

# White River Rolling

A close-up, low-angle shot of the rear of a white Porsche Cayenne. The car is parked on a gravel surface. The license plate is blue with white text that reads "Arkansas SCHNELL" and an orange "07" sticker. The word "PORSCHE" is visible on the bottom of the license plate frame. The car's taillight and rear bumper are also visible.

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# White River Rolling

A publication of the White River Region of the  
Porsche Club of America

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## 2024 Officers



### President

Leonard Zechiedrich  
Uber930@gmail.com



### Vice-President

Mike Hays  
Sharkey928@gmail.com



### Treasurer

Melody Zechiedrich  
melzechiedrich@gmail.com



### Secretary

Sharon Hays  
mamahays4@gmail.com



### Membership

Ted Jones  
ted.jones@cox.net



### Newsletter Editor / Webmaster

Dave Decker  
wrrnews@gmail.com

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On the cover –

What Porsche is all about. Taken at the Cliff House drive. Don't know whose car it was.



# President's Notes

by Leonard

Guten Tag White River Region members,

Cooler temps and the first signs of fall color indicate that Palooza is quickly approaching. As we celebrate Palooza's 20th Anniversary, I am both excited with anticipation and shocked by how time has flown by! I'm really not sure how we got here this quickly, but it's been quite a fun voyage and we have made many friends along the way. I would like to send a big thank you to my wife Melody, of course, as she really is the organizational leader. Also, a big thank you to all the folks that volunteer each year to help make the event run smoothly; this includes our White River Region members, members from other regions, and many other friends and family members. Finally, a big thank you to all of our sponsors; we appreciate them very much for being a part of Palooza. If anyone is interested in contributing to or volunteering this year, please either let us know directly or be on the lookout for an email to sign-up for a volunteer slot. Many of you have signed up to lead or sweep the driving tours, but we still have many slots that need to be filled. You can view that sign-up sheet here: [Drive Tour Volunteer Sign-Up](#)

This year's Palooza theme is "Bigfoot", or, as some of you may know him, Sasquatch, Yeti, Sassy, Fouke Monster, Grass Man, Skunk Ape, Swamp Stalker, or Boggy Creek Monster! That last one was the name of a 1972 movie filmed in Fouke, Arkansas, and I give it one full star in a five-star rating system. So, when driving through the parking lot at the Inn of the Ozarks Convention Center, please be on the lookout for the beast himself. Word on the street is Bigfoot knows his vehicles and is already prowling around Eureka in anticipation of seeing 400 Porsches cruising the streets. Previous records show zero reports of Bigfoot during the Mustang, Corvette, Slingshot and British car events.

One last, but very important note: I anticipate having a new car project at this year's Palooza. If anyone can guess what it is, including year and model, there will be a special prize for that person.

See ya at Palooza!

Leonard

For details about my cars go to [www.the911den.com](http://www.the911den.com)

## Porsche Develops a Six-Stroke Engine

A recent Porsche patent reveals that the prestigious German automaker is working on a groundbreaking new engine based on a six-stroke principle, challenging the conventions of the automotive industry.

However, Porsche appears determined to explore new concepts. Recently released patent documents show that the company is developing a gasoline ICE with a six-stroke combustion cycle, in collaboration with the Technical University of Cluj-Napoca.

In a conventional four-stroke engine, the piston travels through the cylinder four times, with only one ignition event (or power stroke) occurring during that cycle. Porsche's new concept adds an extra compression and combustion event to the four-stroke cycle, venturing into uncharted territory.

The innovation lies in the crankshaft, which, instead of rotating around a fixed point, orbits an annular gear within the engine's crankcase while simultaneously rotating on its own axis. This rotational action around the annular gear provides the additional power stroke, resulting in two top dead centers and two bottom dead centers in a single combustion cycle.

Potential benefits of this system include more complete combustion, improving emissions and power-to-displacement ratio. This could allow Porsche to use smaller, more efficient engines while maintaining the performance levels of larger displacement units.

