



White River Rolling

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



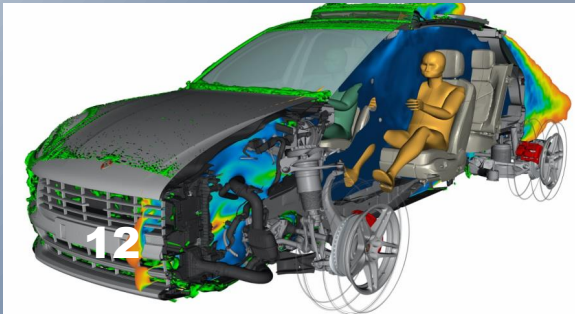
April 2022

Volume 7 Issue 2

wrr.pca.org

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On the cover –

Dan Worrell's 2018 911 GT3

Send me pics of your Porsche!

The Editor

Guten tag White River Region Members –

First off, let's all welcome Ted Jones as our new Membership Chair. White River is growing so officer duties need to be spread out a little. Besides, he drives some pretty cool Porsches.

In case you have not seen it, below is a link to a video produced by Jeremy King for the Best Western Hotel where Palooza is held. White River was not involved in the organization, production or distribution of the video but we sure do look good in it. It says a lot for our region to be able to put on a show like this every year. It has grown exponentially over the years and I hope it continues to do so. It doesn't get any better than this.



<https://youtu.be/EO1UVcNs0bU>

(press CTRL-Click to access link)

For information on my cars go to www.the911den.com

'til next time -

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From the Wheel by the Editor

One of the hardest columns for me to develop is the Tech Tips. I'm not an expert on Porsches by any stretch of the imagination and thus can only write about what I know or have done. I'm not afraid to apply a wrench to my 911 or my previous Boxster but I can get in pretty deep and the need to throw out a lifeline happens more than I care to admit. This issue's Tech Tips is more of an access problem than a mechanical one so the reader is not going to learn a whole lot basically because it applies to a 996 only and only with GT3 style seats.



When I don't have any of my escapades to write about then I hit the internet to find something of interest to the group. Granted most of it is already known if the reader is car-savvy at all. I know I'm not the only one to work on their Porsche. Surely not everyone out there takes their car to a Porsche dealer or an individual shop. One of the best articles I have printed is Mike Hay's engine swap in his 928. If you have done something to your car, tell me about it. Just give me some details and photos and I can turn it into an article. My son recently replaced the fuel pump on his 944 (a chip off the old block) so I'm going to pester him for the info and hopefully that will be a future article.

One saving grace is I recently received an email from Pedro Bonilla. He is one of the tech experts in Panorama magazine and his line of expertise is Boxsters and Caymans. He has a website, Pedro's Garage, that is chock full of info on these models and he sells parts he has developed for them. I have read his website frontwards and backwards for information and bought his Torque bar for my Boxster. Anyhoo, he stated in the e-mail that he could send me his tech articles for the newsletter upon request. Talk about manna from heaven!! He's probably read the newsletter and said "this dude needs help major". So the next newsletter will have a professional view on maintaining a Porsche unless I receive an article from the membership which will supercede Pedro's. Our region has numerous Boxsters and Caymans so the articles he provides will definitely hit the mark.

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Dave Decker

January – April

**1/29 – Lunch at 28 Springs
Siloam Springs, AR**
4/2 – Ausflug SWM 2022

May – August

**5/6-5/7 Mayfast DE
Hallett Raceway, Jenkins, OK**
**5/20-5/22 – GT4 America
Ozark Intrnl Raceway**
**5/22 Maverick Region Concours
Grapevine, TX**

