



White River Rolling

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On the cover –

**Mike Hays' 928 heads into a stargate of
fall shadings**

Picture by Sharon Hays

Send me pics of your Porsche!

The Editor

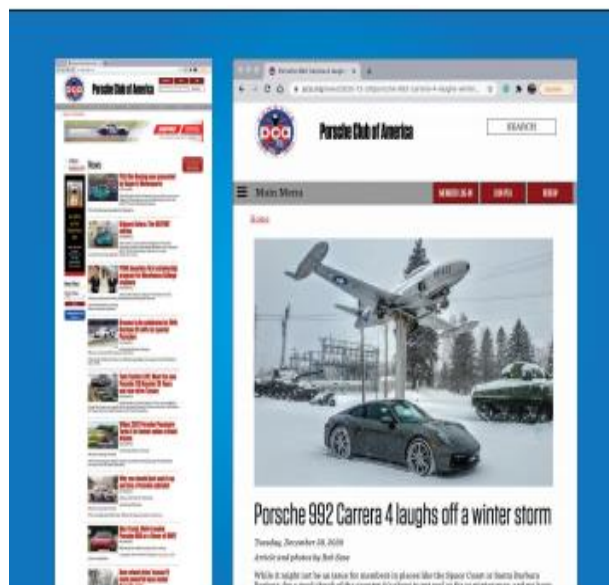
2021 Calendar of Events

May 1-2 MayFast DE Hallett Motorsports

July 11-17 Porsche Parade French Lick, IN

Nov 11-13 Porsche Palooza Eureka Springs

Hope to have Virtual Event Planning
meeting soon. Stay tuned!



Keep up with the latest Porsche news

PCA.org has a dedicated news blog to share new-Porsche debuts and general Porsche news, feature stories, DIY tips, videos, and much more. Bookmark the PCA News blog for easy reading.

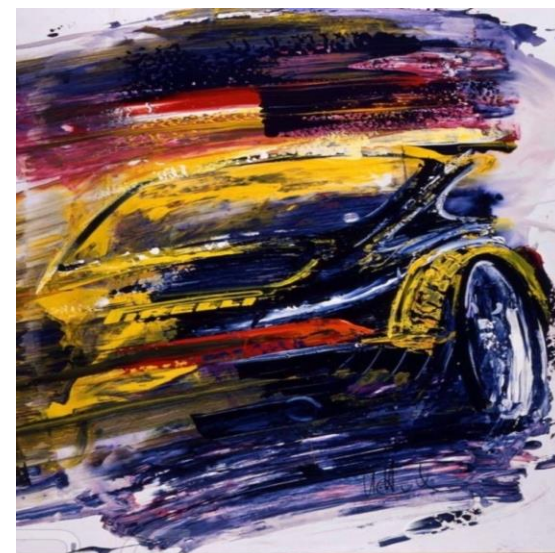
READ MORE: www.pca.org/news



PORSCHE CLUB OF AMERICA

Table of Contents

	Page
Officers/Committee heads	2
Calendar of Events	2
From the Wheel by the Editor	3
President's Notes	3
Advertiser listings	4,5
Zone 5 Update	6
12 Hours of Sebring	7 - 9
Cary's Corner	10
3D Piston Printing	10
Tech Tips	11
The Sale Barn	12
The Tool Shed	12
Region Statistics	12



From the Wheel by the Editor

Driving a car, especially a Porsche, can be a declaration of independence. Freedom of mind, freedom of movement come into play while you are one with the machine. Your input through the accelerator and gear shift knob or PDK levers is met with an output, kind of like the blues guitar voicing of call and response. Going through a tunnel with the windows down, the Porsche's H6 gets a downshift and then flooring the accelerator pedal releases a cacophony of gears, shafts, chains, and explosions out the exhaust that rivals Mozart's piano concerto No. 24. Entering a series of curves, the Porsche becomes your dance partner. You tango, not twerk, effortlessly across the landscape floor; the Porsche is forever light on its feet. You and your partner begin expressing an element of oneness in synchronized movements amplified by every neck snap. Astor Piazzolla could not have composed a better music accompaniment to the coupling of driver and car.

