



White River Rolling

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



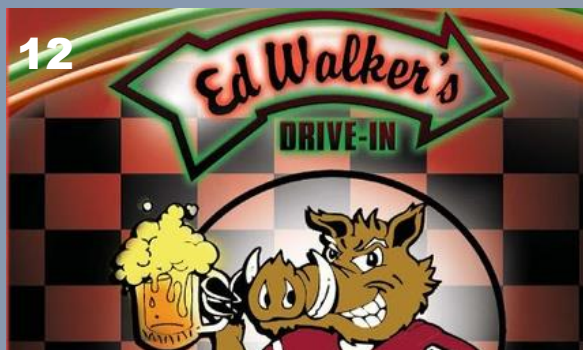
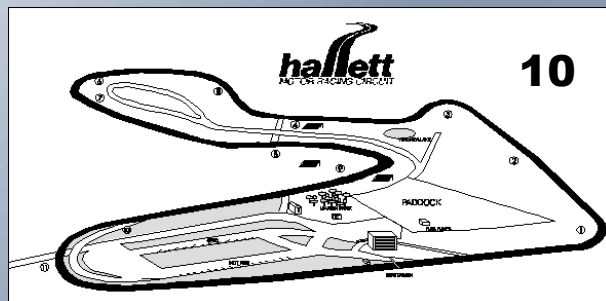
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On the cover –

New member Tom Falk's 2022 718 Boxster
in a real cool color!

Guten tag White River Region,

Hope everyone is staying cool in this ridiculous heat. I know I'm not. It's so hot outside that the ice cream man just changed the sign on his van to "Cream"....it's so hot outside that I saw a dog chasing a cat, but they were both walking! OkThis heat reminds me of a time when my buddy, Heath and I, were cruising the streets in my modified 67 911 back in the late 80's. Zane likes to refer to that time period as, "back in the good 'ol 80's when the dinosaurs were around." Anyway, we were cruising the streets as usual and looking for a race when we spotted a Silver 944. This was in Van Buren, Arkansas so this was very unusual. We caught up to the guy, and with a few revs of the short stroke 911 engine the guy knew we were ready to race so off we went! The 944 pulled a half car-length in front of the old 911 but as the big tach swung upwards we pulled even and then right past the 944. I kept my foot in it just to make sure everyone was clear on who had the fastest Porsche in "this here town" but we both eventually stopped and it turned out we knew the driver. His dad owned the local Dodge dealership, and he was known to have some nice and cool cars.



A few years later, I would end up buying that same 1983 944 as it was totaled in a collision. Dad and I repaired the car, to the best of our abilities, and we drove it for at least the next fifteen years until I traded it to Rick Daes. Everyone should remember Rick from Palooza as he makes the popcorn, gets EVERYONE to sign the waivers, is the designated bouncer, and is just an all-around great guy!

So....back to the story...I've been thinking it would be nice to have a car with air conditioning, so meet the latest addition!!

It's a 1985 944!

This is an early-1985 model so it has the old 3-gauge dash from the 924, which evidently no one likes but me. Side note that you may remember: A couple years ago, I destroyed my own 1977 924 by cutting a tree down on it while also breaking my neck and leg, but that's a different story and I can't talk about that until the inquest is over, but let's consider this an upgrade! Nothing says 1980s more than Mahogany Metallic with brown leather interior, a cassette player, automatic antennae, power steering (like that was even needed on these cars), Lloyd mats that always get crumpled under the seats, aftermarket BBS wheels, wheel locks, lockable gas cap, manual transmission WITH



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synchronesh in all five forward gears (some of my vehicles do not have synchronesh in all gears, so yeah), 17.4 gallon fuel capacity, pop-up headlights, rear defrost, sunroof, and a top speed of 130 mph with its meager 143 horsepower. It even came with a couple of extra cassette tapes, some cassette head cleaner, a buck thirty-five in change, an old school sun shade for the steering wheel & dash, and two packs of Benson & Hedges cigarettes. I've never been a smoker, but these were free and vintage so I guess I'll give them a go! I bought the car as a result of a friend selling it for an estate and it was another fun adventure all the way around for the entire family.



coincidence!

The guy traded in a 1979 924, and the dealer allowed \$3000 toward the price of the 944. He made an upgrade just like I did with my 924! Some of you may remember Hill Motor Company (associated with Wheeler Motors) as the Porsche dealer in Fayetteville back in the day. It was located at 2396 North College Avenue. It was also the Volkswagen-Mercedes dealer and later added the Subaru line.

