



White River Rolling

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On the Cover:

A stunning 911 at Dan Worrell's get together.
Don't know the owner but methinks it was the
Texas couple that recently moved here. If
methinks is wrong please let me know.

Send me photos of your Porsche!

2018 Calendar of Events

August 18: Meet at Andy's Frozen Custard in Rogers

August 23-25: Run for the Hills to the Black Hills, SD

September 8: Second Annual Lost in the Ozarks TSD Rally in Eureka Springs

September 22: Palooza Planning Meeting breakfast at Myrtie Mae's Eureka Springs

October 6: Octoberfast at Hallett Racing Circuit sponsored by Cimarron Region

October 13: Winery tour in Altus, AR

October 21: Meet Devils Den Park for a cookout with the Cimarron Region

November 8-11: Palooza in Eureka Springs

December 1: Breakfast at War Eagle Mill

December 8: WRR Christmas Party Josh and Miho Sakon home in Fayetteville

January 12, 2019: Lunch at Crystal Bridges in Bentonville

January ?, 2019: Concert by SoNA orchestra in Fayetteville



Cars 'n Custard at Andy's in Rogers. (across from Wal-Mart)

Saturday, August 18 @ 6:00 PM

Diets be damn!!

From the Wheel by the Editor

It was probably pretty cool to be sitting around in the US automobile design rooms in the '50's, '60's and '70's. Imagine a bunch of designers with the same thought....what are we going to call it?

Some of the coolest car names came out in those years; Roadmaster, