



# White River Rolling

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**On The Cover –**  
**A gleaming part of Mike and Lori**  
**Menchetti's 2020 Cayman GT4**  
**Picture by the editor**  
**Send me pics of your Porsche!**

*The Editor*

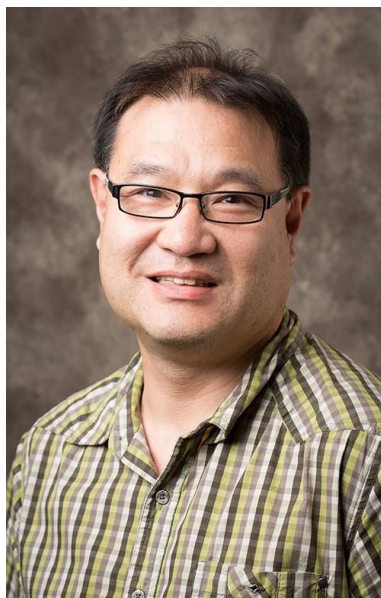
## 2021 Calendar of Events

Still needs to be decided

Stay tuned!

**WRR member  
Josh Sakon  
Is chosen as a  
National  
Academy  
of Inventors  
Fellow.  
Congrats Josh!**

(click link below  
For info...  
Press *ctrl-click*)



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## From the Wheel by the Editor

If you have ever owned a Harley, you tend to not only enjoy the scoot but you get sucked into the mystique of Harley Davidson ownership. This involves not just buying bling for the bike but HD bling for yourself. I currently own approximately 70 HD t-shirts from 5 different countries and 38 different states, several caps, a watch, sunglasses, boots, sweatshirts and jackets all emblazoned somewhere with the Harley logo. It should be declared a sickness, at least with me and my kids would agree.

I think the same mystique exists for Porsche ownership although it's more expensive ie, a HD t-shirt is \$25, a Porsche t-shirt is \$80. I do own several discounted T-shirts, shoes, jackets, sweat shirts, lapel pins, grille badges, Hot Wheels, 1/43 models and LEGO models, all Porsche related. I also own approximately 42 books on Porsches, two years of 000 magazine, one year of Duck and Whale magazine, Excellence and Panorama magazines from 2004 to the present.

I recently acquired the 2004 – 2012 Panorama and Excellence magazines. I was contacted through the website email by a lovely couple in Rogers that asked if I would want the magazines. They had previously owned a Boxster, were past members of the Cimarron region and got sucked into the mist of ownership. I jumped at the chance to acquire more magazines much to the chagrin of the wife. There were also several Christophus magazines which I had never seen and some old Cimarron newsletters. They also had several other Porsche related items for sale and they are listed on the Sale Barn page of this newsletter. I already snapped up the Porsche sun shade. One benefit of being the editor.

## President's Notes by Leonard Zechiedrich

Guten tag White River Region Members

Well, it's January and a new year, but not a lot has changed in the car scene. I could rehash all of the ways PCA is trying to keep the clubs active, but I think we've all heard most of it. That brings it back to our club and there have been some "unofficial" group drives and functions all without the "bring your own pen and waiver."

It's been nice to see and hear about our various members driving around and enjoying their cars and that's exactly what we've been doing.....although primarily it's been just me..... or me and Melody..... or me, Melody, and the kids, so there has been lots of variation. Our good news is that we have had a lot of time to enjoy the family, projects are getting caught up, family time is virtually all the time, and fun on our own is the name of the game. Time certainly doesn't stop, but it has seemed to slow down.... a little.

On another note, some of you may remember the 1979 930 I used to drive. Well, with the completion of the Green Machine and the extra time I have had, I managed to finally complete the upgrade list that I initiated about three years ago on the old turbo. New headers, muffler, Ruf 5-speed transmission, Ruf suspension, 965 Intercooler, turbo modification, shifter modification....well you get the idea. Anyway, the Zechiedrich family has had a blast working, learning, and playing together everyday.

Happy 2021 everybody!