According to the paperwork trail, the car was purchased by the previous, now deceased, owner from Hill Motor Company for the price of \$17909.44 with just 14,345 miles on the odometer in 1988. Those last three numbers in the price can not be a



The car will be perfect for the hot summer seasons here in Northwest Arkansas while the air-cooled 911's rest in their climate controlled garage. The 944 is not a valuable car, but it reminds me of the old days and is a car that is still relatively simple to work on. The car needs a lot of attention as it has been sitting for years, but I look forward to bringing it back to life. Although, I do not look forward to draining the fuel or the old brake fluid.

I want to thank my old friend, Bill (old as in I have known him for twenty five years), and my new friend, Will (new as in I have known him for less than one year) for helping to make this happen.

Good thing my whole family loves an adventure!

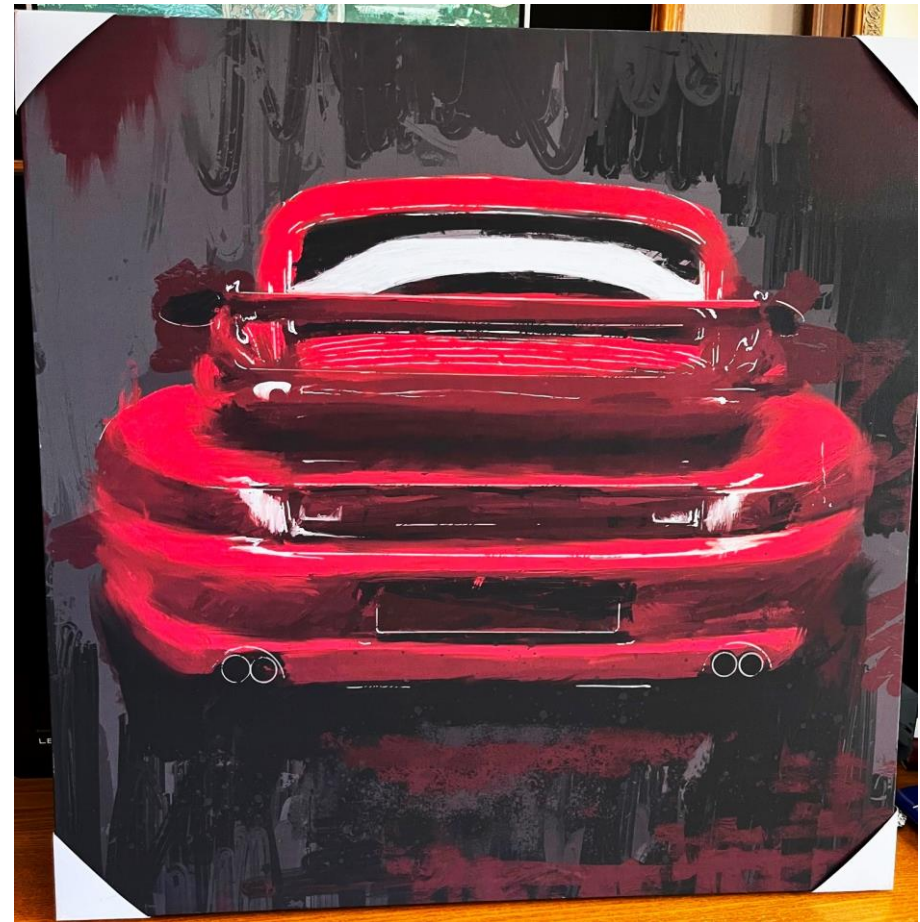
For information on my cars go to www.the911den.com

'til next time -

Leonard



P.S...I've noticed the A/C system has no freon, so I'm back to the dilemma of no car with A/C.



It's amazing what you find while wandering through your local Hobby Lobby. Is this cool or what! It was in the front of the stack and the only one in the stack. Size is 24 x 24 so not bad for \$19. Lucky man I am!



From the Wheel by the Editor

I like watches. Nice round analog watches. I have a drawer full of them, mostly chronograph style. I don't care for square watch faces save Steve McQueen's Tag Heuer Monaco. I mean if it's cool enough for the coolest of the cool dudes, it's good enough for me. I have a copy. Due to being deaf as a doorknob I needed a smart watch so I can get a buzz on my wrist when the wife calls or texts. Seriously! So I bought a Moto 360 III. Why...because it is round and all round watch faces look right on it including Porsche Design faces. When it came to buy a smart watch, the logical decision would have been to purchase an Apple iWatch. After all I have an iPhone and iPad. But it has a square face....not cool.



