



White River Rolling

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President's Notes by Leonard Zechiedrich

Guten tag White River Region Members,

Melody and I have received several emails regarding Palooza this year. As of today, we plan on holding the event. We know the situation could change, but we will proceed as usual. We do not know any specifics, but will be working with PCA National, The Inn of the Ozarks, and the city of Eureka Springs to ensure we are following all guidelines. We really look forward to seeing all our Palooza friends again November 11-14th.



XK120.

Even though this is not Porsche content, I would like to share a special story to me about a recent vehicle find. Back in 1960, my Dad owned a 1952 Jaguar XK120 that he had bought from AJ Foyt. He enjoyed driving it on the Galveston Beach at low tide and testing the claim that the XK120 was so named because it was the fastest sports car in the world and could reach 120 mph. Well, Dad never hit that speed, but he did manage to drop a freeze plug and over-heat the engine which required a rebuild. He later sold the car in order to pay for my mom's engagement ring. My entire life, I have heard this story AND I have watched my Dad search for a replacement for that

Since these old Jags have sky-rocketed in price, much like the early Porsche 911 market, Dad's search had all but ended about ten years ago. Of course, there was no internet back when Dad was searching for cars, so he primarily scoured Hemmings Motor News, the Thrifty Nickel, and Autotrader magazines. He would occasionally find a possible project, but nothing ever came of those leads. We once drove to Oklahoma to see an XK120 that had been converted to a truck! Of course, I advised Dad to buy it, but he always thought there would be a better candidate. There wasn't.

Also, back during those early days, Dad was a member of the Fort Smith Antique Car Club. Each year several members of the club made the all-day voyage from Fort Smith to Eureka Springs for an annual vintage car show. Back then there was no Interstate 49 and the only way from the River Valley to Northwest Arkansas was through the Boston Mountains over the old Hwy 71. In a Model A, or worse yet a Model T, this was an all-day trek.

On one of those trips, Dad and I spotted a Jaguar XK140 sitting next to the road right in Eureka Springs on HWY 62. After checking into the hotel, the Inn of the Ozarks ☺, we went back to look at the Jaguar only to find that it had been covered with a tarp with no one around to ask why it was there. We made a couple more trips back to Eureka, remember back then it was a long journey even in our relatively "modern" 1972 International Scout or one of Dad's early 70s MGB-GTs, but we never saw the car again. Over the next thirty years, as we attended car events in Eureka Springs, we would ask locals if



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On the cover –

Good buddy and new member Max
Garrison's 2002 Carrera Cab

Picture by Max Garrison

Send me pics of your Porsche!

The Editor



they knew anything about that Jaguar, but we seldom got any encouraging news about the car. There were stories here and there and we would always drive through Eureka with one eye on garages, barns, and driveways. Once we even spotted a small car under a tarp in the front yard of a house in downtown Eureka. I jumped out of our car and ran over and lifted the corner of the tarp. It was an Austin-Healey Bugeye Sprite! As I lowered the tarp back down, a voice from the house asked, "Can I help you?" I just turned back toward the car and hung my head..... "no."

About six years ago we got a promising lead. A friend had overheard a conversation in a semi-local gas station about a group of sports cars sitting in the woods west of Eureka Springs. Dad and I drove around for one whole weekend and did locate five cars in the woods next to a back highway. There was a Jensen-Healey, Triumph TR2, TR4, Nash Metropolitan, and MGA. There was also evidence that two other cars had recently been moved from the location. We walked across the street to check at a neighboring house, and we got some very interesting news. A few months prior, two Jaguars had been removed from the woods via tow truck. Unfortunately, no one knew where the two cars had been taken. Another dead end.