Leonard [uber930@gmail.com](mailto:uber930@gmail.com)



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©2021 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**





# ZoneFive Update

by Chuck Bush  
Zone 5 Representative  
[Zone5rep@pca.org](mailto:Zone5rep@pca.org)



One of the fun things about the Porsche club is that is the wide diversity of our member's interests. Some folks are in the club for the social aspects, some for the wonderful Panorama magazine, some for the motorsports, and every other possible reason. As the Zone rep I spend quite a bit of time at club races but I am really not in PCA for racing. I have great respect for the racers and I really enjoy going to club races, but spending a lot of time on the track is not something that motivates me. I am motivated by the maintenance and restoration aspects of Porsche ownership. Sometimes I wonder if I enjoy being under a car more than being in one! Regardless, I still do quite a bit of autocross and on track drivers education because I enjoy challenging myself to be a better driver. As I drive around our city, I have come to appreciate the road handling skills that have gradually sunk in from autocross and DE. These skills make me a much more proactive driver as well as improving my ability to handle the car in unexpected situations.

So whatever your reason for belonging to PCA, consider taking advantage of the drivers training offered by your region. You might be surprised at how it can make you a better driver and how much safer and more comfortable you'll feel on the road. Practice makes perfect, and as much as we drive, practicing in the controlled environment of an autocross or DE can do you a world of good.

Be safe out there!

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.



Several WRR members did a Palooza Memorial Drive to CJ's Butcher Boy Burgers in Russellville in November. The drive, which is becoming known as the Jasper run, was led by Mike Hays in the silver shark. After some seriously great burgers, we headed up Arkansas 7 to Harrison and hung a left to home. Great drive!! Ask Mike how his drive ended. I dare ya.



# Porsche People and Places

## Bayyari Elementary Gift Giving

Words by Sharon Hays, pictures by Miho Sakon

We received \$4700 in total donations! We thought we would have 175 children. 75 in second grade and 100 in third grade. However, that was the maximum total possible for the two grades. We knew this would be a little different this year. We knew we could not buy recess toys to share, nor could we do classroom

pizza parties. They aren't allowed, for safety reasons, to share things like toys, or pass food around the classroom. Totally understandable. We were just excited the school would still allow us to hand the gifts to the children outside. The elves and I packed 175 gift bags and loaded up 1/43 scale Porsche model cars and LOL Pets donated by one of our members, along

with two big bags of thumb drives from another region member. Each of the boys was given a car, each of the girls a LOL Pet, and the teachers all got thumb drives to use as needed.



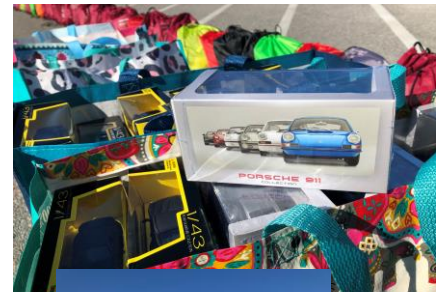
Couple of fun facts: people look at you funny when you spend \$400 at one time in Dollar Tree. They also look at you funny when you spend \$300 on granola bars and snack cakes at the Little Debbie store. When I tell them it's for Christmas gifts for two grades of children, they stop looking at me funny and start smiling instead. (I mean.....what did they think I was going to do with that many coloring books and puzzles? Lol)

The children received: a hat, gloves, socks, coloring book, learn to draw book, crayons, rainbow pencils, picture puzzles, color change pens, light up spinning tops, foam glider planes, games, 2 reading books, popcorn, Little Debbies, Oreos, and candy.

After Christmas break, I will deliver a check to the school for \$400. That's the remaining money in the Christmas account. That will be earmarked for the food pantry at the school. Hopefully, that will allow the staff to keep the pantry filled for most of the second semester of school.

When I drew a name from the box of names, I pulled out a note reading: Kelly2. In other words, Kelly squared aka Kelly and Kelly Miller!!

(ed note: Curses, foiled again!)





# Porsche People and Places

## Ausflug SWM to Bear Creek Winery

The annual run through the backroads and foothills of Southwest Missouri culminated at a little treasure of a winery located about ten miles north of Branson. A hearty group of 11 Porsches met October 31 at Macadoodles in Jane, MO to begin the trip out at 10:00. There were several new faces and cars in the group including a beautiful guard red 944. Route instructions and a request from the winery to call ahead for food was distributed and off we went.

