



White River Rolling

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On the Cover: Leonard & Melody Zechiedrich's
1977 924 with optional monkeys in the back.

2017 Calendar of Events.

August 25-27: Ozark Euro Rally in Eureka Springs. VW show inviting all German makes

September 16: WRR Lost in the Ozone Time Speed Distance Rally. 10:00 AM First stage starts at Harry Sbanotto Park in Tontitown. First car out at 10:30 AM

September 30: Porsche Palooza Planning meeting!! We will meet at Myrtie Mae's for breakfast at 9:30. Planning meeting immediately following.

October 7: Meet for breakfast at Poor John's in Siloam Springs at 9:30. That same weekend, Cimarron Region is hosting Oktoberfest at Hallett Motor Racing Circuit.

October 15: Devil Den's Drive with the Cimarron region

November 6: Packet Palooza: 5:00pm at Kelly Miller's office (Mill Creek Software) in downtown Rogers. We need 6-8 people to help with registration envelope preparation for Porsche Palooza. We'll grab a bite to eat when the work is complete. Reach out to Melody if you are able to help out

November 9 – 11: Porsche Palooza!!!

December 9: 5:30 PM WRR Christmas Party. Josh and Miho Sakon have generously offered to host the Christmas party in their home again this year .

July 8 – 15: Porsche Parade at Lake of the Ozarks Tan-Tar-A Resort in Missouri.



Lost in the Ozone TSD Rally 2017

10:00 AM

Saturday September 16

Harry Sbanotto Park in Tontitown

First car out at 10:30 AM

Bring clipboard, some sort of minute timer, pens and calculator
Two participants to a car is required

From the Wheel by the Editor

I didn't win the PCA Spring Raffle's 911 GTS so I will still be driving the Boxster to Palooza. I thought about what Porsche I would want if the means and whatfors were available.

I prefer the look of my Boxster over the new 718 so that one is out (apologies to Cary H). I do wish I had the horsepower, the dash and the cockpit room of the 718. Porsche definitely didn't take my body frame into consideration in the 986 design.

The Cayman is the looker of the two 718 models. An S would be the way to go with a six speed. I still rather stir my own pot. A Cayman would be in the running for sure.

There are almost more 911 variations than chigger bites on my ankles. I prefer the more basic models considering the exponential costs of Porsche models. The 420 hp of a Carrera S would do me just fine; again with a manual. The downside is you could buy two base Caymans for the price of the 911 S.

I'm not mentally ready for the 4 door Panamera and don't care for SUV's so those models are out. I believe the Cayman would be the way to go into my third childhood. The Boxster would stay close in case I have a driven need for wind in my hair (more like breeze over the dome). What's your dream Porsche?

I'm getting close to the last issue with a photo of a member's car on the cover. I have one more red 911 pic and some Hallett shots then I officially run out so unless you want a lot of pictures of a black Boxster on the cover, send me some pics of your Porsche. It's almost as good as getting on the cover of Rolling Stone. Keep those cards and letters coming!

wrrnews@gmail.com *Dave Decker*

President's Notes by Leonard Zechiedrich

Hallo White River Region members -

I hope the recent cooler weather has found its way to your address. In Northwest Arkansas it's been a mild August. This past week I received two emails from semi-local Porsche owners seeking information about paint and body repair shops. Our local club is sponsored and supported by K&R Paint right here in Rogers. K&R Paint is a family run business with years of Porsche experience. They have a first class facility and only use German Standox paint. They even offer a discount for PCA members! I personally use K&R for all my paint work and give them my highest recommendation, but there are many other White River Region members that have also had work done by them. From door dings to complete repaints, ask around, it won't take long to find one of our members that can tell you about their own experience. K&R has an ad in each newsletter and also attends Porsche Palooza each year.

I'd like to remind folks to send in those Porsche stories to David so we have entertaining local reading in our newsletter. I've mentioned it before, but these type stories really help keep the local flavor in our newsletter. Check the calendar for upcoming events and get out and participate if you can. We have lots of fun, interesting, and friendly people in our club. It's your club, help make the best of it!

Tschuss,

Leonard Zechiedrich

Enjoy your Porsche adventures!

Details on my projects can be found at
www.the911den.com.



Happy 40th Birthday to the 928



Ctrl-Click for website



Zone Five Update

by Jon Jones

Join us at the Porscheplatz!