The Porsche is also an artist's canvas. Porsche gives you a beginning palette with a da Vinci blend of metal, plastics, rubber, textures and leather which as its own is a composition worthy of hanging on your wall. Or you can do as many do and put an expression of yourself onto the car. It can be an outpouring of a perfectionist's imagery such as Leonard's Green Machine where every part is a compliment to the next part, every hue feeds from the next stroke of the brush. Or you could have the paint-by-numbers look of my 996 with its deliberate contrasts of primary colors orange and black, nothing so much blends but rather falls off one color to the next...but I like it and it was the look I was going for.

I want my Porsche to stand out amongst a gathering of 996's, especially the orange wheels! Giorgione would have me drawn and quartered. Express yourself!



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Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Region Members

A few projects around the house I need to get to -



This '71 911E came from NW Arkansas. It's a fairly rare 911. In addition to being an E, it came from the factory with S options, brakes, gauges, trim, 15 inch deep six wheels (with no hearts). It is also a rare color called Metallic Green 8310 (221) and it came with factory LSD (Limited Slip Differential). All the original parts came with the car including the manual, tool kit, and these early year cars were still coming with a full spare on a matching Fuch. 1971 marked the last year for the Magnesium Injection stacks and Deep Six Fuchs. The H1's came from a Porsche friend in France. This is a great car and I can't wait to start the restoration!

www.the911den.com

Leonard uber930@gmail.com

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Porsche Tulsa

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The Macan S.

— 2020 —
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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
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It has been a busy few months in Zone 5. Most of the regions are getting out and conducting events. Things still aren't back to normal, but folks are being careful, and we haven't caused any outbreaks that I am aware of! But that is not the case with all car clubs, so I encourage you to continue to be safe, and get your COVID shot when you get a chance.

There is clearly a lot of demand for events. There has been a lot of participation in region events, and PCA National events are filling up in record time. Even this Summer's **Porsche Parade** filled all contracted housing in a few hours and the Parade team has been putting folks on a wait list while they try and find additional housing. Organizing such a large parade while managing COVID restrictions presents other challenges. If are signed up for Parade and you have not seen the 30 March Region Focus on Parade Registration, I encourage you to go online at PCA.org and watch it prior to the Phase II registration on 7 April . Things will be a little different this time, and you need to be prepared.

While I encourage you to get out and participate in the national events-including Parade which is practically in our backyard this year, there are a couple of zone wide events that occur which you might find of interest:

Boxstoberfest 10-12 Sept is becoming more of a zone event with more drives and social activities. Run out of Fredericksburg, TX for over 14 years it is the closest multi region event and open to all Porsches and PCA members. Stay tuned for additional details.

Another popular event is Zone 5 is **PCA Palooza 11 – 13 Nov** run out of Eureka Springs, AR. It is a really fun event that has been held for over 18 years.

Be safe out there and hope to see you out on the road soon!

Chuck Bush

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.

The wife wouldn't let me spend \$3000 on a Porsche watch. Surprised?! Nevertheless undaunted, I bought a Moto 360 2nd generation smart watch for 50 bucks and downloaded the Porsche watch face. There's an app called Facer that has some real cool watch faces and a lot of dumb ones but to each his own I say.



This is a direct copy of the \$3000 watch; sub dials work!



I downloaded this one because the colors match my Porsche.



This is a copy of the watch Steve McQueen wore although his was rectangular.

Porsche People and Places

12 Hours of Sebring

Article and photos by Dave Decker

A bucket list item for me has been to attend the 12 Hours of Sebring. Le Mans is also up there but that one remains on the major wish list. With a number of frequent flier miles and hotel credits burning a hole in my pocket I decided to pull the trigger. Sebring has such a history being the home of endurance racing in the US and Porsche is a definite character in its racing history. Plus this was the debut of the new 992 GT3RS for racing.

There were to be not one but two Carrera Cup races, the first at 5:00 pm on Thursday and the second at 10:00 am Friday. My flight arrived in Orlando at 1:30 pm Thursday so I thought no problem making the 75 mile trip to Sebring. I was so wrong. First there was the mile long line to get my rental car. I thought people weren't traveling yet!! I did a Le Mans style running start to my black Chevrolet Spark and raced out of the airport unto the world's largest parking lot, 22 miles of Hwy 528 and I-4. Needless to say, I was not going to make Thursday's race.