I decided to design the route a little less winding since the wife was riding shotgun and tends to get, shall we say, a little queasy sitting so low and having no steering wheel to grip. Of course she is used to sitting high in the sky in her Ram. However the route was good for plenty of sweepers and straights to keep the Porsches happy as the good Doctor prescribed. We picked up the Mighty Menichetti and wife Lori in their GT4 at Cassville to join the run. The last ten miles or so were challenging with some switchbacks and hairpins before we arrived at the destination.

I accidentally discovered the Bear Creek Winery when googling Missouri wineries. The location is quite a quaint set up in the hills with a chapel, meeting hall and winery/brewery/restaurant/gift shop all intertwined with sidewalks. There was inside, covered and outside dining in the immediate area of the restaurant which was good for these pandemic times. The winery also supplied a wine tasting outside from a cart, a very novel idea. Parking was great so all Porsches could stay together.

With my slightly distorted palette, I thought the beer was better than the wine. It tended to be on the sweet end of the spectrum and that is not to my liking. Most members ordered the pizza which was somewhat tasty with a very thin crust. The region hasn't had many group get-togethers in 2020 so it was a great time to catch up with everyone while accompanied by a wandering minstrel. Everyone was left to their own to decide a route home and a time to leave. Overall a great drive.





# T'WAS THE NIGHT BEFORE CHRISTMAS

*(Slightly twisted lyrics with apologies  
to Clement Clarke Moore)*



Uncle Mike Hays and Jade Mahill

T'was the night before Christmas and all through the garage

Not a Porsche was found; was it a mirage?

The stockings were hung by the chimney with care  
With hopes that Dr. Ferdinand would soon be there.

The children were all nestled in their beds  
While visions of Hot Wheels danced in their heads  
Mama Hays in her T-shirt and I with my toothpick

Had settled down and fell asleep very quick  
When by the garage there arose such a clatter  
I sprang from the bed to see what was the matter

Away to the window I flew like a flash

With hopes they were not here for any cash  
When what to my wondering eyes should display  
But eight roaring Porsches pulling a small sleigh  
With a little old driver that should be in a rocker  
I knew in a moment it must be the good Doctor  
More rapid than a 919, his coursers they came

## Cary's Corner

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



Tracking the new GT4

<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FGEEMVNS7Xj3E&data=04%7C01%7C%7C930d0bb030bb44fcd0f08d8af6e7b23%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637452236323942462%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&data=cob4Lm29o%2FGSye9V6sk9DLphGMbaLZkt pCrbat0rcHE%3D&reserved=0>

(press Ctrl-Click to activate links)

Until next time.....*Aloha*

As he whistled and shouted and called them by name  
Now 928, now GT3, now 914 and Boxster  
On Turbo, on RS, on Cayenne and Cayman, such a rockstar  
To the top of the porch then to the top of the wall  
Now dash away, dash away dash away all  
With the flat sixes a'screaming there was such a roar  
Then he drove right through my new garage door  
He spoke not a word but went straight to his work  
He filled the garage and then turned with a jerk  
There sat a new 992 and a cabriolet  
Threw me the keys and then he was off and away  
He sprung to his sleigh and then turned the key  
Flames flew from the exhausts for all to see  
But I heard him exclaim as he drove away with his loot  
Always remember "There is no substitute!"



# Tech Tips



Article reprinted from autohausaz.com website

Troubleshooting those weird noises coming from your car can help you determine needed repairs. It's important that you listen to what your car is trying to tell you.

Although many people still use the old broomstick-held-to-the-ear method of zeroing in on noises, the best method these days is a stethoscope. Indispensable in finding the source of a sound, it's also a lot easier to place it where you want it than the clunky end of a broomstick.

So, if your car has been making a putting noise or even sounding like an airplane while accelerating, this quick car noise diagnosis tool can help you find the culprit.

Here are a few general guidelines to what your car's noises might mean:

**BANG:** A sharp, startling sound, like a rifle shot, means you're dealing with the dreaded backfire. You'll probably be able to trace this to something that's causing a rich air/fuel mixture.

