



White River Rolling

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

October 2017

Volume 2 Issue 7

<http://wrr.pca.org>



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On the Cover: JC and Ageet Verel's '92 964 cab

2017 Calendar of Events.

September 30: Porsche Palooza Planning meeting!! We will meet at Myrtie Mae's for dinner at 5:00 PM. 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.

POUR JON'S
COFFEE & VINYL
SHOPPE

Saturday

October 7

9:30 AM



Devil Den's Park
Sunday
October 15

From the Wheel by the Editor

What is up with the rat rod look coming out of the VW groups? I attended the "Euro Rally" in Eureka Springs in August and never saw so many intentional rusted out looking hulls since I attended a Yugo show. Even the Things were in a rough state of viewing. Not cool in my opinion. The Euro part I guess was in a field with some Audis, BMW's and what-nots. This was in the Passion Play parking lot which IMHO is not a good location for a show. I saw one other Porsche in the spectator parking. The only saving grace was a couple of trick Karmann Ghia's which is my favorite VW model. Nuff said!

For my birthday present, my wife (bless her lovely little redhead) gave me a trip to Road Atlanta for the Petit Le Mans in October. This is going to be a full 10 hour endurance race. Unfortunately, the LMP1 cars are not running and Porsche does not sponsor LMP2 cars. The RSR's and GT3's should be there. I'll be in the Porsche Corral (assuming the Boxster makes the trip ok) so I will get to do a few "parade" laps on the track. If it's anything like the Circuit of the Americas' parade, it should be quite a drive. Looking forward to the Porscheplatz too. I want to thank those hearty souls that did the TSD rally. It was a scattershot drive for a while but thankfully everyone made it back safely. Want something different in the newsletter? Let me know, I aim to please. My tech articles will be generalizations unless someone sends me a personal experience. As always, I can use some pictures and can someone write up a history of the region?

Keep those cards and letters coming!

wrrnews@gmail.com *Dave Decker*

President's Notes by Leonard Zechiedrich

Guten tag White River Region members –

Over the past month, I've enjoyed seeing several Porsches cruising around Northwest Arkansas. Some I recognized as WRR friends on scenic Hwy 12 and some drove Rogers High School homecoming court members in style in the parade.

Congratulations to Tyler Connor who drove his RHS sophomore son, Austin, in his 2012 Guards Red targa (and he was even followed by a potential new WRR member in a late model 911). It was cool to have Porsches represented in the parade this year!



On another note, Palooza is quickly approaching. I can almost smell it in the fall breeze! Who could forget that fresh popcorn popped to perfection by the one and only Rick Daes!?! PCA-Palooza.com (November 9-11, 2017) will begin accepting registrations on Tuesday, October 3rd at 6:00am. Emails continue to roll in almost daily from folks across the US; regardless of time zone, their alarms clocks are set and they are giddy with anticipation to experience the Ozarks.

We are excited to announce some changes to our Palooza tour schedule this year. If at all possible, you will want to join us Thursday-Saturday so as to not miss out on any fun. The tour offerings for Thursday and Friday will range in departure time from 7:45am to 10:30am and include destinations such as the wineries in Altus, Artist Point in Mountainburg, Lake Fort Smith State Park, Catfish Hole in Alma, Ozark Cafe in Jasper, The Keeter Center near Branson, Table Rock Dam Visitor's Center, Ozark Beer Company, House of Webster, Martin Greer's Candy Company, Castle Rogue's Manor, and more! All tours will return to the Convention Center in time for you to join us for dinner and camaraderie on both Thursday and Friday evenings. On Saturday, the schedule has remained mostly the same: morning drives, car show, parade through downtown Eureka, tech sessions, banquet...tons of fun!

As always, if you are interested in volunteering or contributing in any capacity at Palooza, please reach out to a WRR officer and we will be happy to add you to the team!

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



Ctrl-Click for website



Zone Five Update

by Jon Jones

I apologize for missing last month's Zonotes. We are all busy with life, and in the process of helping move adult children to new digs in Dallas, the deadline got past me.