**Lone Star Le Mans / FIA World Endurance Championship
Circuit of the Americas (CoTA), Austin, Texas
September 15-16, 2017**

Join Porsche Club of America (PCA) and Porsche Cars North America (PCNA) at the Porscheplatz for a thrilling weekend of speed culminating in six hours of world class endurance racing. The same stars and cars that battled for victory in the 24 Hours of Le Mans will be there.

Don't miss this historical race to cheer Porsche on to victory!

The Porscheplatz tent will be located at Turn 15 (new location) adjacent to the grandstands, and provides great viewing of several turns. Catch the action live, or relax in the Porscheplatz tent, watch the races on live feed TV and enjoy a cool beverage. All PCA members and Porsche owners are welcome to the Porscheplatz tent, with a general admission ticket to the races. Be sure to bring proof of PCA membership (membership card) or proof of Porsche ownership (key, key fob, insurance papers)



919 Hybrid, Le Mans 24-Hour, Le Mans, 2017, Porsche AG

Enjoy unrivaled access to teams and drivers, an open paddock, and grid walks. Don't miss the opportunity to be on the grid before the start of the six hour WEC main event.

(cont. next page)



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[CLICK HERE](#) to purchase your tickets. Circuit of the Americas (CoTA) is offering a Car Corral ticket package that includes a race ticket and parking pass for your Porsche in Lot C. Lot C is convenient to the Grand Plaza entrance, and the Porscheplatz Tent. Many other ticket options are available. (You do not have to purchase the Car Corral ticket package from CoTA for entry to the Porscheplatz tent.)

MORE INFORMATION: PCA Car Corral / Porscheplatz Chair, [Lynn Schermerhorn Friedman](#) or 832-563-9577. Visit the [PCA National Calendar](#) for more information and updates.



911 RSR, FIA WEC, Le Mans 24-Hour, Le Mans, 2017, Porsche AG



Make plans now to attend!



The “Gotta Have It” Dept.

I'm planning on re-doing my garage this fall/winter and was wanting to - wait for it...do a Porsche motif. If I can't find stuff on EBay or Amazon I generally assume it doesn't exist. But I have since discovered Etsy and my stars and garters do they have Porsche stuff! Over 60 pages of art prints, t-shirts, book ends, wall hangings, sculptures, racing car door panels, metal art, all kinds of cool stuff! There is this absolute knock out 917 print that I just gotta have. Type “Porsche” in the Etsy search box and prepare to drool.



Dave Decker

Porsche People and Places

WRR Drive to Top of the Rocks By Dave Decker

I have lived in this area for 22 years and as sure as my Check Engine light will glow when driving the Boxster, the Almighty shuts off the waterworks in mid-July and we don't see rain again until September. So what was up with the downpour early Saturday morning August 5? It was top up, top down, top up, top down on the drive from beautiful downtown Pineville to Eureka Springs. Mike and Sharon Hays put together a splendid drive to the Top of the Rock resort in Branson. We assembled at the Best Western in Eureka Springs, home of Palooza, for the drivers' meeting. Don Marley showed up with his '86 911 sans whale tail, Kellyx2 with their Cayman, Rich and Karol Rulli in their Boxster and the Hays in their 928 and Boxster plus yours truly. The route commenced with a small parade thru Eureka Springs, then north on 23 to 86 in Missouri. I was behind Don listening to the air-cooled melody of his 911. He even got a little scratch at the intersections. We did a healthy pace on 86 thru the striving metropolises of Golden and Blue Eye.

Top of the Rock Resort is golf oriented with two courses and a driving range. But for those of us that do not pray at the altar of the putting green there is the Ozark Natural History museum, a cave and nature trail, a wine cellar and dining which was main attraction for us. Cary and Marlene met up with the group in time for lunch. Dining is in a lodge type atmosphere and we were seated in a Game of Thrones type table. You know the food is going to be good when it is served in those stainless steel platters with the domes.

After din-din, everyone drifted thru the resort doing their own groove then headed back. I have run these roads on the Harley but the Boxster takes it to a new level. Soundtrack was mostly Clapton and SRV. As Peter Frampton says "Let's do it again" *By Dave Decker*

Photos by Dave Decker



Obviously couldn't afford the \$16 hamburgers



Dave doing his best mastodon face

Photos by Dave Decker

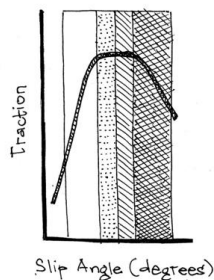


Tech Tips

Speed Secrets – How to Drive Faster

Let's take an in-depth look at tires and how they affect your driving, beginning with a review of slip angles.