Fast forward six more years, I was visiting an interesting salvage yard near Eureka and trying to buy a vintage Honda Trail 70. I have known the owner of the yard for twenty years and he is very difficult to deal with, and so I had never previously thought of asking him about the Jaguars. On this particular day, however, as I was leaving without the Honda motorcycle, I just happened to ask, "do you know anything about two old Jaguars that are in Eureka?" He said, you know, I do think I know someone that has a couple of those. I almost fell out of the car (my 1970 Land Cruiser.) He actually gave me the owner's name, I located a phone number, and promptly called Dad before making THE call. I recall Dad responding, "this is probably just going to be another big disappointment." The call went like this; A woman answered, "hello" and I blurted out "do you have any Jaguars... uhh, I mean, hello my name is Leonard and I've been searching for two Jaguars in Eureka for over thirty years....do you know anything about them?" She replied, "yes, my late husband left behind three Jaguars, five MGAs, two Triumph TR2s, two Triumph TR4s, a Jensen-Healey, a Nash Metropolitan, an MG Midget and an MGTF, and I'd like to get rid of them all.....hello, hello, are you still there?"



Three months later I finally got a chance to see the cars. Of course, I took Dad with me and as we drove to Eureka we made jokes. I said, "Like we're going to show up here and there will actually be a Jaguar!" Dad replied, "the cars are probably all Midgets, Bug Eye Sprites, and Fiats," but as we approached our destination, there they were... an XK140 front-end poking out of the woods like it was some abandoned FIAT; next to that was a Jaguar MK XII sedan; down the hill was the MGTF; and then a line of MGAs and one Triumph TR2. After about an hour the owner said, "ok, let's go to the other building." What??? More excitement! Thirty minutes later, we arrived at an abandoned house with a collapsing shed beside it. Surprisingly, inside the shed was the third Jaguar, a XK150 fixed-head coupe and a Triumph TR4A. We climbed over the parts and got a look at the two cars and again the owner said, "well, let's go see the last of the cars." Excitement builds again. This time we drove about 20 minutes to the original site that Dad and I had found six years prior and we spotted the Nash, Triumph, and Jensen-Healey. It was an exciting day and something Dad and I (and my 3 kids & wife) will remember for the rest of our lives.



The excitement continued over the next two months as I brought the whole family on one adventure after another to search through old houses and antique shops both located in downtown Eureka for extra parts and pieces for all the cars. We learned that the owner



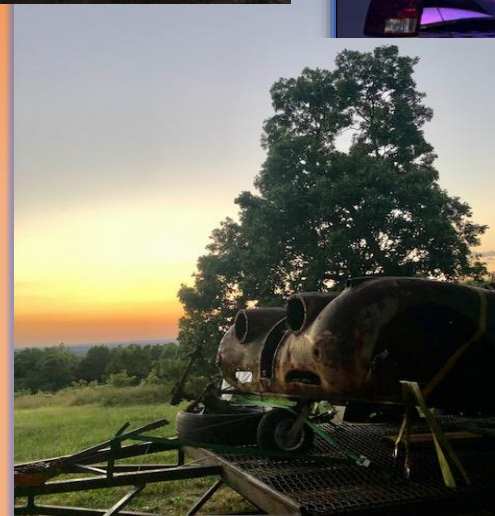
of the cars, who had passed about a year ago, had scattered parts over three different houses and two different antique shops. Sadly, he was not the best at taking care of his cars and they all suffered the consequences from sitting outside for forty years. We have gotten to know the “new” caretaker of the cars and consider her a friend. Dad ended up with the XK140 Roadster and the drivetrain donating Jaguar MKXII sedan, and we have a good start on finding homes for the rest of the cars.

I look forward to seeing my Dad work on the project and to see how it progresses. I want to thank my family, especially my wife, Melody, for putting up with me and my hobbies, and my Dad, Earl, for teaching me that working on vintage cars is a rewarding hobby. Thank you to my kids, Brooklynn, Charlie, and Zane for being excellent helpers and good sports on each adventure. It should also be noted that Devo the Whippet was no help whatsoever and in fact caused many unnecessary distractions throughout the entire process.



(Ed note: This one is mine!)

Now, who wants to know the location of an Auburn Speedster I was recently asked by a realtor to investigate?





To ensure some Porsche content here, please follow the link to my latest video, “Boost Junkie,” which details the build and upgrades to my 1979 Ruf-modified 930 turbo.