As you all know, I love sports car racing or as Carroll Shelby used to call it, "sport car" racing. Anytime I get to go to the track is a red letter day for me. I was able to attend the recent NOLA Motorsport Park PCA Club Race in New Orleans and I had a ball. Normally Zone Rep duties require you to pitch in and help out with whatever needs to be done, but Race Chair John Crosby had everything so well covered with a dedicated crew of PCA volunteers there was little for me to do.

One of my responsibilities as Zone Rep is to put up banners - Pirelli and JX2 (the official Pirelli supplier of PCA Club Racing), erect the feather banners (popsicles), and make sure that we have enough hats for the winners. Pirelli's Tire Program recognizes winners, 2nd and 3rd place in the GTC3, GTC4, GTC5, and GTC6 classes - the Cup cars. So in the victory lane ceremony, the Zone Rep presents the finisher's Pirelli hats and photographs all of the drivers. Since there was only one GTC4 car entered, I had an easy time.



Which allowed me to enjoy the event. I spent lots of time roaming the paddock and meeting the local folks who make this a great event. I spent some time with the National staff, the Stewards and Scrutineers, and since this was a Clubsport event, I spent a lot of time watching those very cool Porsche Caymans. I was able to meet Mardi Gras Region President, Scott Spradley, and Whiskey Bay Region President, Henry Carter. Scott and I spent some time getting to know each other, but Henry is a racer and was a little bit preoccupied with his car. Next time, Henry!

As a race chair myself (Hallet, October 6-8!) I know the work that goes in to these events. To top it off, John Crosby was also driving - adding yet another element of responsibility. I have enough trouble focusing on race chair duties without worrying about an upcoming race. Great job, John, my helmet is off to you.

Great event, can't wait until next year.

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K and R

MOTORS

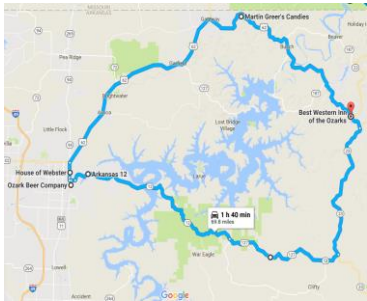
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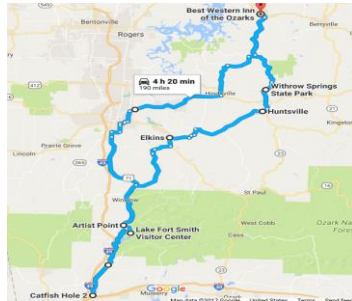


Finally, we are all concerned about our friend, former Zone 5 Representative, Club Racer, and all-around good guy James Shoffit. If you are not aware, James suffered a very serious medical issue in September. He has an excellent medical team supporting him as well as his wonderful wife Wendy and family. As of this writing, he continues to make good progress but has a long road ahead. Spare a thought, or prayer if you prefer, for James and his family.

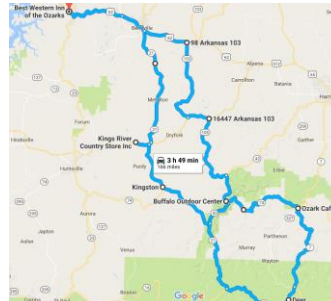
2017 Porsche Palooza Tours



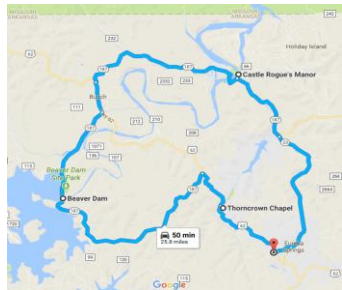
Bier Schokolade



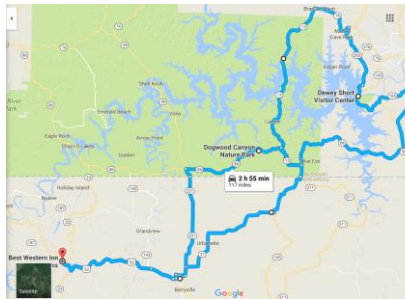
Boston Mountains



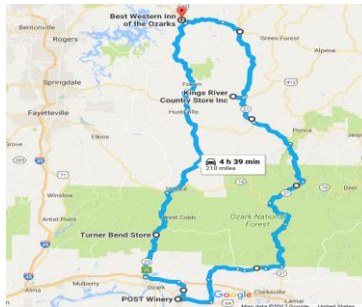
Buffalo River



Dam Castle



SW Missouri



Winery



Make plans now to attend!