However, this concept also presents significant challenges. The mechanical complexity raises questions about production and maintenance costs, as well as the ability of traditional workshops to repair such a sophisticated engine. I

It's important to note that, for now, this is just a patent. Many innovations never make it to the production phase. It remains to be seen whether this six-stroke engine will ever hit the roads and whether we'll have the opportunity to hear its unique sound.

The automotive industry is watching this Porsche development with interest, questioning whether the world is ready to adopt such a revolutionary technology at a time when electrification dominates the sector's trends.

Reprint from Enduro magazine by Fabio Fialho

# From the Wheel by the Editor



You will hopefully notice that I have made a few adjustments to the newsletter. Some of the changes come from the recommendations of the judges of the newsletter contest, others from my mental makeup of just changing things for the heck of it. The biggest change that you can not see is I switched the software I use to create the newsletter from Microsoft Word to Publisher. Whole new ballgame and it's a definite learning experience. We're on different wavelengths on how I want to do things and how it is coded.

The cover is now a full picture with the header on page 2. The pictures in the articles are now larger. One of the recommendations was to change the layout format from landscape to portrait. Nah unless you in WRRland think I should. The newspaper that used to be thrown on your porch was landscape so why mess with history. The judges award points based on different criteria in the construction and appearance of the newsletter. As usual, I got dinged on the lack of article contributions from members, using other sources for articles, yada, yada. I will assume this is keeping me from getting a first place trophy. But as long as no one is getting tired of my ramblings, such as it is.

One thing I'm really excited about is Cindy and I are going to Ireland and Germany the first two weeks in October. Cindy has to go to Dublin for Mercy Health stuff and I get to tag along. Yay! Guinness and Jameson here I come! We will be in Ireland for a week and then take a side trip to Germany and you know what that means my friends; Porsche Museum and hopefully factory tour!!! We are basing ourselves in Munich for a week so it is a two hour train ride to Stuttgart. I was told that you can see the whole museum in about three hours unless you stop to read everything so we will probably be there for six hours. The wife has instructed me that we will only go to one automobile museum so I'm planning my escape to the Mercedes museum in Stuttgart and the BMW museum in Munich. Probably one of us will come back to the states in a casket. So anyhow, I'm looking forward to telling y'all about my adventures in the next issue along with the annual Palooza recap.

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## January – April

**February 24 Event Planning Meeting at Grubs**

**March 16 Drive to Oark Café**

**April 13 Flat Six Festival**

**April 20 Drive to Devil's Den**

## May – August

**May 18 Drive to Rivertowne BBQ in Ozark, AR**

**June 9-15 Parade in Birmingham, AL**

**June 22 Drive to Keeter Center**

**July 20 Drive to Cliff House**

**August 10 US Marshall Museum**

## September – December

**October 5 Drive to Car Museum in Mt. Petit Jean**

**October 12 Oktoberfest in Rogers**

**October 26 Devil's Den Drive & Cookout**

**November 7-10 Palooza**

**December 7 Christmas Party at the Hayes**



A lifestyle advertisement for the Porsche AHEAD Collection. The background features a silver Porsche car with various items from the collection laid out on its surface. These items include a dark grey zip-up jacket with orange accents, a bright yellow crewneck sweatshirt with a small AHEAD logo, a light green hoodie, a baseball cap with 'AHEAD' written on it, and a red travel mug. The Porsche logo is visible in the top left corner.

PORSCHE

# Where Road Trip meets Lifestyle.

AHEAD is both a road trip and a lifestyle. AHEAD is the way to the next adventure. AHEAD is emotion on four wheels – the speed in front of your eyes and the wind in your hair. AHEAD is the sound in your ears and the experience in your mind. AHEAD is a Porsche moment that becomes a unique story - experiencing roads, discovering places, and meeting people.