<https://www.youtube.com/watch?v=nXulkmDLDVg> (press ctrl-click)



Leonard

From the Wheel by the Editor

PCA breaks down regions based on their membership numbers when developing contests between regions such as the newsletter and the website competition. There are five classes. White River was a Class I with less than 100 members and Maverick region would be a Class V which is 800 or more members. Class I was a small region group so it definitely helped in winning the various newsletter and website trophies the past few years.



We have officially exceeded 100 members which bumps us up a class which also means we have more competition for trophies. Therefore I decided it was time to up my game in presenting our newsletter and website. Both were needing an update in format anyhow. It was getting somewhat stale in presentation. So here it is in all its naked glory. I reviewed the competition and past winners to see what the judges like or dislike. I have also judged in the annual newsletter competition the past three years, obviously a different class from our entries. Trust me, knowing what time and effort goes into being a newsletter editor it is very hard to be critical of any design. I have taken the judges' comments to our newsletter and website very seriously and to heart in my quest for improvement. I'm sure some of you have noticed it took me forever to do page numbering and a table of contents. I still don't think it's needed but if the judges want it, they get it.

I don't know how many of ya in WRRland have actually looked at the website but there are changes a-happening there too. The front page is now a slide show and not only shows a Facebook link it shows the Facebook page. I've made changes to almost all the pages including the Calendar, Events and Newsletter page. But it is still a work in progress. My main concern is if I am showing what our region is about and the people that are part of it. If you feel differently or have an opinion or comment about anything in the newsletter or website please let me know. I just put this rag together but it's your media; it should reflect what you think the region should be. If I don't like what you say, I'll just pull your plug wires.

wrnews@gmail.com

Dave Decker

EVENTS

January - April

May - August

6/5 Ausflug 2021 Journey to Monkey Island
7/11-7/17 Porsche Parade
7/31 Wheels for Meals Auto Show

September - December

09/25 Lost in the Ozarks TSD Rallye
11/11 -11/14 Porsche Palooza

**Garrett Tire
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And you have just one garage space left.**

The Macan S.

— 2020 —
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PORSCHE



ZoneFive Update

by Chuck Bush
Zone 5 Representative
Zone5rep@pca.org



Volunteerism

We need a little help. Our club is run by volunteers and is only as good as the efforts we make as members to keep the club fresh and interesting. If the same people are doing all the work, eventually they get burned out and turned off. The old saying “many hands make light work” is as true in the Porsche club as anywhere else.

The truth (and kind of secret) about volunteering is that it is fun, rewarding, and helps you build bonds and friendships in the club that extend far beyond the actual volunteer task. There are so many different things that make up a successful club that you can always find a way to make a difference.

I won't tell you that volunteering in itself is always a bed of roses. It can be stressful, challenging, exhausting and aggravating. I recall working the autocross grid at Parade- Susie and I spent ten hours out in the sun keeping the autocross moving. It was hot and tiring but we have great memories not of sore feet, but of keeping things running smoothly and talking with all the drivers as they came and went from their runs. The friendships we made with other club members forged over accomplishing a challenging task are priceless.

Volunteering provides a level of self-satisfaction well beyond that of even participating in the events. In fact many of our best memories from Porsche club events are from volunteering. Of course, not all volunteer jobs are super fun. I recall four of the longest hours of my life sitting in a room manning the Parade Art show when I really preferred to be outside doing anything else. Sometimes however, you volunteer for something and it

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.

exceeds your wildest expectations. Like the time we volunteered a half day to help take down the historic display and Susie helped out by getting into the tiny 904s and 906s to steer them while they were being pushed out to the transport.

So what can you do for your club? What do you like to do? There are so many small tasks that make up a great region. Alternate website design or coordination. Help monitor social media. Help set up events. Half a day running a grid at a track event. Plan a tour or lead a tour group. Create a flyer for a region event. Whatever your interest, there is likely something you can do to contribute to your club. Don't wait to be asked- contact a member of your board and volunteer! If they are asking for assistance in an area- don't rely on someone else to volunteer. If there is something you can help with, we can use the help and I guarantee you will get more out of it than you give!

See you on the road!