<https://youtu.be/kVzRXBRIMXw>

Headline on USA Today September 13 -

“Homeless man asked woman to move Porsche so he could sleep. Then she shot him, police say.”

Slight rant. Where is the relevancy in saying she owned a Porsche? It is mentioned at least three other times in the article that she owned a white Porsche SUV. Couldn't they just have stated she drove an SUV or just a vehicle? Were they trying to make a point about Porsche owners?



In the spirit of the season, for those of you that plan to get an oil change this fall.

Porsche People and Places

Lost in the Ozone TSD Rally

By Dave Decker

There were no effigies of the rallymaster burning in Tontitown, AR so the first "Lost in the Ozone" TSD rally was an overall success. I'm sure my name and Satan was spoken synonymously several times during the execution of the route instructions but that's what makes it fun. A special thank you to Cary and Marlene H, Mike Hays and my wife Cindy for their help in manning the various checkpoints. Also a very special thanks to the Tontitown Park and Recreation group for setting up a staging area for the rally. They even put together goodie bags for the participants!

Six teams decided to attempt the rally. Only Rick and Karol Rulli had any previous experience with TSD rallies so this was going to be a learning experience. A drivers' meeting was held at 10:15, checkpoint stopwatches were synchronized and the first car out at 10:31. The ODO check was a 9 mile loop-de-lu through north Tontitown and back to the park for the first leg staging. The cars were allowed 25 minutes to complete the ODO check so when I didn't see any cars at 10:50, worry was an
(cont next page)



Photos by Mike Hays, Justin Hopper, Dave Decker

understatement. Cars finally started to appear with few minutes to spare and I didn't witness any single digit displays of affection. One driver arrived solo and after doing the ODO part decided he would just follow someone for the rest of the rally. After duly realizing he was lost, threw in the proverbial towel and returned to the park within 15 minutes of leaving. Better luck next year my friend.

The rallymaster (speaking of myself in the third person) threw a couple of curves to make it interesting. The first one was a DIYC (do it yourself control). At a specific mileage, the team was to open an envelope explaining the control. The team had to pull into a designated parking area, take a selfie of themselves and their car, email it to the rallymaster and then proceed to the next RI within 5 minutes. The second "fun" event was the placement of the second checkpoint. The team was to execute a left turn while in view of the CP. All teams missed the turn, drove through the CP and went out to lands far and away looking to execute a left. I received several calls, none threatening, requesting guidance to get back on track. At that point, everyone's time and mileage broke the bank but they carried on, arriving at the third CP established at Mama Z's restaurant. I was sweating Mobil One 0-40 until the first team arrived.

With the best Italian food in NW Arkansas on order, everyone waited as the timing calculations were made. I decided to level out the mileage for all teams since everyone got off the path. The point spread was plus 137 points to the winning team of David and Jo Martinson with a time of plus 96 points. They received a first place trophy for their win. Following the ceremony was mounds of pasta, red sauce and alfredo sauce. My wife got the ham and beans special. Go figure.

I want to thank everyone for coming out for the region's first attempt at a TSD and hope you had as much fun doing it as I did putting it together. I was still making last minute corrections the night before. Mike Hays has volunteered to help put together the next rally so that will be two deviants messing with your mind. Bwah-ha-ha!!



Porsche does a 1 – 2 Punch at COTA

On the searing asphalt of the Circuit of the Americas, Porsche emerged victorious once again at the WEC Austin. Not only did the two LMP1 machines finish 1-2 after a difficult skirmish with the Toyotas, but the GT contenders pulled off an incredible finish after dragging themselves back from dead last. Because of the excessive heat, the rules required no driver run a consecutive stint of more than 80 minutes; throwing any plans for a double stint out the window, and allowing the Toyotas to make a serious stab at the win. Despite these setbacks, Porsche showed a fearsome demonstration of speed and consistency in serious conditions that must've made the rivals take a sobering look at themselves.