In the past you might have zeroed in on a heavy carb float, but today think about faulty signals from coolant temp or O2 sensors. The catalytic converter may also be damaged.

Another possibility is a clogged monolithic converter blowing through. This will only occur once and will be accompanied by an amazing increase in power. If your car has air injection, perhaps the diverter valve is no longer diverting.

**BOOM:** A hollow, low-frequency sound/sensation, this makes you feel as if you're riding inside a metal drum and the atmospheric pressure is rapidly changing between positive and negative.

On rear wheel-drive cars, check out the driveshaft and its u-joints because if it's spinning out-of-true, it will cause waves that push up on the floor of your car.

**BUZZ:** An annoying "bzzzzzzzz" sound, like a trapped insect, can usually be traced to unfortunate positioning of interior trim parts. Have somebody else drive while you press, pry, and pound on every likely spot.

**CHIRP:** This sounds like birds are nesting under your hood. You can probably blame a maladjusted or misaligned belt, but don't ignore the idler pulley. Or, it could just be your tires when you hit second gear.

**CLANG or CLANK:** This sound couldn't possibly be emitted by any light, flimsy parts. It's coming from a heavy, essential component, such as a set of gears. A good example is the sound a bad rear axle pinion bearing makes when you drop the transmission into Drive, then Reverse.

**CLICK or CLACK:** This sounds like 007 working the slide of his Beretta automatic. When in an engine, it's typically repeated rhythmically.

With OHV, perhaps a stuck lifter is allowing clearance in the pushrod/rocker valve, or maybe a solid lifter is just out of adjustment. On carbureted cars, check out the fuel pump before you start opening up the motor.

When emanating from the nether regions of the front end during a turn, this sound may be traced to an outboard CV joint.

**CLUNK:** A heavy bumping sound, softer than a clang, usually indicates you should look at suspension bushings, including shock or strut mounts. Or how about a loose strut gland nut?

**FLAPPING:** If it's not due to a colony of bats under the hood, maybe a belt's coming apart. Fan interference is another possibility. Regardless, this is a visual inspection sort of thing.

**GRINDING:** A horrible, torturous sound, like a bad dentist would make while working with obsolete equipment, means something's going awry - and fast.

If it occurs when the brakes are applied, either the linings are gone or you've got one of those unpleasantly-aggressive friction material formulas that tend to eat rotors.

**GROAN:** Something's dry, probably a suspension component. If it's metal, it's going to break really soon. If it's rubber, try some silicone lube.

**GRUNT:** Again, a dry joint somewhere in the underpinnings is likely. If it's in the stoppers, suspect rear drum shoes contaminated with brake fluid or gear lube from a defunct axle seal.

**HISS:** If it's continuous and changes with rpms, it may be normal belt noise. Otherwise, a slow leak in the cooling system is likely. A black light will help you find this.

**HUM:** We don't mean what the radio does between stations, but the noise a differential or wheel bearing makes. If it responds to acceleration/deceleration, suspect the differential. Then look into the bearings. Unfortunately, it's often very difficult to tell which side (or even which end) the hum's coming from.

**KNOCK:** Like knuckles on a wooden door, this sound is deep and hollow. Often it's a warning that something important (and expensive) is about to let go. Learn [how to diagnose an engine knock here](#).

It's unfortunate that a loose pin sounds pretty much the same as a defunct rod bearing, but with a little patience you should be able to determine what's at fault.

First, check idle oil pressure even if you have to screw in a mechanical gauge. If it's low, you can bias your decision toward bearings.

Next, listen with your stethoscope. A rod bearing makes more noise at the oil pan than elsewhere, and a wrist pin more racket up on the water jacket. Hold RPMs at 2500, jerk the throttle open and let it snap closed. This will accentuate rod knock, whereas pin noise won't change very much.



Now's the time to starting shorting out cylinders. A bad pin will quiet down, but a rod knock will double its cadence.

Finally, you can pull the pan for a visual inspection. If the bearings are good, you know you've got a pin problem.

**PING:** Sort of like little ball bearings being poured on a tin roof, this sound is detonation (aka spark knock) - a phenomenon in which the air/fuel charge explodes violently instead of burning smoothly.