September – December

10/22 Wheels For Meals Jasper, AR
11/10-11/13 Palooza

EVENTS

**Garrett Tire
&
Auto Center**



Porsche Tulsa

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— 2022 —
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Zone Five Update

by Chuck Bush
Zone 5 Representative
Zone5rep@pca.org



We just finished the Zone 5 President's meeting recently. Thanks to the Cimarron region for hosting it in lovely Tulsa, OK. The Region President's meeting is an annual event where we gather to collaborate on how to make the club work better for our members. With 12 regions in Zone 5, it is a great opportunity to get an update on PCA and share ideas amongst the regions. Zone 5 is blessed with some very large regions as well as small ones and they all have unique challenges and opportunities. Growth in PCA remains strong, as it has even through the last few years with COVID. As we are hopefully on the backside of this pandemic, we have many new members without a sense of what is a normal schedule of events for our regions. As we ramp back up, take the opportunity to get out there and explore all PCA has to offer. While get togethers remain very popular, tours, autocrosses, DE's, Rally's, and concours are all fun opportunities to enjoy your car while socializing with fellow club members. If you are a new member or haven't participated in a while, get out there and try something new!

One of the best kept secrets of being in the Porsche club is volunteering. There is nothing like the satisfaction of being involved in the running of events and seeing them go off well. There is also no better way to get to know folks in the club and to make new friends. Many hands make light work so there is always something for you to do that will help out the region while also improving your experience. One of my favorite jobs is working the grid at the autocrosses. It is wonderful to talk with folks that are so excited about their runs and driving the track. Being a timer at a concours is also a great job for a new person- you are on the judging team, you get a close look at beautiful cars, you can chat with the owners about their "babies" and the only skill required is being able to use a watch. There are so many fun jobs and with all of us contributing, it is very easy.

We have many, many events coming up this year. Regional, Zone wide, and National. Check the PCA national website, your regional website, or just read the emails you get from PCA and your region. I hope to see you out there this year!

See you on the road!

Chuck Bush

Cary's Corner

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



For you off-road readers -

<https://flatsixes.com/cars/992/spied-porsche-911-safari-caught-playing-in-the-rain/>

(press Ctrl-Click to activate links)

Until next time.....Aloha



A t-shirt I picked up at Orchelin's, our local farm and feed store. They know a great car when they see it.

Porsche Tulsa Presents - MayFast 2022 - May 6th & 7th, 2022

Reprint from Cimarron Region website

Experience the excitement of driving your automobile on a racetrack with no speed limits and no experience necessary. Interact with other car enthusiasts. Trade tips, experiences, and stories. **Registration will OPEN - April 1st and close TUESDAY MAY 3rd at Noon** central time. [Click Here to Register](#)

Driving Experience

Learn or improve your high-speed driving skills at Hallett Motor Racing Circuit. Nestled in the Osage Hills 35 miles west of Tulsa, Hallett is a challenging and rewarding track with tight corners, fast straights and elevation changes. Drive your car like it was engineered to be driven.

New to track driving or never driven Hallett?

You will start your day with a short classroom instruction explaining the track layout, track rules and track safety. Following your classroom session, you will be assigned an instructor to ride along and coach you through each brake point, turn in, apex, accelerate and track out location. Once you are comfortable AND your coach is comfortable with your on-track awareness and driving skills you will be allowed to drive solo to fully enjoy the high-speed experience

Experienced at driving Hallett?

Run groups are organized by known experience along with many other factors. We will do our best to pair you with drivers of similar experience and skill to maximize your track time enjoyment. First assignments may not be perfect, so movement between experienced groups may be an option and will be decided by our Chief Driving Instructor.

***** Instructors: Please Read! *****

Unless you are registering as a Non-Driving Instructor, and you are interested in being an instructor, please register. Our chief driving instruction approves instructors. In the event we do not need an instructor you will have the option to move to a drive group or cancel. Please do not register as an instructor if you are not qualified or have never instructed for one of our PCA events. You can always contact me with questions if needed.

*****New PCA requirement for Driver Education Events*****

If your vehicle is equipped with Automatic Emergency Braking Systems, such as automatic braking, or lane assist, please follow the policy as stated. " At this time, it is not known how these systems will react at speed in the HPDE environment. For the safety of all participants PCA has decided not to allow affected vehicles to run with our group at HPDE events unless the system can be and is turned off." This information is listed on the tech sheet.

Porsche People and Places

2022 Zone 5 Presidents' Meeting

Article and Photos by Dave Decker

I recently had the opportunity to represent White River Region at the Zone 5 Presidents' meeting (thank you Leonard) held this year in Tulsa and hosted by the Cimarron region. It was pretty cool indeed!