Though the #1 of Neel Jani started on pole position, his car would eventually relinquish first place in the name of helping the points leaders. Jani left in a hurry; leading confidently with a 10-second lead until lap 30, when Jani handed the #1 car to André Lotterer, who would the Toyotas flashed by on their first set of tires. However, the Belgian would engage in a quick dice with the #7 Toyota, which couldn't quite hang with the Porsches that day. After a brush with the same Toyota later in the race, Lotterer endured some contact but thankfully continued onwards to hand the car over to Nick Tandy on lap 153. It was at that point that the #2 car of Timo Bernhard overtook Tandy, who later retook the lead briefly after refueling on lap 174, but generously gifted the lead back to the sister car which holds the overall point lead.



It was the #2 car which started less auspiciously and led an uncertain race defined by tire stops. At the start, Timo Bernhard fell into fourth behind the two Toyotas and the leading Porsche, but after the first stop, Brendan Hartley squeezed past the #7 Toyota. Later on, Earl Bamber found himself in 2nd place briefly before getting passed by Kobayashi in the #7 Toyota— so he couldn't rest. Bamber's persistence paid off when he reclaimed 2nd place before handing the car back off to Bernhard, who fell back to 4th when both Toyotas refrained from taking a tire stop. The Porsches and the Toyotas traded positions in the tense latter half of the race before the #2 car streaked ahead into the lead, but handed the lead over to the #1 car just 4 laps from the end.

Reprint from FlatSixes blog



Tech Tips

The Technology of Torque Vectoring

“Scotty, I need more torque vectoring!”

“I’m giving it all she’s got captain!”



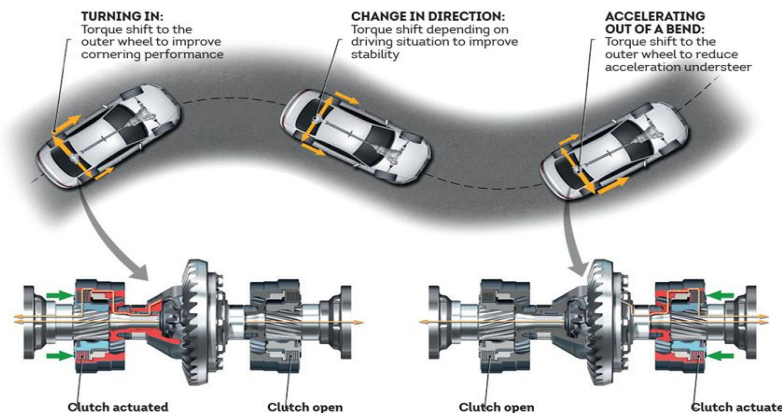
If the Federation needed a torque vectoring design for the Enterprise I bet they would have called Porsche. The Group B 959 was the first Porsche equipped with active torque vectoring but now PTV (Porsche Torque Vectoring) and PTV Plus has been available on production Porsches for a while. What is torque vectoring and what does it do?

According to Google, a vector is a “quantity having direction or magnitude” and in this case, it means moving torque between front and rear axles or varying the torque sent to individual wheels, usually on the same axle. If you have ever driven a car with goofy brakes (and you have, don’t lie) you have experienced torque vectoring but in a negative sense. If the brake on one side of the front is shaving rivets and the other side is good, when you slammed on the brakes, you darted in the direction of the good brake because a yaw moment has been created. “Yaw” is geek speak for “rotate”. If more torque is sent to one wheel than the other, the effect is the same. When you turn the steering wheel, the car begins to yaw as well but in a more controlled manner.



Torque vectoring is used in a more subtle way to assist you during the onset of oversteer (tail swings out) or understeer (nose tries to plow a

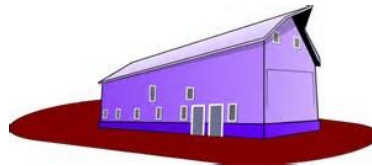
straight line). Torque vectoring systems detect the onset of understeer or oversteer and nip it in the bud before it gets out of control. When you have set up your car to power through a curve, PTV is vectoring torque to your outside rear wheel electronically through the limited slip rear differential and make your car rotate about its axis toward oversteer. That’s not a bad thing. It simply means your car is turning more tightly than you could normally apply to the steering angle. The car is more dynamic and pointy as the understeer has been controlled.