Why am I postulating about watches in an automotive newsletter you ask? The answer is simple...what the blue blazes is going on with car instruments?!!!!!! I love technology as much as the next guy but come on. There is no style in a TFT screen with simulated instruments. The new 911 has a round analog tach and the rest is a screen. Ugh! And that changes next year to an all digital dash. A Mercedes has a screen the full width of the interior that you can play movies on it. Probably the worst offender is BMW. They just took a flat screen tv, put it on a shelf and called it a dash.

I believe the square screen works on the entertainment and secondary information side of things but not what is directly in front of you. Give me the beauty of the old Smiths gauges from the early British sports cars or the starkness of VDO in Germanic cars. In my younger days, my MGB-GT dash had great simple gauges with chrome rings against a simple black nacelle (plus the very cool bat handle switches), the Triumph TR4A had round instruments against a beautiful wood dash and the Opel GT gauges were round as God intended. My 911 and BMW 328i have simple round gauges that tell me immediately what is going on with the car. Our brains understand and respond to needles traversing up the circumference as the numbers increase in numerical value. At least the Porsche 718 Cayman/Boxster haven't succumbed to this travesty in design....yet

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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

6/11 Drive to Ed Walker's, Ft Smith

6/25 Cook out at the Hays

September – December

10/22 Wheels For Meals Jasper, AR

11/10-11/13 Palooza

**Garrett Tire
&
Auto Center**



Porsche Tulsa

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— 2022 —

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Zone Five Update

by Chuck Bush
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There is a lot happening in PCA and the Porsche world. If you are getting this newsletter, you have already taken the first big step to stay in touch, which is to keep your PCA membership valid. I was talking with a fellow Porsche owner at a gas station the other day (don't we all do that?) and he mentioned that he wanted to get his car out more but had stopped receiving notifications of events. He acknowledged that his membership had probably lapsed and he needed to renew. I know that has happened to me over the years as I wondered why I hadn't received a Panorama recently. When PCA added auto-renewal as an option, that helped me keep current!

So why is that important? There are so many great events coming up that I want to keep up to date on:

Sportscar Together Festival Indianapolis Motor Speedway Sept 2-4

Like last years event, the SCTF will focus on Porsche culture and Porsche racing, and coincidentally 2022 also marks 50 years of Porsche's RS models. RS stands for "Rennsport," which means racing in German, and those two letters when applied to a Porsche means that it's one of the automaker's highest-performing road cars. Starting with the 1973 911 Carrera RS (which came out in 1972), Porsche continues to build RS models, the latest being the 718 Cayman GT4 RS. If the plan to have the largest gathering of RS models in the world comes to fruition, you can bet it'll be a sight to behold.

Treffen in Bend, Oregon Sept 14-18 Registration opens June 29

Werks Reunion Monterey 19 Aug Registration opens 25 May

Parade in Palm Springs – Next June- Details to follow

Rennsport Reunion VII Sept 28- 1 Oct 2023

Rennsport Reunion is probably the biggest non- PCA Porsche event in the world, if not the biggest. Sponsored by Porsche and facilitated by PCA, this is a one of the coolest events around. Since it hasn't been held since 2018, this one in 2023 is going to be hugely popular. I was fortunate enough to go in 2018 and my favorite part was watching this long line of 917 race cars headed out pit row to the track to race. I highly recommend going if you have never been. But I would book a hotel room sooner than later as I bet they will get hard to find. Ticket and other info will be available down the road.

I hope you are having a great Spring and getting out and enjoying your Porsches. There are many of you going to Parade this Summer in the Pocono's and I hope you have a great time!

See you on the road!

Chuck Bush

Cary's Corner

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

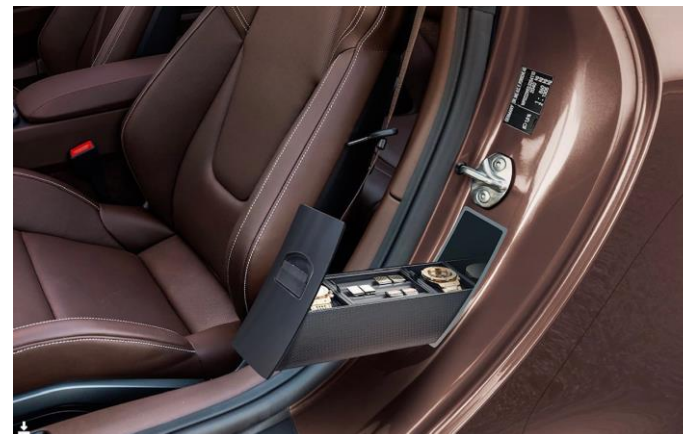


For those of you running around Hallett

[5 simple rules for avoiding a track day nightmare \(autoblog.com\)](https://autoblog.com/5-simple-rules-for-avoiding-a-track-day-nightmare)

(press Ctrl-Click to activate links)

Until next time.....Aloha



Porsche has filed a patent for this storage drawer in a door jamb.