I missed the meet and greet on Friday evening but the meeting itself started at 9:00 am Saturday with an intro by zone rep Chuck Bush and the obligatory go around the table and introduce yourself to the group. Some very interesting stories on how people got involved in Porsches. PCA National was represented by Craig Kugler.



The meeting started off with a roll-out of statistics and growth in different participant events. By 2030 70% of all Porsches sold will be EV and there will be an increase in digital media with Panorama being only web-based. There is also Rennbow which is a celebration of Porsche colors.

We will see more regions splitting as membership continues growing. 2021 saw a 7.9% growth in Zone 5 and White River grew 6.6% (Yay!). Membership is also aging and there was considerable discussion on engaging millennials; getting them out of rice rockets and into Porsches. This is involving such events as Street Survival, sim-racing, autocross and a new one, Unstock, which is modified Porsches.



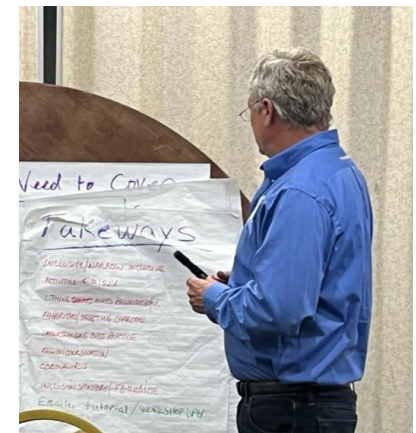
Next up was an outline of PCA's new drone policy presented by Mr. Kugler. Drone usage has proliferated so PCA wants to make sure we are covered for liability. Minimum standards were released the week of April 4 and will continue to evolve into a strong policy. This will involve the attainment of a Drone Usage Authorization(DUA) from PCA for an event. A professional licensed drone operator must be used and should carry \$5 million in general liability coverage. The video

should be perimeter only of the event and if the video is 5 seconds or

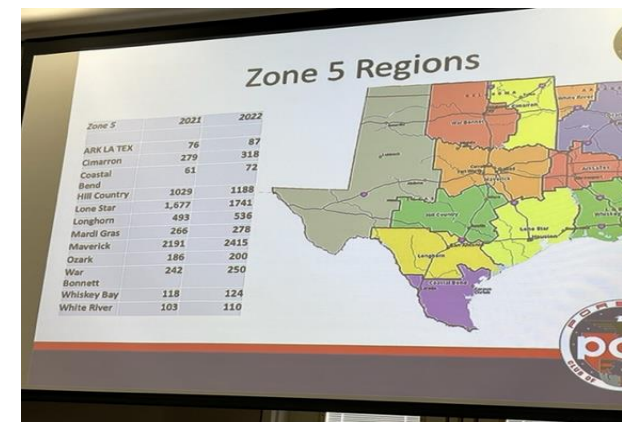
longer the DUA # must be embedded in the video. (Ed note: *To me it would be easier to put a net over the event*)

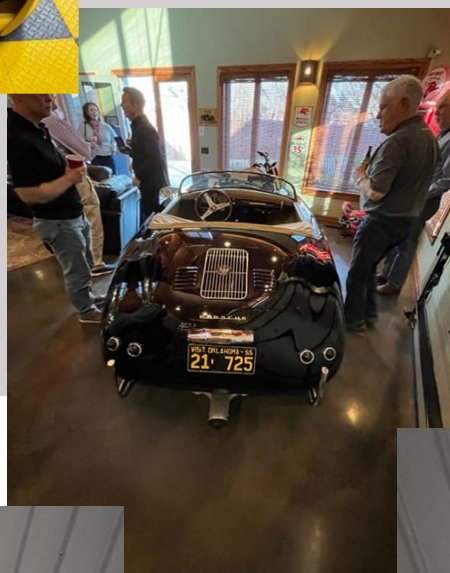
Following this was a discussion led by Chuck Bush on the duties of a region president and what is expected of them. There should be a regular review of the region's by-laws. I have thought about putting the by-laws on the website in case there is interest in such. Social media is becoming more relevant and we as members should make sure there is nothing derogatory or offensive on such.