I proceeded to my hotel in Davenport which is a direct 50 mile route to Sebring on Hwy 27 and ate breakfast at a Crab House restaurant adjacent to the hotel. I had not eaten since Wednesday evening which was an exquisite meal of White Castles. No restaurants were open at my departing airport that morning and Frontier does not serve anything on their flights. I dined on an excellent fried tilapia, key lime pie and lousy service, not a good combination when you are tired and hungry. It was 8:30 pm before I hit the bed, called the wife and discovered terrible wifi service. I hoped this was not going to be a premonition of the weekend.

Not knowing what to expect on the drive down, I arose early, ate breakfast at Bob Evans and headed down the road. You know you are in a strange country when you drive 50 miles and not see a Wal-Mart sign. Entry to the track was well marked but that's where it ended. I could not find where I should park so I parked where I could, off into a ditch by the main drag and in front of the Porsche Corral.

The Cup race had just started as I wandered the road looking for a great spot to watch. The glorious sound of 20 odd H6's consumed the air.

Porsche had shipped 45 new GT3's earlier in the year to be developed into race cars by Andial in California. All cars were to be equally prepared, much like the old IROC cars. This was also the debut of Michelin's N3 racing slick. I found a spot on the Corvette bridge to observe part of the 45 minute race and then moseyed to Turn 6. Ah, the symphony of deceleration, braking into the curve then accelerating out.

After the race, there were some qualifying runs so I wandered until I stumbled into the food court area and dined on an Italian sausage sandwich, fries and \$12 lemonade. It was going to be a couple of hours before the next race, a mish mosh of racing in the Alan Jay 120 so I decided to locate my car and relax for a bit. As I cranked the seat back one of the strangest things ever happened. The passenger door opened and this slob of a guy plopped down in the seat next to me. I jerked my seat up as he put his hand out and spoke- "Hi, I'm Shel and my feet are killing me, I need to sit down. What's your name?" Thus began a small conversation while watching his hands for any odd movement. He reached for a pack of cigarettes under his wife-beater t-shirt strap and started to light. I informed him no smoking since it was rental car. Shel tucked the cigarette behind his ear then proceeded to adjust the radio to a station he preferred. "You like Justin Bieber?" That was the final straw. I told good ol' Shel I was going to go get a beer and he would need to leave. He politely thanked me, got out and left. Weird!!!

I actually did go get a beer. The VFW booth had 20 oz Yuenglings for \$4, \$2 after 6:00 pm. Best deal on the track! The decision was made that I had enough excitement for the day and left for the hotel. Same regiment, good food and appalling service at the Crab House although a little more entertaining while speaking to two drunk ladies at the next table and explaining to them the finer points of endurance racing and Porsches. I later plopped on the bed, called the wife, found nothing on 30 channels so I crashed.

Race Day! Excited!! The day's festivities were being broadcast on SiriusXM so I listened to all the pre-race chatter on the drive down. Why are all sports car racing announcers British or at least British sounding? As I entered the town of Sebring I checked Google Maps to assure myself I was on the right road. 2.25 miles with an ETA of 1 hour 55 minutes. What?! Was not going to make the 10:30 start at that rate. Serious traffic jam but did get to observe the new Ford Bronco in front of me. Nice truck as trucks go. I flashed my ticket to the attendant and proceeded to find a parking space somewhere.

Not sure it was legal but I parked in between some motorhomes and prayed I wouldn't get towed. Markings were non-existent.

The 12 hour race consisted of five classes; LMP1, LMP2, LMP3, GTLM and GTD. Porsche was competing in the GTLM and GTD classes. (in a couple of years we will be back to LMP1). I had no preference for the first three classes other than I wanted Cadillac to win so I picked the Ally Bank car. The GTD class was mostly Porsches, a few Lexus', Lamborghinis, and Aston Martins. The GTLM class was where it was at; WeatherTech's Porsche, two BMW 8's and two C8R Corvettes. So glad WeatherTech returned to Porsche after a few years of Acura.