Chuck

Porsche People and Places

DE at Hallett

Article by Dave Decker, photos by Dave Decker & Mike Menichetti

Finally! An event and the best kind,,,,,a track day! White River was out in full force for Cimarron Region's DE Day at Hallett Motor Racing Circuit in Jensen, OK. Mike Hays, Leslie Morse, Mike Menichetti, Reece Williams, Eldon Boone and myself all participated in laying rubber around the track. Heck, WRR officially has a Performance Team!

I must have not got my fill of merry-go-rounds as a child because my Porsche did more pirouettes on the track than a ballet dancer on speed. And they were not graceful at all, mowing the grass a couple of times. A spin out on Turn 2, the hairpin, left me facing an oncoming pack of cars before the yellow flag came out. Think that doesn't tighten ya up! I'm still not sure what the problem was but it played havoc on my confidence as the day went. Porsche recommends 44 psi on the rear, 36 on the front for 18" wheels and that's what I started with. It was also the psi I used at the NCM track last summer with no problems. I have added a new set of Koni struts all around this past winter so that may have added to the issue because the car rides like a buckboard. After conversing with Hays and Leslie, air pressure was adjusted down but by the fourth heat I was becoming leery of going into a curve with any speed so my lap times were way off. And I was in the White group! One good thing is the spoiler kept the rear end down between turns 7 and 8!

But hey, everyone else was having a grand time! Reece's lovely wife, Renee, even got in on the action Sunday. Leslie, the trooper that he is, was an instructor and a driver. The Mighty Menichetti had his new GT4 on the track. I don't believe he got it to its full potential of ripping asphalt off the track but it's coming.





Racing Circuit



He might as well had put a picture frame around it and charged admission because it definitely had a ton of gawkers. Eldon in his Boxster and Reece in the Cayman were doing WRR proud in their groupings making up for my lack of skills. Reece brought a friend with him to chase around the track, a Dr. Estes, driving a Mercedes E63 AMG. He apologized because it was a four door. Apology accepted. Hays and I were in the same group. Even though I have over 100 more horsepower than his Boxster, he almost lapped me. I don't believe he would have rubbed it in.

One funny incident was while we were sitting in the paddock waiting for our group to be called, a dude came up to admire my 996. He was wearing some orange and black clodhoppers and said people were asking him if the black 911 with the orange wheels was his. At least my car was noticed, probably while it was doing loop-de-lou's.

Hats off to Cimarron Region and Hallett for another excellent DE event. It's a lot of work and they do a great job at it.

Porsche People and Places

Ausflug 2021 Journey to Monkey Island

Article and photos by Professor Reindoofus

The expedition to the far off land of Monkey Island in search of Shangri-La was deemed an overall success with over twenty buggies, uh Porsches, decided to make the treacherous journey with present and new blokes showing. After being canceled twice by horrendous weather we were finally able to embark on June 5. The journey began in Missouriiland following the spirals of the path called Hwy 90 while counting arrowheads and Sunbeam tiger warnings. Past the village of Noel, we reached a clear patch of land in order to test the necessary driving skills required for the arduous trip. This consisted of a test of braking and parking prowess. There was also a need to estimate a count of a chest containing the bones of Prius drivers. Shangri-La was found at the end of the path and our tired and hungry expedition partook from a limited menu or the breakfast bar from Doc's establishment. The treasured Barrel of Monkeys trophy was awarded to ???? and his lovely sister Shannon from Santa Fe for attempting to answer all the questions.(please forgive me, I forgot your name.) After dining, everyone was left to their own accord to find their way home. A jolly good time!



Reprinted from Porsche Newsroom Website

The Manthey customer team has clinched its seventh outright victory at the Nürburgring 24-hour race. At the 49th edition of the endurance classic, works drivers Kévin Estre from France, Michael Christensen from Denmark and the Italian Matteo Cairoli crossed the finish line in first place at the wheel of the No. 911 Porsche 911 GT3 R. This victory marks the 25th anniversary celebrations of the team from the Eifel. Manthey expanded its accomplishment as the most successful team with the seventh win at the 24-hour race. It was also the 13th victory for a Porsche racing car. The Huber Motorsport customer squad achieved an emphatic win in the Pro-Am class with a 500+PS 911. Bad weather saw the race red-flagged for over 14 hours on Saturday evening. Consequently, the total driving time was only around nine and a half hours.