PTV and PTV Plus are controlled electronically through some wild algorithms in your ECU. All modern cars are equipped with ABS which monitors the speed of each wheel so it can tell if one or more wheels are locking up. PTV and PTV Plus piggybacks on the ABS system sharing the data from the yaw sensor and grabbing info from steering and the throttle position. From here it taps whatever brake caliper is needed to control the turn. Make sense?

General storyline by Jesse Crosse GTPorsche May 2017





The Sale Barn

2008 Cayman. Red. 5-speed. Bose. 6,600 miles. One owner - purchased new from Porsche of Springfield MO. Never damaged. Always garaged. Absolutely flawless original condition inside and out. Located in Bentonville area. \$28,000. Email Jeff Bassham at JefferyJBassham@gmail.com.

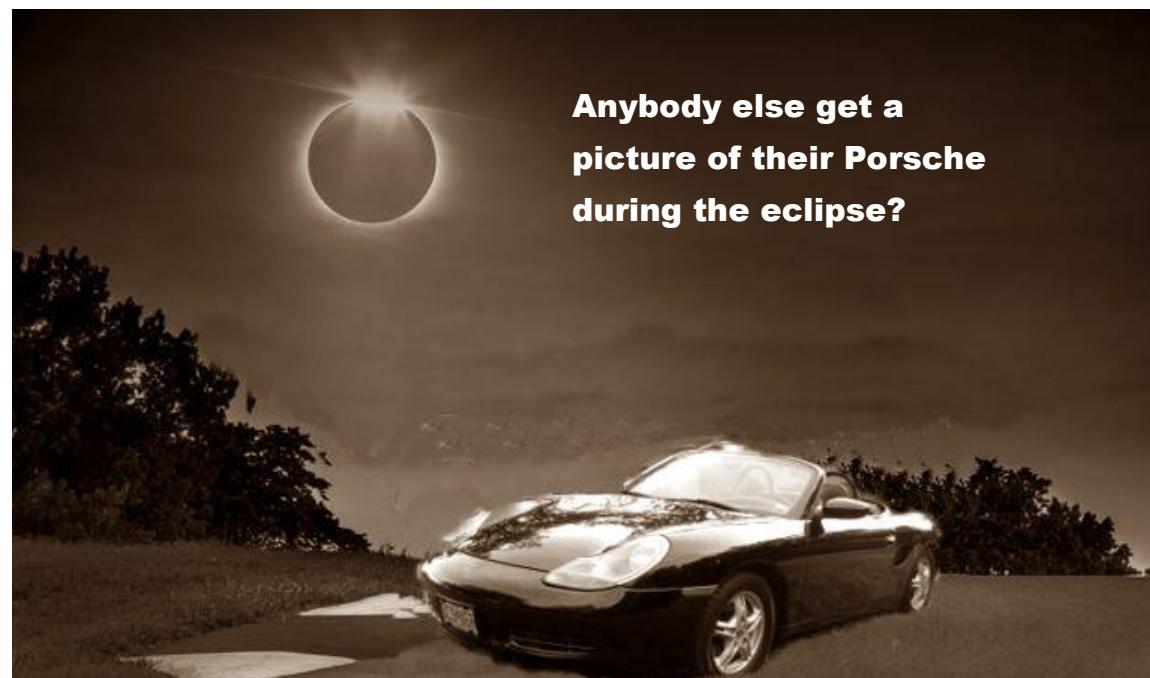
Four 2007 Boxster 18" Factory OEM Wheels and Tires Used Reasonable offers please. These wheels are in excellent condition with absolutely no curb rash or scratches. The 2007 Boxster they came from has only 22,000 miles on it, as do the tires. The rear tires have very little tread, but the front ones 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



Anybody else get a picture of their Porsche during the eclipse?