Next up was a discussion on insurance, liability and waivers. Fascinating stuff! (lol) I did ask a few questions on this subject in relation to how much notice is needed for coverage for drive and who is liable. The rule is three weeks. My question was what if I put together a drive for members but short notice like less than a week is there liability? Basically if the notice is on our Facebook page, yes, but if emailed, no. Then the discussion got into waivers and who needs to sign, the management of risk and protection of personal info. Like I said, fascinating stuff. They did mention something about PCA Glovebox where a region can store documents. That was news.



But the coup de grace was a visit to Cimarron member Randy Kaplin's tour of his collection of Porsches spread out in two garages and an airplane hanger. The dude was a super host and all around great guy with a BBQ dinner available complete with wine and beer. I had no idea heaven was in Tulsa. Pictures of his collection are on the following pages.







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.

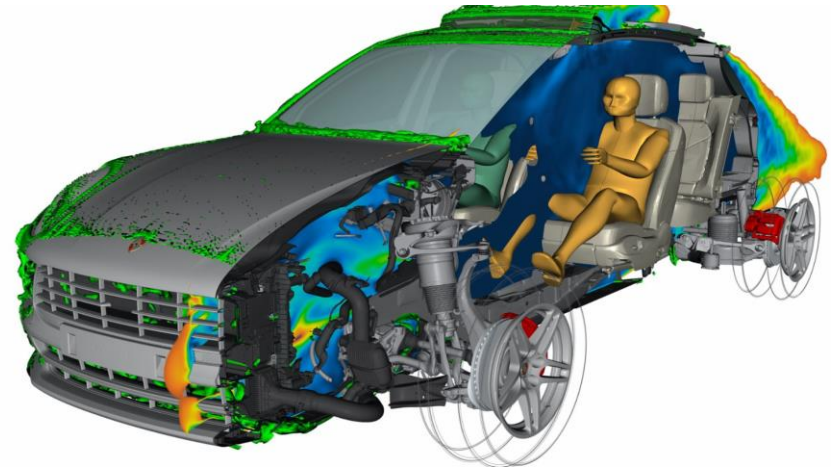
Show your region spirit!!



What's New With Porsche

Reprinted from the Porsche Newsroom

The all-electric Macan: digitized



Digital development and testing not only saves time and costs, it also preserves resources, so it enhances sustainability. Instead of real vehicles, the engineers use digital prototypes – computational models that replicate the properties, systems and power units of a vehicle to a high degree of accuracy. There are 20 digital prototypes for the purpose of simulation in a number of development categories, such as aerodynamics, energy management, operation and acoustics. “We regularly collate the data from the various departments and use it to build up a complete, virtual vehicle that is as detailed as possible,” explains Dr Andreas Huber, manager for digital prototypes at Porsche. This allows previously undiscovered design conflicts to be swiftly identified and resolved.

The aerodynamics specialists are among the first engineers to work with a digital prototype. “We started with a flow-around model when the project first started about four years ago,” reports Dr Thomas Wiegand, Director of aerodynamics development. Low aerodynamic drag is fundamental to the all-electric Macan with a view to ensuring a long range. Even minor flow enhancements can make a huge difference. The engineers are currently using simulations to fine-tune details such as the cooling air ducts. The calculations not only take into account different arrangements of the components, they also reflect real-life temperature differences.

Reprinted from Porsche Newsroom Website (edited for space requirements)

André Lotterer: “We’re doing everything we can to advance as a team”

Perfect race strategy and optimal energy management: Pascal Wehrlein and André Lotterer used this recipe for success at the Autodromo Hermanos Rodriguez and, with a strong team effort, handed the TAG Heuer Porsche Formula E Team an historic one-two at the Mexico City E-Prix. In the latest “Inside E” podcast, they talk about this milestone in Porsche’s Formula E project, their understanding of teamwork and how they view their chances in the fight for the world championship title. “We want to win races. That’s our goal and we’re all working hard towards this. We won’t always perform as well as we did in Mexico but we have a solid basis for scoring points from every race.” André Lotterer regards the maiden victory for Porsche in Formula E as the reward for the team and as motivation for the upcoming challenges of the season. Pascal Wehrlein, who crossed the finish line first in his Porsche 99X Electric, is “still over the moon” almost two weeks after his victory. “Scoring pole position and then winning – that was just fantastic.”