“Congratulations to the Manthey team. The crew did a flawless job, the drivers gave a terrific show at the wheel of the Porsche 911 GT3 R,” said a delighted Fritz Enzinger, Vice President Porsche Motorsport. “I’m also particularly pleased about Huber Motorsport’s Pro-Am class win. Our customer teams can be very proud of their achievements. Unfortunately, the strong performance was not always rewarded accordingly, as numerous vehicles had to retire after becoming entangled in other competitors’ accidents.”

The 24-hour race took off on Saturday afternoon in difficult track conditions. Works driver Kévin Estre gave an inspired performance in the Manthey-run Porsche 911 GT3 R on the partly flooded track. Within four laps, the Frenchman had charged through the field from eleventh to the front. The identical vehicles of Rutronik Racing, Huber Motorsport, KCMG, Frikadelli Racing and Falken Motorsports made up many positions until the beginning of the 14-hour break at 9:30 pm. Thick fog was the reason for the interruption. Prior to this, Frikadelli Racing’s No. 30 entry was hampered by bad luck. First, a power steering defect had to be repaired; a



little later a damaged differential – the result of a puncture – threw the car out of contention. For the final sprint over three and a half hours, the customer teams lined up the other 911 GT3 R on the grid in promising positions on Sunday morning.

At the restart shortly before midday on Sunday, it was again Kévin Estre who treated around 10,000 spectators in the grandstands to some gripping racing. At the wheel of the so-called “Grello” Porsche 911 GT3 R, the 32-year-old came from sixth place to the front of the field and handed the car off to Michael Christensen in first place. The Dane turned heads with consistently fast laps and maintained the lead in the No. 911 car. Estre successfully fended off all attacks in the last hour of racing to take the flag by a margin of 8.817 seconds. In addition to Estre, Christensen and Cairoli, Lars Kern also competes for the Manthey squad, however the experienced Porsche development driver was unable to contest the race on account of ill health.

The Falken Motorsport team battled for a podium spot to the last lap in the No. 44 car but narrowly missed out on a podium result. Germany’s Sven Müller, the two Austrians Martin Ragginger and Klaus Bachler as well as Alessio Picariello from Belgium finished in fourth place. The No. 33 sister car achieved ninth place. Eighth went to the Porsche 911 GT 3 R fielded by Huber Motorsport with the German drivers Stefan Aust, Philipp Neuffer, Nico Menzel and Marco Seefried. The outfit under team boss Reinhard Huber remained in the top ten over the entire distance and even spent some laps in the lead. In the Pro-Am class, Huber Motorsport was the unchallenged leader.

“A race weekend doesn’t end much better than that,” states Sebastian Golz, Project Manager Porsche 911 GT3 R. “In the preparation, our customer teams drove from one victory to the next on the Nordschleife, and now this big win at the 24-hour race – simply perfect. This victory is the result of a strong team effort from Manthey, close cooperation with Porsche and open communication between all teams. Thank you to everyone!”

Porsche’s other customer teams experienced less luck. The vehicles campaigned by Frikadelli Racing, KCMG and Rutronik Racing were fast over long distances but were all involved in accidents. The damages sustained forced the vehicles into the pits before the end of the 24-hour race, which ultimately only ran for only nine and a half hours due to the prolonged interruption.

WHEELS FOR MEALS AUTO SHOW



Jasper, AR

JULY 31, 2021
10AM—1:30 PM

at

Newton County Senior Center

10 am to noon Registration

\$10 Donation for Registrations

Anything with wheels can enter!

One trophy-Winner takes all
"Crowd Favorite"

Everyone gets a vote!

Lots of Giveaways

Lunch and refreshments, All
donations go to support the
Newton County
Senior Center!



Contact: Nickie Henderson 870-446-5531
nhenderson@aaanwar.org

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



Tech Tips

Article and pictures by Dave Decker

To add icing to my lousy day at Hallett, I managed to scrape the living #@%\$ out of my left rear wheel on a concrete platform at your local Oklahoma toll booth on the way. No no words or top of no no words! The wheels are powder coated and done quite nicely by a shop in Springdale, Wayne's Powder Coating, Inc. They did look at me a little strange when I asked for orange wheels at the time.