**Introducing the exclusive Porsche AHEAD Collection.**  
**Experience it yourself at the Porsche Tulsa Boutique at**  
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**Porsche Tulsa**

2024 Premiere Porsche Center  
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[porschetulsa.com](http://porschetulsa.com)

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## Cookout Drive to Devil's Den Park

The Cimarron Region is sponsoring a joint cookout with White River and Ozark regions on Saturday, October 26. This event is always a great time to see old friends and meet new ones. Cimarron will bring the burgers and brats along with tea and water. The rest of us will supply the goodies for the cookout. If your last name begins with A-L, bring a side dish, if your last name begins with M-Z bring a dessert. Pretty simple.

After lunch, we will enjoy a pop quiz and a costume contest. Extra points will be awarded if your Porsche is included in your costume theme. To get the headcount for food correct, Cimarron is asking that all attending to please RSVP to [Cimarron918@gmail.com](mailto:Cimarron918@gmail.com)

White River will meet up that morning at Drake Field or whatever it is called now at 9:30 am, fire 'em up and take an engaging drive to the Lee Creek pavilion in Devil's Den for the cookout.

Don't forget to register and see you there!



# Porsche People and Places

## Drive to Cliff House

Article and photos by Dave Decker

The intoxicating waft of country cooking coming from the Cliff House restaurant must have descended into NW Arkansas the morning of July 20 because we had one heck of a turnout for the drive. So much so that we had to split the drive into two groups; one led by Reese Williams, the other by Peter Jasan.



I was tail gunner for the group led by Pete in his '69 912. Let it be said that it is not the car but the skill of the driver when attacking the curves leading to the restaurant. The backend of my Cayman did some serious sliding while trying to keep up with the tattered green 912.

The two groups took different routes heading past the south end of Jasper then down Route 7 to Cliff House, nestled on the edge of Arkansas's Grand Canyon. The drive down and the destination was exploding with summer green. Absolutely beautiful area.

Cliff House Inn is a combination of restaurant and inn with some mountain cabins in the outlying area. The business has been around since 1967 and is well known for some serious Southern hospitality. Our waitress had it in spades!



Where my photos of everyone sitting and chowing down went, I haven't a clue but the food was excellent and southern. I had a chicken fried steak with gravy but skipped the veggies of either green beans, black eyed peas or collard greens. Yuck, I'm not that southern.

I sat across from James Marsh and his lovely wife whose name escapes me. Our conversations jumped between Porsches and horses and that's what it's all about. Meeting new people, the comradery of the group as a whole and driving the heck out of our cars into every curve and straight. I'm sure it was a great day had by all.





# Palooza Planning Meeting

The 2024 Porsche Palooza planning meeting was held Sunday, September 22 at the Best Western Convention Center in Eureka Springs. President Leonard Zechiedrich and wife Melody led off the discussions. First off was the drives, which are still viable and any new ones. Member Jay Johnston brought up the fact that Hwy 23 is under construction that could affect some routes. Dave Decker got drafted as the Ride Marshall because he happened to mention he was retired and had time on his hands. This consists of contacting all drive leaders to assure they have verified the route and restaurant. Kelly Miller was tasked with making some changes to the website to help understand the going-ons of Palooza. The big discussion was the car show and how to handle cars that are not in the show and parked in the show lot. Short of using explosives to remove the cars, several ideas were discussed. Could be interesting on how we decide to handle the overflow. Don't park there if not in show!



Scan QR Code to  
see the Spring  
2024 Winners



## Win a Porsche with PCA's member-only raffles!

*Twice a year, many PCA members get a surprise announcement!*

Discover an incredible benefit of PCA membership: the opportunity to take part in PCA's semiannual raffle. Members can buy entries for a chance to win a brand-new Porsche. The fall raffle is on the horizon, with the anticipation of multiple winners.