A key factor in this one-two success was the exceptional synergy between the Porsche drivers. For André Lotterer, it’s a given. “We’re not just competing for ourselves but for Porsche,” he says. The team’s success takes top priority. This is a lesson he learned from endurance races like the 24 Hours of Le Mans and it is a philosophy he has taken to heart. “The fact that we didn’t battle each other proved to be our advantage in Mexico. As a result, we used less energy compared to our rivals. I even managed to save more energy thanks to Pascal’s slipstream.”

The achievement in Mexico has not changed the goals of the TAG Heuer Porsche Formula E Team for this season. “We want more wins and to fight for the world championship title,” says Pascal Wehrlein, who currently ranks third in the drivers’ standings of the ABB FIA Formula E World Championship. In fourth place, André Lotterer shares the same points’ tally as his teammate and also feels confident about the future: “We have learned a lot about Formula E and we’re now much better prepared for the races. That gives us the confidence to maintain our current competitiveness in Rome.” The Eternal City hosts a doubleheader in April – an event he is looking forward to. “We’ll be driving on one of the coolest tracks in Formula E.”

In Rome, too, the Porsche drivers are keen to pull together as a team. Why do they get on so well? “We treat each other with the greatest respect

and we never stop learning from each other,” says Pascal Wehrlein. And André Lotterer: “We’re both very ambitious and we do everything we can to make our car faster and advance as a team.”

Info

The Porsche Formula E podcast is published in English and can be downloaded from the Porsche Newsroom. “Inside E” is also available on other platforms such as Apple Podcasts, Spotify and Google Podcasts.

Porsche wins the GTE-Pro class at the WEC season opener in Sebring

The Porsche GT Team has kicked off the new season of the FIA World Endurance Championship (WEC) with a victory at the Sebring International Raceway.

Michael Christensen from Denmark and Frenchman Kévin Estre won the GTE-Pro class at the 1,000-mile race in the US state of Florida ahead of the Corvette crewed by Nick Tandy (Great Britain) and American Tommy Milner. Richard Lietz from Austria and Italy’s Gianmaria Bruni finished third with their ca. 378 kW (515 PS) 911

RSR. The eight-hour WEC race had to be halted and ultimately discontinued a good 60 minutes before the end of the race due to a thunderstorm warning. In the GTE-Am class, American Brendan Iribe and the two British racing drivers Ollie Millroy and Ben Barnicoat finished third with the identical 911 fielded by the Project 1 customer team.

This marks the third time that a World Endurance Championship WEC event has been contested on the former military airfield in Florida. In 2012, works drivers Richard Lietz (Austria), Marc Lieb (Germany) and Patrick Pilet (France) finished second. In the 2018/2019 season, Lietz and his Italian teammate Gianmaria Bruni won the GTE-Pro class with the Porsche 911 RSR. Porsche is by far the most successful manufacturer in the long history of endurance racing at Sebring, with the Stuttgart marque notching up a total of 18 overall wins.

In the GTE-Am class, two Porsche customer teams had chances to win. Initially, the 911 RSR campaigned by Dempsey-Proton Racing with team owner Christian Ried from Germany and the British racing drivers Sebastian Priaulx and Harry Tincknell had the most promising prospects.





Tech Tips

Article and photos by Dave Decker

The passenger seat in the ol' 911 developed a crack in the leather all on its own one day. I had just got in, buckled up and noticed it glaring at me, I mean it was like looking down into the Grand Canyon. How it happened I have no clue since I don't normally have a passenger. Palooza was coming up and I didn't want to lose any show points so I placed a piece of electrical tape over the gash and then laid an unassuming binder on the seat.



Some friends told me to find the guy that repairs leather for car lots and have him go at it. I got his number, called but no answer or reply. Next option was an upholstery shop. After some research, I found a dude in Tontitown, Dave O'Brien of Fibrenew, that specializes in leather - vinyl repair and re-dye. I sent him some photos, we agreed on a price and it was off to take the seat out.



