum. This should be on any car nut's bucket list. Displays of every Corvette model since 1953 is set in a diorama of their time period. I especially enjoyed the 1958-1962 display. The tour is self paced and there are a million plaques to read explaining the reasoning behind each model plus several concepts are shown. One interesting display was the sinkhole. This is where the ground opened up and swallowed some display models. The museum showed the wreckage of several Vettes that were caught in the drop. There was also a separate display of Ed 'Big Daddy' Roth's creations. If you built his model cars in the 60's you were in heaven seeing the full scale cars. Rat Finks live! And of course there was the obligatory shop at the end.

We were a bit disappointed we could not do a plant tour due to GM's social distancing requirements but overall a great time. The next day it was up and at 'em to the Lexington area where we did several bourbon distillery tours. Being Kentucky born and bred, I definitely appreciate a good bourbon whiskey and was not disappointed in any fare. That evening I left to visit my Mom in Louisville and the rest headed home the following day. Road trip anyone? I'd go again in a heartbeat!





Cary's Corner



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

Vintage auto racing

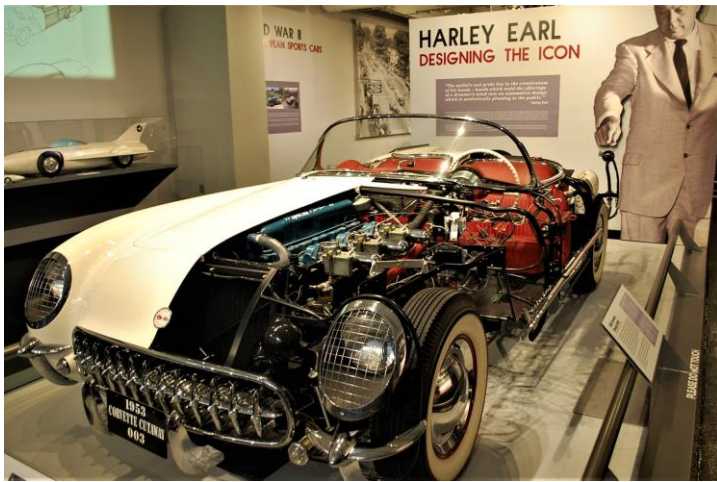
https://www.collierautomedia.com/video_series/episode-9-magny-cours

This Porsche 677 Concept looks like a 911 from the future

<https://www.msn.com/en-us/autos/enthusiasts/this-porsche-677-concept-looks-like-a-911-from-the-future/ar-BB14k7KX>

(press Ctrl-Click to activate links)

Until next time.....Aloha

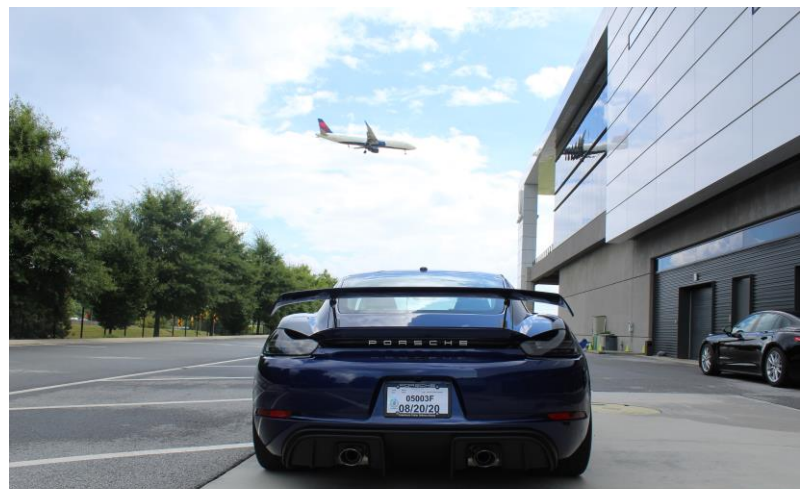


Porsche People and Places

Menichetti's New GT4

Word - Dave Decker, pictures - Mike Menichetti

Faster than a stock 911, more powerful than a Cayman GTS, able to out-handle anything; look... on the track....it's a Cayman, it's a 718 T, it's the mighty Menichetti's GT4! The lucky stiff and his beautiful wife, Lori, took possession of their 2020 GT4 in July at the Porsche Experience Center in Atlanta. Can't wait to see it do its thing at Hallett!



Tech Tips



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WINTERIZING YOUR PORSCHE

1. Set the date: Living in New England, I'm never sure what the weather is going to be from one minute to the next. As fall gets closer to winter I pay closer and closer attention to the weather. I'm obsessed with keeping my cars clean and rust free and that's hard to do with the amount of salt placed on the road during a typical New England winter. So, rather than taking any chances, I watch the weather and make sure to have my car prepped and ready before the first snow flies.