**Stay tuned to [pca.org](https://pca.org) for raffle dates and details!**



**PORSCHE CLUB OF AMERICA**

## WELCOME TO THE NEW WHITE RIVER REGION WEBSTORE



The official White River Region store is open for business. The store is on the WRR website or you can order directly from the PCA webstore site.

<https://whiteriver.pcawebstore.org/>

(press Ctrl-Click to activate link)

So now you can improve your summer, fall, winter and spring wardrobes with some serious WRR fashion. If you place an order please let me know what you think.



# Porsche People and Places

## Drive to U.S. Marshall Museum

Article and photos by Dave Decker

It was a balmy Saturday morning when we hooked up at the Lowe's in Siloam Springs, all five of us, for a spirited drive down Hwy 59 to Ft. Smith to visit the U.S. Marshall's Museum. I personally had never heard of the museum but it has been around for little over a year.



The drive down 59 is always a great exercise in Porsche handling with plenty of sweeping curves and a few straights to blow the cobwebs out. Even though it was a small group, I still managed to lose a car when we got to Ft. Smith. Such as it is with traffic signals.



A couple of members from the Ft. Smith area joined us as we arrived in the parking lot of the museum. One dude was driving a very strange car, definitely not a Porsche. It was made of fiberglass of all things. The museum is situated on the banks of the Arkansas River on Riverfront Drive. It was a very nice setting for the museum.

Inside there is a plethora of all things in the history and formation of the U.S. Marshall. Very informative displays with some being interactive. The layout of the building walks you through the history, talking about the different personalities that formed the organization. You can see the whole thing in a couple of hours and I would recommend it.



After the visit, a few of us met at the Bricktown Brewery just down the road from the museum and I would recommend this too, good food, good beer.

My favorite marshall-  
**Raylan Givens** →





# What's New With Porsche

Reprinted from the Porsche Newsroom website

## How the climatic wind tunnel in Weissach works

Porsche vehicles are sold all over the world. Therefore, it's important for the engineers at Porsche to consider how they can adapt the vehicle and its equipment to the diverse weather conditions. But how exactly can this be achieved? The new climate center in Weissach, which features a climatic wind tunnel, was opened in 2022 for precisely this purpose.

From the Arctic Circle to South Africa, and from the Alpine pass to Dubai — what would normally involve flying around the world can be achieved in just a few hours back home at the Weissach Development Center. In the new climate center, which began operations two years ago, Porsche engineers can simulate nearly all possible weather and climate conditions in the world.

### Exposing prototypes to various conditions

One of these engineers is Horst-Uwe Kroß. The 51-year-old has been working at Porsche AG for ten years and is now Head of V&V Thermodynamics. "From an air temperature of -30 to +50°C, and from a monsoon to a drizzle, we can reproduce everything in our new climatic wind tunnel in the climate center," says Kroß. "We can also simulate wind speeds of up to 250 km/h for the vehicle and solar radiation of up to 1200 watts per square meter and relative humidity of between 5 and 95 percent."

The overall aim is to expose prototypes in the climatic wind tunnel to the conditions that they would also be exposed to on the roads of the Arab Emirates or Norway — with the advantage that every simulation with the vehicle can be reproduced down to the smallest detail. "While the position of the sun changes in a natural environment and the temperature of the road surface increases or decreases, we can apply the exact same conditions to the vehicle at any time in the climatic wind tunnel, therefore making it possible to measure even the smallest changes," explains Kroß.

### What is tested in the climatic wind tunnel?

In the climatic wind tunnel, Kroß and his colleagues test, for example, the cooling circuit of a vehicle, battery behavior under different climatic con-

ditions and component strength under various wind conditions. Typical activities also include imposing outside temperatures of 40°C to test whether a comfortable temperature of 22°C can be maintained inside the car. On the 'cold side', common test cases address, for example, window de-icing and measures to quickly achieve a comfortable inside temperature for passengers after entering the cold vehicle in winter.