I assessed the required removal of the passenger seat and set about the task. As some of you know, I do not have the standard 996 seats but rather the optional GT3- style buckets. The seats nest in a frame which is then attached to the slider rails. Just four 3/8" bolts keep you from splattering the windshield when braking.

I chose appropriate wrenches and removal of the seat on the door side was easy-peezy

However the console side was an exercise in acrobatics with zero space to wrench the bolts loose but was accomplished with ratcheting box end wrenches. After removal of the seat belt anchor bolt all was well. I was surprised how light the seat was but it does have a frame and minimal cush. I proceeded to take the seat to Tontitown and drop it off. Fibrenew does have mobile repair service but I live outside his service range..

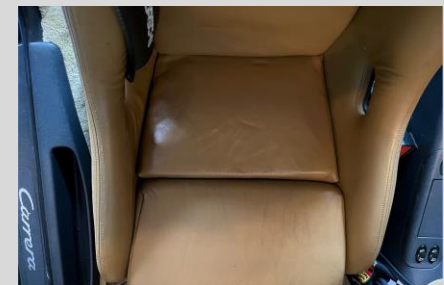


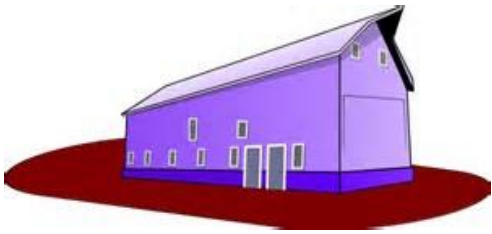
With the front seat out a new project unfolded. The rear seat of my 911 has all the usefulness of a dead battery and limited access due to non-folding front seats. Let's do a rear seat delete. How hard could it be? After all, the winning 996 in Palooza took the trophy with just a body wrap and seat delete. I figured a weight savings of maybe 30-35 lbs.

The seat cushions pop right out since they are held in with Velcro. The backs however were a different animal with four anchor points per side including seat belt. I'm not exactly the smallest of stature nor the nimblest but I pretzeled myself in the space for access while consistently banging my head on the sloping ceiling. The only bolt I had issue with was the center point for the backs. The housing looked fragile and I just knew I would break it trying to pop it loose. With a bit of fidgeting the housing magically popped off with no damage. Alright, alright, alright! I tucked the seatbelts in a cutout on the upper part of the slope, vacuumed the area and it was done. I see a trophy in my future!



Fibrenew called saying the seat was ready after about a week and I picked it up on the way down to 28 Springs. Quite happy with the result.. He matched the baby poop brown, uh Savannah Beige color to a T. The re-install was straightforward other than the contortions to get the console side bolted up. The extreme side bolsters of the seat keep you from positioning your knees on the seat. You are required to arc your body over the seat while trying to align the bolt holes but it was accomplished. To be 50 years younger and 70 lbs lighter. All in all, very happy with the result!





The Sale Barn

1999 Porsche 911 Carrera water cooled 6 speed
silver one owner, mechanical, motor needs to be
replaced , 90k one owner garaged , no dings
Pictures can be provided

Email: j.bradley9120@gmail.com

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Membership Stats

by Ted Jones

White River Region Club Members

Total Primary Members 110

Affiliate Members 61

Total Region Membership 171

PCA Juniors 5

New White River Members –

Transfers In – 2

Transfers Out – 0

Lapsed - 3

PCA National Club Numbers

Primary Members 95691

Affiliate Members 50853

Life Members 21

Total Membership 146565



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Welcome New Members!

January

Dennis Anderson 2015 Cayman

February

Philip Borghee 2013 Panamera GTS

Thomas Falk 2022 718 Boxster

March

David Cox 2001 Boxster

Anniversaries

Tim	Kwasny
Todd	Tittle
Ed	Rouse
Patrick	Ossenkop
Race	Hobson
Robert	Carrico
Dennis	Anderson
Terry	Maienschein
Joseph	Beck
Scott	Primm
Pat	Tobin
David	Stobaugh
George	Faucette
William	Jones
Laurice	Williams
Bruce	Walz