2. Clean it inside and out: The cleaner the car is when you put it away, the better it will look every time you check in on it. I usually do a complete wash and a put a quick coat of wax on just for that added protection. Don't forget the wheels. The last thing you want to do is leave brake dust on your rims to sit and eat at the finish for the winter.

3. Gas it up: Make sure you have as full a tank as possible. I make it a point to gas up at the station closest to my garage right before I put away my car. With a full tank you help to keep out any unwanted condensation or water build up that can happen when a car sits all winter long.

3a. Use a fuel additive: I like [Gold Eagle 22214 STA-BIL Fuel Stabilizer. 32 oz.](#). Read the directions and use the proper amount for your tank size. The key with any fuel additive is to put it in prior to filling the tank and then to make sure you drive for a few miles to get the additive throughout the entire fuel system.

4. Tire Pressure: If you're not going to put your car up on jack-stand (which I don't recommend), the next best thing is to get a good amount of tire pressure in each tire. Make sure you don't over inflate past the manufacturers recommend capacity, but you should go over the recommend driving pressure. In general, tires can lose 1 psi per month under normal conditions and an addition 1 psi per ever 10 degree (Fahrenheit) drop in temp. As a general rule of thumb, I put 50lbs of pressure in each tire. You have to remember to do this when the tires are cold or you won't get an accurate reading and you may

end up with flat spots. There is nothing worse then taking your Porsche out for the first time in the spring and having damaged tires due to flat spots from storage. Properly inflated tires will avoid this. Another option to consider is to use some type of tire cradle. Basically, this is a shaped piece of plastic or hard foam that "cradles" your tire and will keep them from developing those dreaded flat spots. One such product to consider are [Flat Stoppers](#) from Brute Industries. (the makers of [RaceRamps](#).)

5. Check and top off the anti-freeze: With the introduction of the Porsche 996, Porsche gave us the first production, water cooled motor in a 911. Each new Porsche model since has continued this water pumping tradition. Regardless if your Porsche is stored indoors or out (you never know if your indoor space may loose power) it is a good idea to to check and top off all your fluids, paying special attention to your engine coolant/anti-freeze. Once topped off, be sure to run the car for a few minutes to ensure that fluids are properly circulated throughout the engine block. The last thing you want is to come back in the spring and find your beloved Porsche weeping green tears into a puddle around the tires.

6. Battery Maintenance: Some people like to take the battery out of their cars or at least disconnect them. Not me. I like to use some form of [SuperSmart Battery Tender](#) to make sure my battery is always fresh and I'm ready to go. It would be a shame to get a nice Spring day, go to start the car and find you have a dead battery (not to mention, it can get expensive replacing your battery every year). Let's face it, the electronics in a modern [Porsche tend to eat up a battery](#) pretty easily if the car isn't used frequently. So, either disconnect it or put on some type of [SuperSmart Battery Tender](#). What you definitely want to avoid is starting your Porsche and letting it "warm-up" or run to charge the battery. This simply allows condensation to develop or collect in your motor (you won't get it hot enough to burn it off) and can possibly cause long-term damage. Look in your manual, you will see this is not recommended.

A few additional things to remember if you do decide to disconnect the battery: 1. you will need to have your radio code handy in the spring to get your system functioning again. 2. If your Porsche is equipped with an electronic hood latch, be sure not to close the hood all the way. If you do, you will need to jump the switch through the fuse box which is entirely all to annoying when you simply want to drive your baby again. A simple way to avoid this is to place a small piece of foam padding under the latch preventing it from engaging. (*cont. next page*)

7. No Parking Brake: I've always just left my car(s) in gear of in park and left the parking brake off. Different people say different things about this step, but I've always felt, why risk it? Why risk having the parking brake freeze or bind over months of storage. I've heard others say that long term use of the brake system can stretch the cable and weaken the system. If you are worried about your Porsche going for a drive without you behind the wheel, a simple and inexpensive [Wheel Chock](#) works very well. If you don't want to spend the money on something application specific, grab a piece of wood from the pile and snug it under a tire. This will work just as well.

8. Keep it dry: Moisture is your enemy during long term storage. The best way to win over the wet is with the use of simple dessicant packs. Personally, I like these [Desiccant Silica Gel Packs from Pelican](#) because they are inexpensive, self contained and more importantly, reusable. Five or six of these should be sufficient for most Porsche applications. At the end of the season (if you have a lot of moisture you may want to check more frequently) simply place it in the oven until the color changes back indicating dry and you're ready for the next season.