(Ed. Note: Something like this would have been real handy during a traffic stop in the late sixties.)

Porsche People and Places

MayFast 2022 at Hallett

Article by Dave Decker, photos by Mike Menichetti and Eldon Boone

Cimarron Region held their annual Mayfast DE event on a Friday and Saturday May 6 and 7 due to some conflict with some holiday honoring mothers. Unfortunately I had my own conflict with Cindy being in the hospital so I can't write about the event. It was a tough decision whether to race the Porsche or sit in a hospital room. WRR did have some representation from the Competition Division with the Mighty Menichetti, Eldon Boone, Reece Williams and the irreplaceable Leslie Morse. I'm sure Cimarron did their usual great job hosting the event so cheers to them.



Building a much needed track exit

To see what it's like to drive the Hallett circuit, click the url below

[\(27\) Hallett Motor Racing Circuit - Porsche GT4 - May 2017 - YouTube](#)

(press ctrl-click)

Porsche People and Places

Spring Drive to the Hanger Kafe

Article and Photos by Dave Decker

It was a “Magnificent Men In Their Flying Machines” kind of day for Ausflug SWM 2022. I have seen the Hanger Kafe road signs on my many trips heading east on I-44 and always wondered what it was all about. I did my due diligence on Google, read the reviews, gawked at the pictures and decided “Yeah this is my kind of place!”. I made the reservations and decided on a flight plan.

We met up at Jane Macadoodles the morning of April 2, did our pre-flight checks and taxied out around 10:30. There were lots of new faces on this run which is always a great thing. The flight plan was my usual combination of sweeping curves, elevation changes and some push the throttle forward straights through lower South-West Missouri.

Hanger Kafe is located in a cornfield a little northwest of Miller, MO. The restaurant and adjoining airport are owned by the Kingsley family which started the whole thing for crop dusting. How cool is you can fly in, have lunch, then fly out! The décor of the restaurant is definitely flight-oriented. The owners were excellent hosts and set up a separate room for our motley crew of pilots. I can't verify for everyone's food but my pork tenderloin sandwich was awesome along with an atmospheric slice of homemade coconut crème pie.

There was a nice display of old Studebaker trucks and lots of flight memorabilia but the coolest thing of the day was member Reece Williams deciding low flying on the ground in a Porsche wasn't enough and decided to take flight on one of their plane rides. Plane and helicopter rides are available weather permitting. Sky diving is also available for the less faint of heart. (Lori?)

Overall I believe we can add Hanger Kafe to a growing list of great drives and eateries.



Reece is officially airborne!



Porsche People and Places

Drive to Ed Walker's

Article by Dave Decker, photos by David & Jo Martinson

Some days you win, some days you should just stay in bed. I was really looking forward to leading the drive to Ed Walker's on June 11. I had a great route planned out and was mentally tasting a great burger. Alas, the 911 didn't agree with the idea and conked out on the I-49 ramp in Bella Vista with no warning. I had lights and the flat 6 would crank but no kick. My first panic was the drive so I called my savior, the Divine Ms. Hays. They were not going to make the drive but went into action in contacting someone that would be there. Many thanks to Dave and Jo Martinson for getting the drive running and taking pictures and to Jay Johnson for leading the drive. Mucho gracias! Unfortunately there is no story to tell of the drive but I heard everyone had a good time...except me.

I tried several times to restart but to no avail. I decided to call a wrecker and have the Beast towed to a garage. \$258 later I was home. If I had waited a couple more hours in the sweltering sun, it would have fired right up. I did some questioning on the Flat 6 forum and everyone but one dude agreed it was the crankshaft position sensor. The other guy said it was the fuel pump. As of this writing, the diagnosis is undetermined. Once it is running I may still do a drive to Ft. Smith because I really wanted that burger.

Ed. Note –

I have always wondered which hood you should open in a 911 if you break down; the frunk or the engine cover. Obviously in lesser cars, you raise the front but I flipped a coin and decided the rear was appropriate. Flashers were going as well.