A tire's slip angle, measured in degrees, is the amount the tire slips sideways while cornering - as your cornering forces and speed increase, the tire ends up pointing in a slightly different direction than the wheel is actually pointing. The angle between the direction the tire is pointing and the path the wheel is following is the slip angle. And, each tire has its optimum slip angle range. Up until that optimum slip angle range is reached, the tire is not generating its maximum traction capabilities. If the cornering speed or steering angle is increased, the slip angle will increase along with tire traction until it reaches a point where tire traction then begins to decrease again.



If you look at a "Slip Angle vs. Traction" graph, you will notice the peak traction limit, or lateral acceleration, is when the tires are in a certain range; for example, 6 to 10 degrees of slip angle. Below 6 degrees, and the tires are not at their limit; above 10 degrees, and they are beyond the limit. Let's look at four hypothetical drivers to see where on the graph it's best to drive.

Our first driver is probably inexperienced, and definitely a little conservative. He consistently drives through the corners with the tires in the 2 to 5 degree slip angle range. The tires are not at their maximum traction limit. Driver 1 is not driving at the limit, and therefore will be slow.

Driver 2 has a bit more experience and is known to be a little on the wild side.

He consistently overdrives the car. But what does that mean? Well, he always drives through the corners with a slip angle above 10 degrees. In other words, he is sliding the car too much. It may look great, with the car in a big slide all the way through the corner, but the traction limit of the tires has begun to decrease from maximum. Plus, all this sliding about will increase the temperature of the tires to the point where they are overheated, further reducing the traction capabilities of the tires. Can you think of anyone that drives like this? (Mike Hays)

Our final two drivers are consistently cornering in the 6 to 10 degree slip angle range. Both are very fast. Both are cornering at about the same speed. Both are driving the car with the tires at the limit. So, what's the difference? Driver 3 is cornering in the upper end of the 6 to 10 degree range - about 9 or 10 - while Driver 4 is around 6 or 7 degrees. Again, the cornering speed is the same, but Driver 3 is sliding a little more than Driver 4, causing more heat build-up in the tires. (Dave Decker)

Both drivers will run at the front of the pack early in the race, but eventually Driver 3's tires will overheat and he will fade. He's the one complaining at the end of the race about his "tires going off." Meanwhile, our winner - Driver 4 - has gone on, consistently driving with the tires in the 6 or 7 degree slip angle range, and is praising the tire manufacturer for making a "great tire" and his crew for a "great handling car."

The goal, as this example demonstrates, is to consistently drive at the lowest possible slip angle that maintains maximum traction.

And, understand that the difference in speed between cornering with a slip angle of 2 degrees and 12 degrees may be one or two miles per hour - or even less. So, you can imagine how much skill, sensitivity and practice it takes to be able to control the car well enough to stay between 6 and 7 degrees of slip angle! That's the kind of precise "traction sensing" that the truly great drivers have.

Now, I'm going to contradict myself. Sometimes you have to drive in the upper end of the ideal slip angle range. If the tires are too hard a compound for your car (perhaps they were designed for another type of car), or the track temperature is very low, you may have a difficult time getting the tires to their optimum temperature range. In this case, you may want to slide the car a little more, drive in the upper end of the optimum slip angle range to generate more heat in the tires to achieve maximum traction. The consistent winner has learned to "feel" this and interpret his tire temperature readings, then adapt his driving style to suit.

Reprinted from article by Ross Bentley -Winding Road Racing website





OK boys and girls, we are getting down to bare wires. The first TSD rally for the White River Region is almost here! I'm really hoping for a good number of participation, maybe we'll even get some blood from the Cimarron Region. To me this is what owning a sports car is all about. Drive it to enjoy it. My first rally was in 1969 in a beat up Triumph TR4A and I had as much fun as the dude in a pristine XKE. Probably more. But as I mentioned before, it has been awhile since I did the groundwork for a rally so try to keep the protests to a minimum. I have had an absolute blast doing it. Designing the rally brought back some great memories. One thing I didn't have in those days was a laptop to figure the times. Everything was done manually so you generally didn't have results for a couple of hours. My abacus took a beating.