9. Cover it: Even if your car is in a nice heated garage, securely tucked away with the key hidden, I've always thought it a good idea to keep my cars covered. This way, you don't have to worry about anyone or anything bumping into or crawling on or over you nice paint. I use a thick, padded, custom fitted cover from California Car Covers. If you do use a cover make sure it covers your exhaust pipes. If you don't use a cover (or yours doesn't cover the pipes), you might want to think of covering your pipes with something (those big 16 oz keg cups work great). The idea behind this is to keep out any rodents that might want to try and build a nest for the winter. You laugh, but I've seen it happen to friends cars and it can be very frustrating and expensive. If you're looking for a cover and don't want to spend the money on a custom one, Empire Covers offers [Car Covers starting at \\$24.99!](#)

That's it, your Porsche is now ready for a rest and you can begin planning your drives for next spring. Remember, your Porsche will get lonely so be sure to visit often. One of the main reasons I purchased my Porsches was the look of the 911. It's a work of art that gives me enjoyment every time I see. So, when I don't get to drive over the winter, I sneak a peek into the garage at least once a week, just to check in.



Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

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PORSCHE CLUB OF AMERICA



Ozark PCA 2020 Fundraiser for the ALS Association of Arkansas



In honor of one of our favorite Ozark PCA members, and past activities chair, Fran Vaught, our club is sponsoring a fundraising charity event for the ALS Association of Arkansas. You may contribute funds for the event at any time, but we will celebrate the event at our regularly scheduled monthly social on Monday, October 19, 2020. Joe Keeling has graciously offered Keeling Company, 4227 E 43rd St, North Little Rock, AR 72117 as our celebration location. The event will be catered by Whole Hog.

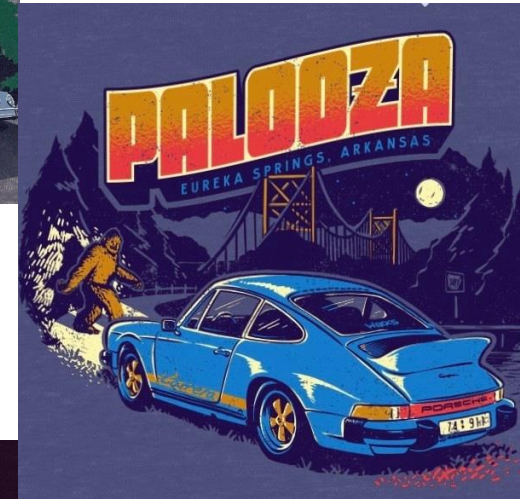
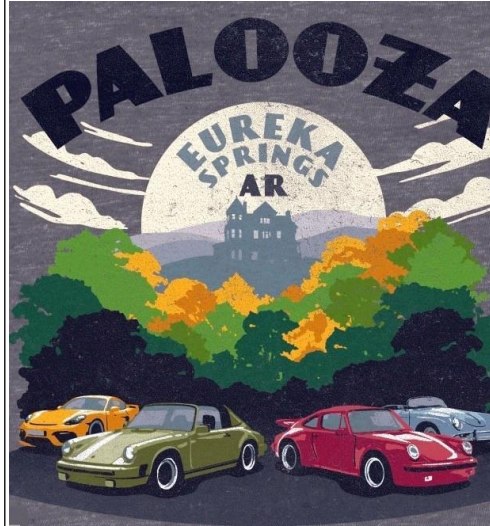
The The ALS Association is an American nonprofit organization that raises money for research and patient services, promotes awareness about and advocates in state and federal government on issues related to amyotrophic lateral sclerosis (ALS), also known as Lou Gehrig's disease.

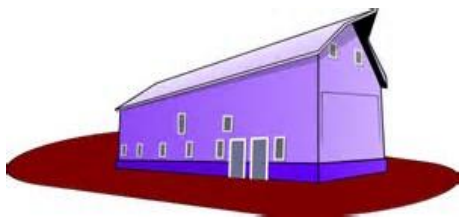
ALS
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Arkansas Chapter



Palooza T-Shirts

So you didn't get to drive your Porsche to Palooza. Is that what's bugging you, Bucky? Well, fear not you can still have a great T-shirt in honor of the 2020 Porsche Palooza that wasn't. They're not virtual and you don't have to Zoom to get one. Stay tuned for details.





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Region and National Membership Stats

by Mike Hays

White River Region Club Members

Total Primary Members 105

Affiliate Members 55

Total Region Membership 160

PCA Juniors 7

New White River Members – 2

Sam Karnatz 2007 Basalt Black Cayman
William Nystrom 1999 Black 911 Carrera Cab

Transfers In – 2

Troy Vanden Bosch from Ark-La-Tex region

1956 Auratium Green 356

Gordon and Susan Watkins from Ozark region

1962 356

Transfers Out - 0

PCA National Club Numbers

Primary Members 87600

Affiliate Members 48011

Life Members 17



The Tool Shed



“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



Who cares about Dr. Suess when you have the good Dr. Porsche to read.

Mike and Sharon Hays's grear nieces, Jade (yellow) and Alice (red)