I had parked close to Turn 10 so decided to start my day there. Excellent spot! Not crowded and a good photo angle. An interesting scrawling was on the retaining wall; "Super Dave's Bar and Grill". I wonder how long that had been there considering Sebring's history. You see some real sights at these gatherings, especially in the motorhome area with caged chickens, beer can Christmas trees, "volunteer" race announcers and various Marque encampments. I met a charming bloke, Byron, with his pink nail polish, beads and earrings, barefoot and bare chested. He and his wife were the proverbial three sheets to the wind but he knew his cars. Great conversation!

The race was marred with several incidents but none too serious. In GTLM, one Corvette led most of the race with Porsche interchanging with the BMW's for 3rd and 4th and the other Vette running 5th with a bad coil pack. GTD Porsches were leading in their class. I trotted to the food court, had a beer and wandered into the Fan Area. A bit disappointing considering the others I have visited at COTA and Road Atlanta. I did get to see the new Cadillac CT4, CT5 and the gawd awful BMW M4. Who designed that hideous grille? The most annoying part of the track was the golf carts. They were everywhere and the drivers thought they were also in the race I guess. I wish I had one though. My watch said I had walked 13,435 steps by 7:00.

Night racing is a whole different experience. The weather was very cool in temperature and a surreal diorama engulfed the track. I wandered between Turn 10 and 11, taking on my favorite cigar and all together enjoying the evening, speaking to folks, volunteering to take their selfies and watching Porsche struggle at 4th behind the C8 and two BMW's. Was this going to be a repeat of Daytona 24 hours? My

phone and camera were dead so there are no pictures of the scene. In one of the most bizarre endings for GTLM, the leading C8 was bumped by a BMW sending both into the wall, the other BMW caught fire in the pits and the other C8 was limping so WeatherTech's Porsche leisurely strolled into first place. Unreal!. I strutted to my car and engaged in another traffic jam but eventually made it back to the hotel around 1:00 AM. A very satisfying day indeed.

I arose later, took my time heading back to MCO for a five hour wait for my flight and knowing I checked off Sebring on my bucket list. Cool!





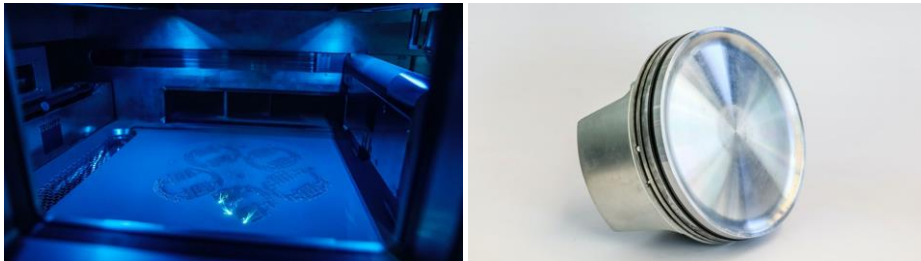
Innovative pistons from a 3D printer for increased power and efficiency

reprinted from Porsche Newsroom website

Cooperation: Porsche develops new application for 3D printing together with Mahle. Building up parts layer by layer permits realization of new and improved designs. There are a number of different technologies for 3D printing. All are based on the principle that the components are built up layer by layer without the need to previously manufacture a special tool or mold. Practically any geometric shape can therefore be realized. The printer can be fed with the design data directly from the computer. Additive manufacturing processes are thus ideal for producing structures that have been designed and optimized by means of artificial intelligence (AI).

The pistons of the 911 GT2 RS were manufactured from high-purity metal powder using the laser metal fusion process (LMF). Here, a laser beam heats and melts the powder surface corresponding to the part contour. Porsche initiated the joint project together with cooperation partners Mahle and Trumpf. The quality and performance capability of the components were validated using measurement technology from Zeiss.

The laser metal fusion process



Wide application field and new potential uses for 3D printing at Porsche

Porsche already uses additive manufacturing processes in several areas. For example, a 3D-printed bodyform full bucket seat has been available since May for the model series 911 and 718. Here, the central section of the seat, in other words the cushion and backrest surfaces, is partly produced by a 3D printer. Customers will be able to choose between three firmness levels (hard, medium, soft) for the comfort layer in future.