The course is about two hours assuming you don't get lost or make a wrong turn. Be sure to have at least a $\frac{3}{4}$ tank of fuel and the necessary supplies. The basis of the course is to let your car stretch its legs. There are curves, some good straights and some wtf's thrown in. To simplify matters the checkpoints will be closed. What this means is you will cross the control and immediately begin the next leg. You will not be issued a control out time at each check point. This will also help the "volunteers" working the checkpoints **which by the way I still need two more volunteers in case you rather watch fun then drive it.**

The General Instructions are attached to the newsletter. Please read before the day of the rally so if something doesn't make sense we can discuss it at the driver's meeting or you can send me an email at wrrnews@gmail.com and I'll try to elaborate.

Looking forward to seeing you there.

Everybody say "Horizontal six!"

Rally Rules courtesy of Jaguar Clubs of North America website

RALLY RULE #1:

DON'T GET LOST. Concentrate on the route first, on time second. This is rallying's most important rule regardless if you're on your first rally or your hundred and first. Time lost while off course may never be made up and can bring you your greatest penalty.

RALLY RULE #2:

DON'T ASSUME ANYTHING. Be sure you really read the General Instructions and don't hesitate to ask questions; many penalties can be avoided by so doing.

RALLY RULE #3:

HAVE CONFIDENCE IN YOUR OWN ABILITY TO STAY ON COURSE. Don't assume that the car(s) in front of you during the rally know where they are going, and try to follow them. Although they have the same RIs you do, they may be wrong. Also remember that wise rallymasters may have the route double back upon itself just to fool followers!

RALLY RULE #4:

CHECK OFF EACH ROUTE INSTRUCTION AS YOU COMPLETE IT --BUT ONLY WHEN IT IS COMPLETED. Checking off an item in advance is the surest way to miss that instruction altogether, since you then act on the one next in line.

RALLY RULE #5:

DON'T GIVE UP. If you're lost, or think you are, pull off the road and look things over calmly. When you discover you're off course, **STOP AT ONCE AND NOTE YOUR ODOMETER READING.** Turn around and return to where you left the rally route using exactly the same route you just traveled. Read the odometer again and double the distance from the previous reading (where you turned around). Subtract this total distance off course from your present odometer reading and recalculate your timing to know what time you should have been at this point. You will not be able to turn back your odometer to compensate for being off course, but you CAN subtract the total distance off course from each subsequent odometer reading during the remainder of the rally, so don't despair.

RALLY RULE #6:

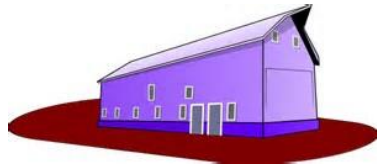
READ EACH NEW SET OF INSTRUCTIONS WITH SCRUPULOUS CARE.

RALLY RULE #7:

DON'T FORGET TO MAKE NECESSARY CHANGES TO YOUR ODOMETER OR TIMEPIECE. If your rally is being timed leg-to-leg, and the next Route Instruction shows mileage starting from "zero", then be sure to zero your odometer and clear your stopwatch.

RALLY RULE #8:

DON'T SHORT CUT. Even when the end is in sight, follow every instruction to the letter. A favorite trick is to place a checkpoint or a finish line just across that intersection where the instruction says to "Turn Right." Follow the instruction and turn, or you'll be knee-deep in penalties. After you've made a few remarkable recoveries, avoided a few traps and done well with your timing **BE CAREFUL** because this is when you'll get cocky and get lost.



The Sale Barn

-**CDR 210 radio/cd player** out of '98 Boxster great condition \$100 Dave Decker 479-531-3345

-**6 CD remote changer** out of '98 Boxster great condition \$125 Dave Decker 479-531-3345

Four 2007 Boxster 18" Factory OEM Wheels and Tires Used

Reasonable offers please. These wheels are in excellent condition with absolutely no curb rash or scratches. The 2007 Boxster they came off of has only 22,000 miles on it, as do the tires. The rear tires have very little tread, but the front ones have some miles left on them this sale is predominantly for the wheels.