"Our aim is to build sporty cars that also offer a high level of comfort," explains Kroß. This is why the developers give him a list of requirements covering several hundred points to be tested on the prototype. Not only can the effect of environmental influences be explored in the climatic wind tunnel, but also the specific type of use: is the Cayenne driving over an Alpine pass with a trailer? Or is it in stop-and-go traffic in a city center? The driving situation can be simulated very precisely by adapting dynamometer resistance and using imported navigation data. There's just one thing that Kroß would like to see: cornering. Work on this matter is still in progress.

### From the test center to the streets

After the vehicle has been in the climatic wind tunnel, it's also tested in real road traffic. "We cannot rely solely on our modern test bench, as driving on the road remains an essential part of the testing process," says Kroß. "The typical Porsche driving experience is a subjective feeling influenced by the character of every vehicle — only human test drivers can find out whether a new model has it." The prototypes are therefore also tested in cold and warm countries in order to compare the results with those from the climatic wind tunnel.

In the future, the demands on Kroß and his team will continue to change. The charging capacity of the cars will increase substantially, and the test facilities will therefore require appropriate technical features for simulation. Moreover, constant changes in legal requirements for testing stipulate the continuous adaptation of the test benches.

"You have to think of the building and the systems inside it as one big orchestra. Everything has to interact in such a way that we can consistently reproduce the exact same conditions down to a tenth of a degree," says Kroß. "The human brain reaches its limits with so many components — artificial intelligence will help us to harmonize the many instruments of the orchestra in a finely tuned way."

## Porsche Penske Motorsport works team wins the WEC race in Fuji

Porsche Penske Motorsport has claimed its second victory in this season's FIA World Endurance Championship (WEC) with the Porsche 963. Thanks to this triumph, the works team has retaken the lead in the manufacturers' classification.

At the Fuji Speedway in Japan, Laurens Vanthoor, André Lotterer and Kévin Estre took the flag in first place after a flawless 6-hour race. The trio travels to the final in Bahrain leading the standings, which puts them in an excellent position to take home the WEC championship title. With fifth place, the Hertz Team Jota customer team has clinched an early FIA World Cup title for private Hypercar teams. Manthey PureRxcing has also been crowned early LMGT3 world champions with drivers Alex Malykhin, Joel Sturm and Klaus Bachler.

ultimate race of the season with the No. 6 Porsche from fifth on the grid. In the early stages, the Belgian quickly advanced to third position. After just over an hour of racing and the first round of pit stops, the 963, which Vanthoor shared with Germany's André Lotterer and Kévin Estre from France, appeared at the top of the timesheets for the first time.

The race began with a nasty surprise for the No. 5 Porsche 963: At the beginning of the second lap, the hybrid prototype driven by starting driver Frédéric Makowiecki was shunted into another car. As a result, the Frenchman had to pull in for an unscheduled pit stop to have the front hood, engine cover and rear wing replaced. This incident as well as an additional stop for refuelling happened during a safety car phase, thus Makowiecki remained in the same lap as the leaders. However, shortly before the start of the last hour of racing, the vehicle became entangled in a collision caused by a rival and sustained damage to the wheel suspension – heralding an early retirement.

"This tremendous result has inched us closer to our goal of winning the World Endurance Championship," states Thomas Laudenbach, Vice President of Porsche Motorsport. "I have the utmost respect for the entire team! At the same time, my congratulations go to Hertz Team Jota and Manthey PureRxcing: They have already won the first championship titles with and for Porsche. I'm deeply grateful for that!"

"That was definitely one of the best races we've contested so far with the Porsche 963 – our strategy was perfect and the pit stops were sensational," asserts Urs Kuratle, Director Factory Motorsport LMDh. "Now we're well and truly back in the race for the world championship title because we extended our points lead in the drivers' standings and returned to the top spot in the manufacturers' rankings. What a pity for our number 5 sister car: it was shunted twice and we had to retire it early."