I decided to try to repair the wheel myself instead of having the complete wheel re-coated. I doubted that I could screw it up any more than it already was. I bought several spray cans of different shades of orange to get a color match. I then proceeded to hand sand the injury with 100 then 150 then 400 grade paper until it showed minimum ridging.



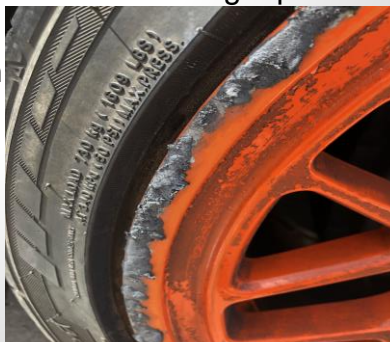
The next step was to fill in the ridging with that old standby, JB Weld.

I probably overdid it but I wanted every ridge filled in. Then I commence with the sanding regimen again. When I was satisfied with the results (read tired of messing with it) I was ready to mask the wheel and paint but how? I tried masking tape but it

looked like the proverbial SOS. A little research on YouTube revealed this

ingenious masking! Playing cards stuck between the tire and rim made an excellent mask.

Who'd thunk it? The cards protected the tire from overspray. Several light coats of orange were applied to the affected areas allowing a minimum of two hours between coats. I'm



Cary's Corner



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

Eegor the Eyesore

<https://jalopnik.com/eegor-the-eyesore-the-ugliest-car-on-craigslist-is-st-1846789062>

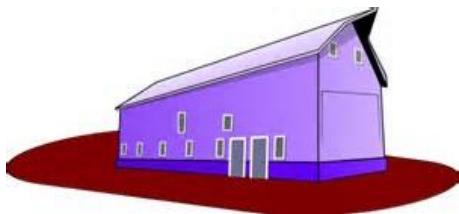
(press Ctrl-Click to activate links)

Until next time.....Aloha

not thrilled but reasonably happy with the results. You have to get down next to wheel to see any imperfections. A tip from that great sooth sayer, Mike Hays, allowed me to see that I have too narrow of a tire for the rim. Time to upgrade to 295/30/18's!



This is the finished wheel. I used Griot's wheel cleaner to get the excess brake dust and grime off the wheel, hosed it off and applied a ceramic coating to keep the brake dust from adhering to the wheel. The other three were done likewise. Ready for Parade!



The Sale Barn

Nothing for sale

Star Graphics

Vinyl Graphics, Pin Stripes
3M Paint Protection Film install

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Case.capshaw@gmail.com

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auto glass replacement and repair

JOE CAPKO
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Membership Stats

by Mike Hays

White River Region Club Members

Total Primary Members 112

Affiliate Members 57

Total Region Membership 169

PCA Juniors 5

New White River Members – 7

Transfers In – 0

Transfers Out – 1

Lapsed - 2

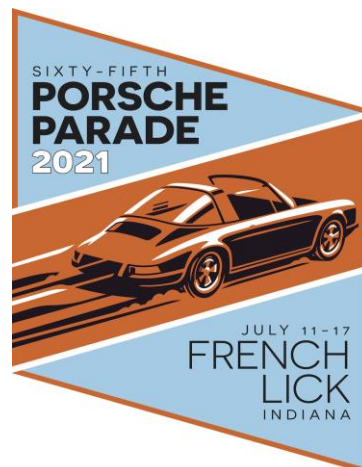
PCA National Club Numbers

Primary Members 91729

Affiliate Members 49041

Life Members 21

Total Membership 140791



Welcome New Members!

April

Matthew Knighton- 2017 Macan GTS

Dan Lestina- 2017 911 Carrera

Aaron Summerhill- 2017 911 Carrera

Brent Walkup- 2006 Cayenne

May

Bryan Clardy- 2018 718 Cayman GTS

Coy Lewis- 2001 Boxster

June

Don Kephart- 2002 Boxster S