There are many potential causes here from clogged EGR passages and overheating to excessive spark advance and, with spark knock suppression, a defunct detonation sensor. Hook up your timing light then tap on the engine near the sensor to see if the spark retards.

**POP:** This sounds like a shotgun being fired through a mattress. It usually means the engine's coughing back through the intake.

A sticking or leaking valve is a distinct possibility, as is jumped valve timing, particularly with a belt-driven OHC.

Then there's ignition, which may be firing way too early due to a twisted distributor, cap/rotor/wire problems, a faulty position sensor or a breakdown in the module.

Also, if your car's running quite lean, opening the throttle to lots of cold air can induce this reaction.

**RATTLE:** They didn't coin the term "rattle trap" for nothing, you know. People have been fighting this annoying noise since the automobile was invented.

Thanks to plastics, better rubbers, and more highly engineered fasteners, rattles are less prevalent than they once were. But you'll still get them, usually in the undercarriage somewhere. Likely culprits include exhaust system parts, calipers or loose brake pads.

**ROAR:** If it's not something obvious like a blown exhaust system, maybe the transmission is never shifting into high or overdrive.

With a manual transmission, the clutch might be slipping. Fan clutches usually fail by never engaging, not the opposite, but it's still a possibility.

If it's general road noise, you could switch to less aggressive tires or add undercoating to your car. If your VW Golf is making an airplane noise when accelerating, it could be a sign your wheel bearing is failing.

**RUMBLE:** While a pleasant enough throaty sound when it's from a free-flowing exhaust system, it can easily cross over into the unacceptable sound range. But don't choke the power down with an overly restrictive cheap muffler. For tire and road noise, see "ROAR".

**SCRAPING:** Something like "jeet-jeet-jeet-jeet" that speeds up as the car gathers speed probably means an object of one sort or another is contacting the driveshaft, possibly an exhaust shield or hanger or the parking brake cable. Your brake system, especially drum hardware, is also a distinct possibility.

**SCREECH:** "SQUEAL" taken to the max. See "SQUEAL".

**SIZZLING:** Like the sound of bacon frying, this is usually only audible with the engine off. Oil may be leaking onto the exhaust manifold or a minor coolant seepage may be occurring.

**SQUEAL:** This sound is usually related to brakes and belts. On the former, maybe you're down to the pad wear indicators. Or the discs and semi-metallic linings aren't getting along due to poor rotor finishing or washing, an assembly error, a troublesome friction formula or the like. Squealing is certainly common in disc brakes, but clunking can also occur on initial application if the shoes are loosely mounted.

In the case of belts, check if they are loose, worn or contaminated. You may need to purchase a replacement part specific to your vehicle. Therefore, explore [Audi parts to buy](#), [BMW parts to buy](#), [Jaguar parts to buy](#), or [Mercedes parts to buy](#) at below-market prices online with AutohausAZ.

**TAP:** Much the same as a click, sort of like beating on the intake manifold with a screwdriver blade, this is usually valvetrain-related. Think about stuck lifters or an adjustment that provides too much lash.

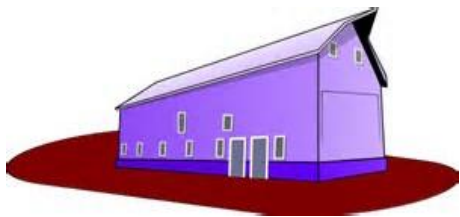
**WHINE:** Not what an impatient 3-year old does but just as annoying. This is a hard one to pin down, but it's apt to come from worn ball or roller bearings, mismatched gears, too light a lube in a manual gearbox (ATF, maybe?) or alternator bushings getting ready to go.

**WHIR:** The sound made by happy mechanicals. It's one of the few noises you probably shouldn't worry about.

**WHISTLE:** Usually occurring at higher speeds, it's probably wind noise. But do double check if the latches and tumblehome are properly adjusted. Are the body gaskets in good shape?