Porsche People and Places Cookout At The Hays

Article and Photos by Dave Decker

It was the typical WRR cookout at the Hays; Mike unveiling his new 1978 911S (last unveiling was a garage), great food, a birthday celebration for Ron, an absolutely great turnout, the beautiful twins Alice and Jade, great food, some superb homemade wines from Jay Johnson and a little moonshine thrown in to remember our Ozark roots, hotter than Hades itself but a pool to refresh in, great food and conversations to match.



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!!



The Beauty Twins, Alice and Jade, checking out Uncle Mike's 911 14

What's New With Porsche

Reprinted from the Porsche Newsroom

The Porsche 718 Cayman GT4 RS is an uncompromising driver's car designed to impress with its lightweight construction, extremely agile chassis set-up, sophisticated aerodynamics and unique soundtrack. At its first European appearance in Zell am See, the flagship of the 718 family demonstrated all this in impressive fashion – and with significantly reduced CO₂ emissions.



The GT4 RS models were powered by synthetic fuels, which can make an important contribution to lowering carbon emissions in the transport sector. In this case, the fuel was a renewable petrol based on an advanced biofuel made of food waste products. The fuel had previously demonstrated its suitability for use in high-performance Porsche engines

in the Porsche Mobil 1 Supercup, where it was used in all the teams' 911 GT3 Cup cars for every race of the 2021 season.

Porsche Board Member for Research and Development Michael Steiner explains: "The huge number of vehicles on the world's roads – some 1.3 billion according to the latest figures – means that the transition to electric mobility is not happening fast enough to achieve the goals set out in the Paris Agreement. In addition, different regions of the world are adopting electric mobility at varying speeds, meaning vehicles with combustion engines will remain on the road for decades to come."

With fuels produced in a virtually CO₂-neutral manner, existing vehicles could make their own contribution to rapid CO₂ reduction. "We urgently need a solution for the sustainable operation of existing fleets," stresses rally legend Walter Röhrl. "This goal can be achieved with green fuels, which are a sensible complement to electric vehicles." In order to actively drive this development forward, construction of the first factory initiated by Porsche for the production of eFuels kicked off just a few weeks ago.

eFuels are produced using electricity generated by wind power. Water is broken down into its components, hydrogen (H₂) and oxygen (O₂), via electrolysis. The hydrogen is then processed with CO₂ extracted from the air to produce e-methanol. In the next step, known as methanol-to-gasoline synthesis, it is turned into a synthetic raw gasoline, which in turn is processed into a standard-compliant gasoline fuel that can be used in all gasoline engines.

Reprinted from Porsche Newsroom Website (edited for space requirements)

The Porsche LMDh racing car has already completed more than 6,000 test kilometres

The LMDh prototype from Porsche has already clocked up more than 6,000 km since its rollout at the beginning of 2022. The Porsche Penske Motorsport development and operations team has obtained a positive overall result after the first four months of testing.



. They recorded significant progress during multiple drives at the in-house development site in Weissach (Germany) and on the European circuits of Barcelona (Spain), Aragon (Spain) and Spa-Francorchamps (Belgium). Factory drivers including Frédéric Makowiecki from France, Felipe Nasr



from Brazil and the American Dane Cameron have been behind the wheel of the hybrid-drive car during the development tests conducted so far.



Felipe Nasr



Frédéric Makowiecki



Dane Cameron

“As of the beginning of May, our LMDh car has already completed more than 6,000 km in a wide range of conditions,” says Urs Kuratle, Head of Works Motorsport LMDh. This distance corresponds almost exactly to the distance covered by the fastest prototypes in the American IMSA series (DPi class) during an entire Daytona 24-hour race event – including all practice sessions and official tests (the three-day ‘Roar before the 24’) as well as the 100-minute qualifying run and the legendary 24-hour race. The focus of the test work to date has been on function checks, the optimisation of the interaction between the V8 biturbo internal combustion engine and hybrid components,

and development work with tyre partner Michelin. Further test drives are planned for the coming months, including in North America. The LMDh car is scheduled to compete for overall victories at the 24 Hours of Le Mans, Daytona and Sebring.





What Does It Take to Become a Certified Porsche Tech?

By Daud Gonzalez - August 19, 2019 Rennlist.com

When you bring your car to the Porsche dealership, whether it's a Macan or a GT3, you expect exceptional service that's both well done and finished as quickly as possible. Nobody wants to be away from their Porsche for that long of a time. After you have purchased a car, the only people you'll really be interacting with at the dealership will be your service advisor and the technicians servicing your car.