Also included are lug nuts, lock key and center caps. What you see in the photos is what you get! **BUYER IS RESPONSIBLE FOR FITMENT!** It is the responsibility of the bidders / buyers to confirm fitment on their model with an expert "before" purchase. Some vehicles may require spacers and/or modifications at buyer's expense. Jeff Williams

jallen@parallaxstudio.com



The Tool Shed



928 S4 flywheel lock

"Kempf" timing belt tension checker (for 928)

A/C vacuum pump

R134a Gauge set

Oil pressure/transmission pressure gauges and adaptors

1000lb engine support bar

1000lb Transmission scissor jack

Mike Hays ammonman@cox.net

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker wrnews@gmail.com

A sixteen-year-old came home with a Porsche, and his parents began to yell and scream, "Where did you get that car?" He calmly told them, "I bought it today."

"With what money!?" demanded his parents. "We know what a Porsche costs."

"Well," said the boy, "this one cost me fifteen dollars."

The parents began to yell even louder. "Who would sell a car like that for \$15.00?" they asked.

"It was the lady up the street," said the boy. Don't know her name -- they just moved in. She saw me ride past on my bike and asked me if I wanted to buy a Porsche for \$15.00."

"Oh my goodness!" moaned the mother, "she must be a child abuser. Who knows what she will do next? John, you go right up there and see what's going on."

So the boy's father walked up the street to the house where the lady lived and found her out in the yard calmly tending to the flowers. He introduced himself as the father of the boy to whom she had sold a Porsche for fifteen dollars and demanded to know why she did it.

"Well," she said, "this morning I got a phone call from my husband. I thought he was on a business trip, but I learned from a friend he had run off to Hawaii with his secretary. Then apparently she stole all his money and stranded him there! Well he called me, without a dollar to his name, and asked me to sell his Porsche and send him the money. So that's exactly what I did."



Submitted by Cary H.





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napletonporschesspringfield.com

Lost in the Ozone TSD Rally 2017 General Instructions

Scoring-

All timing is in minutes/seconds. No hundredth's of a second is used for scoring. Each leg is individually scored. Cars will leave in 1 minute intervals. Car # 1 leaves the start control at 10:30, car # 2 leaves at 10:31.

1 second late = 1 point up to 300 points or 5 minutes late.

1 second early = 2 points up to 600 points or 5 minutes early.

Stopping within view of the checkpoint = 50 points

Entering a checkpoint from the wrong direction = 50 points

If you are unnecessarily delayed; like getting behind a chicken truck or a fallen tree in the road, fill out a time delay slip enclosed in your package noting total delay. Time will be deducted from your overall score.

To determine minutes between mileage points $(60 \times \text{distance})/\text{speed limit}$

Route Instructions –

Unless otherwise instructed, RI's are to be executed in numerical order and first opportunity. In other words, you follow an instruction as soon as it is possible within the rules. It is recommended you check off an RI after it has been executed to avoid confusion.

Partial verbiage of a sign is listed within quotations; a speed limit sign may be used in an instruction and will be listed as "Limit". Use of full verbiage of a sign is not in quotations but must be verbatim. Capitalization, font or spacing is not relevant. Any part of sign can be used. Mailboxes, writings on buildings, cars, animals or road surfaces are not used. Signs can be on either side of the road but not behind you.

Speeds listed are average speeds. **CAST**(Change Average Speed To) instructions will always be at or lower than the posted speed limit.

Do not zero out your odometer unless instructed to do so.

Do not follow another participant. They may be lost.

Maximum distance between instructions is 10 miles.

Protests are to be in writing and reviewed by the rally master and two region officers. Final decision will be determined by ranking officer.

First place trophy will be awarded at the luncheon following the rally if no protest has been entered.

Roads –

Unless otherwise instructed; dirt, gravel or rock roads, private entrances, driveways, subdivision entrances and parking lots do not exist in the execution of an RI.

All direction instructions are considered to be "follow the line" and/or maintain as straight as possible unless instructed to turn.

Turns can be 1 to 180 degrees right or left. In other words, a turn can put you headed in the direction you just came from. U-turns should be executed when safe to do so.

Note: Part of the course was chadded the first of August. As of 8/22 the road is safe to travel with no debris or rock flying up though I wouldn't recommend riding someone's rear bumper.

Note: Car numbers will be placed at the upper passenger side windshield with white shoe polish. If you have an aversion to this please advise the rally master before staging.