The 6-hour race on the 4.563-kilometre Fuji Speedway was held in hot summer air temperatures of 30 degrees Celsius and 40-degree asphalt temperatures. More than 65,000 spectators were treated to many spirited duels for positions. Laurens Vanthoor tackled the pe-







# Tech Tips

Reprinted from PCA Tech Tips by Manny Albers

## 11 things to do AFTER you buy a used Porsche

Congratulations, you've fulfilled a dream of many automotive enthusiasts and purchased a Porsche! Now, what are you going to do next? One of the reasons you probably chose a Porsche is for their legendary reliability. Whether or not this is true largely depends on how they were cared for and maintained before you bought it. Now that you own it, do the right thing and bring it up to speed by adhering to the maintenance schedule and taking care of anything that needs replacing. Here are some items not to forget.

**Get it inspected!** Let's say that you were not able to get a PPI (pre-purchase inspection) and just inspected what you could see. Now is the time to take it to a Porsche specialist to give it a once over. If you're a DIYer, you can probably do your own inspection with the car on a lift or jack stands.

**Deferred maintenance.** If there aren't any records of previous service, plan on resetting to zero. This means replacing the belts (timing, serpentine, accessory, etc) as well as spark plugs, coil packs, and even take a long, hard look at that water pump. Porsche water pumps will fail and you don't want it doing something catastrophic that will leave you stranded or damage more of the cooling system. Also, inspect that battery. If it doesn't have a date code, plan on replacing it sooner than later. There's nothing worse than planning to take your Porsche somewhere only to find it with a dead battery.

**Fluid changes.** This falls under deferred maintenance but is something people do not replace as regularly as they should. This includes rarely changed fluids such as brake, power steering, differential, and transmission. Of course, an oil change is an easy and reasonably inexpensive form of maintenance for your high-performance machine. Even if the seller tells you they recently changed the oil, starting your ownership experience with a used Porsche on fresh oil doesn't hurt.

**Detail it.** It doesn't matter if it looks like it can win a concours, you can learn a lot about your new-to-you Porsche by giving it a thorough detailing job. This is because you'll get up close to body panels, glass, and wheels. You can take note of any defects that will need to be addressed later. In

the interior, you can decide if it needs a deep cleaning or a refresh. If the car has more than 30,000 miles, I'd recommend a deep cleaning. You'd be amazed what people do in cars. It's best to start anew with a clean and disinfected interior.

**Look at the age of your tires.** This means if the tires are over ten years old, regardless how good they look or if the tread is like brand new, replace them. If the tires aren't too old, don't forget to set all air pressures to the recommended amount. PCA Tech Tips [has an article](#) about inspecting your tires.

**Make sure you are fully covered for the true value of the car,** if your car is not a daily driver and is eligible for collector car insurance. You can visit collector car insurance company websites such as [www.grundy.com](http://www.grundy.com), [www.hagerty.com](http://www.hagerty.com), [www.americancollectors.com](http://www.americancollectors.com), or simply check with your current provider to see if they provide agreed value. You can learn more about getting proper insurance by watching our Tech Tactics Live episode.

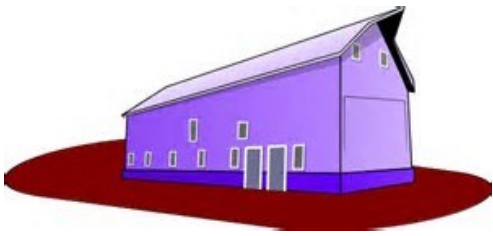
**Get radio codes and wheel lock keys from the seller** before you take possession. If the car has an aftermarket roof rack, odds are it has locks as well. Double check you have those keys. You should have gotten two sets of keys with your Porsche. If you only have one, plan on getting a second set for back up.

**Check to see if your car has any recalls** that still need to be completed. A simple visit to your dealer will tell you if you have any outstanding recalls or you can visit [this NHTSA site](#).