How much do you actually know about those folks that you are trusting with your beautiful Porsche? Well, Porsche recently gave us a little bit more insight as to what it takes to be a Porsche technician.

According to the press release, there are over 1,100 Porsche techs in 191 dealerships across the country. The main source of these techs is from Porsche's PTAP or Porsche Technology Apprenticeship Program. What does this program entitle exactly? Well, to start this program is entering its 20th year of existence and it is a lengthy process to get into the program at all.

Most of the students come from UTI or Universal Technical Institute, one of the largest technical schools. There they must complete Automotive Technology courses before they are able to enroll in PTAP. If they are accepted, the selection process is equally as a stringent. This includes a psychological test, a mechanical knowledge test, and a personal interview. Then, only the top 12 applicants are accepted into the actual 23-week course. These courses range from hands-on skills to extremely specialized service, like electrical repair.

As you might understand, cars are becoming increasingly complex every day. Take a front bumper for example. 20 years ago front bumpers were just an aesthetic piece of the car. Now, they are filled

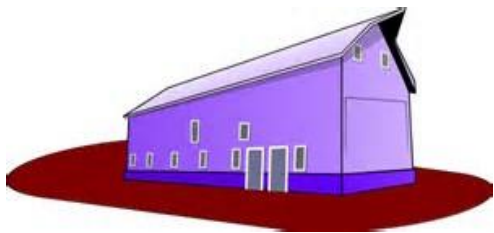


With various electronic devices, such as distance sensors and cameras. To adjust to these these changes, training programs must adapt to the pace of evolving technology.

During the courses, students are mandated to have an extracurricular automotive job to continue to build experience. There are three different locations where students can take the PTAP: Easton, PA, Eastvale, CA, and Atlanta, GA. Once the students graduate from the program, they begin working at Porsche dealerships where they can advance their certifications.

Interested in PTAP and want to learn more about the program? Check out [this link](#) for more details.





The Sale Barn

Porsche 944 base model

55K miles showing, actual unknown.

Good mechanical condition with owners manual and tool kit

New tires

New paint

AC, Power windows, Power steering

5 Speed

Suspension rebuilt

Runs and drives good

Needs:

Seal on hatch glass

Sun roof mechanism inoperable

Front seats need recovered

Asking \$7,800 or best offer.

Contact: Jim Hashbarger, hashbargerj@gmail.com,

(479) 601-4094 Photos are available



Membership Stats

by Ted Jones

White River Region Club Members

Total Primary Members 111

Affiliate Members 62

Total Region Membership 173

PCA Juniors 5

New White River Members –

Transfers In – 0

Transfers Out – 0

Lapsed - 1

PCA National Club Numbers

Primary Members 96834

Affiliate Members 51495

Life Members 21

Total Membership 148329

Welcome New Members!

May

Aaron Marshall 2020 Panamera 4S

Jonathon Nichols 2021 Boxster GTS

Nichole Decker 1984 944

June

Ben Upchurch & Jane Para 2017 911 GTS

Anniversaries Apr - Jun

| | |
|-----------------------------|----------|
| Debra Tolliver | 16 years |
| Ronald Stowers | 16 |
| Bob & Vicky Rokeby | 15 |
| Henry & Melissa Udouj | 14 |
| Mike & Sharon Hays | 13 |
| Vaughn & Julia Short | 12 |
| Charles H & Charles Jacobus | 12 |
| Michael & Bonnie Witte | 11 |
| David Decker | 10 |
| David & Linda Ferrell | 9 |
| Jeff Brazzeal | 8 |
| Robert Zierak | 7 |
| Jeff Eberle | 6 |
| Dan Myers | 6 |
| Don & Nancy Marley | 6 |
| Clyde & Alice Hayre | 5 |
| Michael & Peggy Bishop | 4 |
| Bill & Hope Allen | 4 |
| Johnny Gross | 3 |
| Eldon & Debbie Boone | 3 |
| David Campbell | 2 |
| Gary Morgan | 2 |
| Chris Decker | 2 |
| Matt Karpinko | 2 |
| Peter Jasan | 2 |
| Matthew Knighton | 1 |
| Dan Lestina | 1 |
| Brent Walkup | 1 |
| Coy Lewis | 1 |
| Bryan Clardy | 1 |
| Susan Jasan | 1 |
| Don Kephart | 1 |