Cary's Corner

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



For those of us that want mid-engine convertibles

<https://www.motoringresearch.com/slideshow/a-brief-history-of-the-porsche-boxster/>

917

<https://www.collierautomedia.com/1971-porsche-917k>

1951 Porsche 356SL Gmünd Coupe

<https://www.collierautomedia.com/1951-porsche-356sl-gmund-coupe>

The Search for the Greatest Sports Car of All Time

<https://www.roadandtrack.com/car-culture/a35002019/greatest-sports-car-of-all-time/>

(press Ctrl-Click to activate links)

Until next time.....*Aloha*

Porsche Classic also uses additive processes to reproduce plastic, steel and alloy spare parts that were previously no longer available. A release lever for the clutch of the Porsche 959, for example, today comes from a 3D printer. Around 20 reproduced parts for Porsche classic models are currently manufactured using additive processes. This manufacturing technology is also technically and economically interesting for Porsche for special and small series as well as motorsports. 3D printing therefore offers significant potential for Porsche with regard to product and process innovations, which will in turn allow customers to benefit from fascinating and individual products.

Press *Ctrl-Click* for a video of the process

[Innovative pistons from a 3D printer for increased power and efficiency \(porsche.com\)](https://www.porsche.com/innovative-pistons-from-a-3d-printer-for-increased-power-and-efficiency)

Tech Tips



Durametric Porsche Diagnostic Tool

Reprint from AutoAlanta website

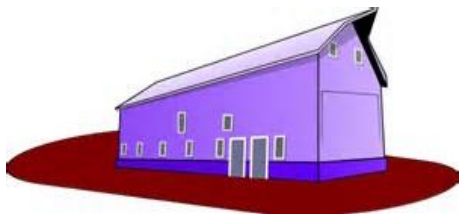
Porsche automobiles have always been known as state-of-the-art, and often are seen as difficult to work on and diagnose is a way to diagnose your Porsche just like the factory-trained technician does at the dealership! The durable by non-technicians and owners alike. Now Therametric diagnostic tool is a software suite that installs on your pc laptop and hook to your car 's data port and can read and communicate with the Porsche dme. It allows you to reset service reminders, read and reset diagnostic trouble codes, display and log actual values in real time, and turn off the check engine and airbag lights (and tell you why they are on in the first place). The durametric

diagnostic tool can communicate with the engine dme, factory alarm system, airbags, seat memory system, abs, climate control, tiptronic automatic transmission, and many more systems that are hard-wired together in the car. This tool is different from the generic obd2 readers that are only able to diagnose emission-related issues. Included is the software and a usb cable to hook your laptop to the data port in the car. For use with laptops running windows 2000 or xp and microsoft net framework 1.1, 256mb of memory, 25mb of hard drive space. Note: some capabilities not available for older models (not able to display actual values and live data in '97 and older Porsche models) '96 and older models need a round adaptor to hook to car data port, sold separately.

General Fitment

BOXSTER 1997-04
 911 1998-05
 BOXSTER 2005-08
 CAYMAN 2006-08
 944 1989-91
 968 1992-95
 911 1989-94
 911 1994-98
 911 TURBO/GT2 2001-05
 911 GT3 2003-05
 911 2005-08
 911 GT3 2007-11
 CAYENNE 2003-06





The Sale Barn

Nothing for sale

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Membership Stats

by Mike Hays

White River Region Club Members

Total Primary Members 104

Affiliate Members 54

Total Region Membership 158

PCA Juniors 7

New White River Members – 2

Robert Carrico (1974 911 Targa)

Race Hobson (1981 911 SC Targa)

Transfers In – 1

Michael and Peggy Bishop (2008 911 Carrera) from Southern Arizona Region.

Membership Anniversaries

David and Jo Martinson (2014)

Ed Rouse (2018)

PCA National Club Numbers

Primary Members 88645

Affiliate Members 48209

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

Phase II Registration opens
April 7 at 12 noon ET