# The Sale Barn

For all items please contact-

Rosemund Foster

roseed1@cox.net

All pricing is negotiable

All items subject to previous sale on E-Bay



Various brochures \$5 each



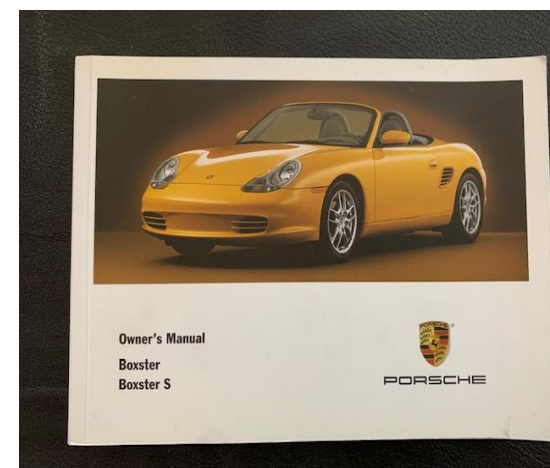
986/996 tool set \$150



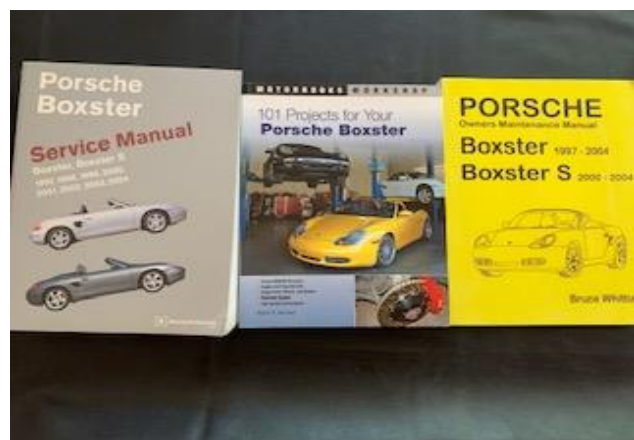
2003 Boxster owner's kit \$100



20 pc chrome plated lug bolt set with  
floating collar; includes lug socket  
28 mm long \$200



2003 Boxster manual \$50

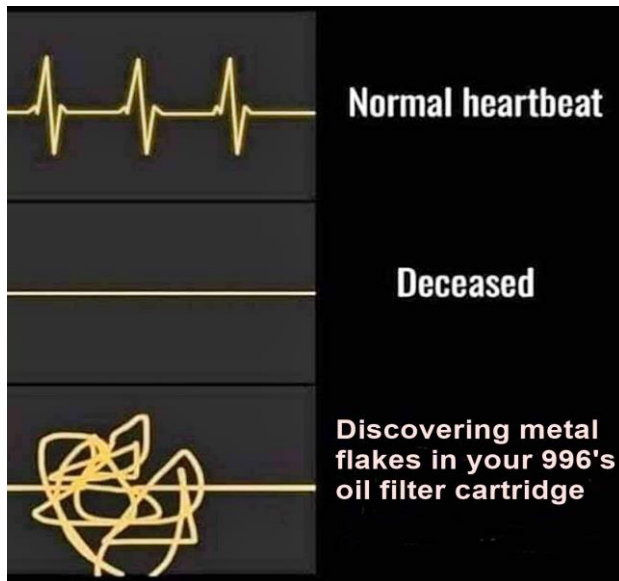


Boxster manuals 3 book set \$115



**Ed. Note - Got it!**





## Region and National Membership Stats by Mike Hays

### White River Region Club Members

Total Primary Members 103  
Affiliate Members 53  
Total Region Membership 156  
PCA Juniors 7

### New White River Members – 2

Max Garrison 2002 Steel Gray 911 Carrera Cab  
Curtis Howell 2008 Meteor Gray 911 Carrera  
Turbo Cab

### Transfers In – 1

John and KanDee Townsend from Cimarron  
region (2015 Macan Turbo Silver)

### Transfers Out – 1

JoAnne Trinkle transfer to Ozark Region

### PCA National Club Numbers

Primary Members 88401  
Affiliate Members 48172  
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](mailto:sharkey928@gmail.com)  
Baum Tools B9612K M96 Timing Kit  
Coolant flush kit  
Dave Decker [wrnews@gmail.com](mailto:wrnews@gmail.com)