**Read the owners manual.** You'd be amazed how many people do not realize all that their Porsche can do because the only time they open the owners manual is when a warning light comes on in the dashboard.

**Replace the filters.** In particular, replace that cabin air filter. It's amazing how many 20-year-old cars are driving with their original cabin filter. Of course, to help your engine run smoother, inspect the engine air filter, and if there're no records of when it was last changed, plan on replacing the fuel filter as well. The image above shows a fairly dirty 987 Cayman engine air filter — with about 30,000 miles on it.

**Check all the lights.** This includes hi-beams, side marker, and fog/driving lights. Don't forget to check the owners manual to see how to turn on your rear fog lights (if you have them). Using your owners manual for their location, check the operation of all the interior lights. While you're doing all this, it's also a good time to verify that cigarette lighters have power and locate any extras (some Porsches have them on the front passenger footwell). You can also see which ones are live when the key is removed.



## The Sale Barn



**1986 944T, 46,xxx miles. Total work over by Charlesworth Performance in Tulsa. Over \$25,000 spent with receipts. \$59,500.**

**Set of RH "Speedline" wheels, 18 X 8 and 18 X 9.5 Fits Narrow Body 993 and perhaps others. \$3,000.00  
Don Marley 479-462-8255**



**Side skirts for 996 1999-2004 brand new \$150 Contact Dave Decker  
[wrrnews@gmail.com](mailto:wrrnews@gmail.com)**

**Pair of black perforated leather/Leatherette seats for a 3.2 911 or 85 and later 944. \$1,000 Call 479-841-8654 or  
[Sharkey928@gmail.com](mailto:Sharkey928@gmail.com)**

## Membership Stats

by Ted Jones

### White River Region Club Members

Total Primary Members 143

Affiliate Members 78

Total Region Membership 221

Test Drive 2

**New White River Members – 5**

**Transfers In – 0**

**Transfers Out – 0**

**Lapsed - 2**

### PCA National Club Numbers

Primary Members 106448

Affiliate Members 55801

Life Members 23

Total Membership 162312

### New Members

#### July

Zach Southerland 2007 Boxster

#### August

Enrique Acuna/Monica Herrera 2024 911 Carrera T

Jim Edgar 2008 Boxster

Sheldon/Mallory Steinert 2024 911 Carrera T

#### September

Jason Fremstadt 2023 911 Carrera GTS

Craig Mccollough 2023 Cayman 718

Adam Watkins 1991 911 Carrera Cab

## Anniversaries OCT - DEC

Glenn & Barbara Black	40	Yrs
Leslie Morse & Margee Moore-Morse	36	
Mike Butler	34	
Todd Simmons	34	
Leonard & Melody Zechiedrich	28	
John & KanDee Townsend	26	
David Stobaugh	26	
Andrew Quelch	22	
Kevin Gardner	18	
Ervin Vaught	16	
Vaughn & Julia Short	15	
John Zaharopoulos	14	
Michael Theodore	14	
Josh & Miho Sakon	12	
Philip Silitschanu	10	
Casey Cahoon	10	
Eddy Nelson	9	
Scott & Sherry Primm	9	
Mike & Lori Menichetti	8	
Jay Johnson	7	
George & Mary Benjamin	6	
Jeremy & Mariah Harp	5	
Todd Maberry	5	
Thomas Nichols	5	
Brian Lee	4	
Christopher & Stephanie Huy	3	
Scott Huddleston	3	
Buck Hayes	3	
Dianna Garrison,Conner Cash	3	
Brian Odell,Matt Brown,Cole Morris	2	
Geoffrey Paddack	2	
Brian Decker, Timothy Pigo	1	
Chase Warden, Elizabeth Wintercorn	1	
Scott Campbell, Lindee Radtke,	1	
Tyler Garman, Hal Capps, Kelly Abney	1	
James Marsh, Erik Friedland	1	
Parvaneh Daneshmand, Todd Warner	1	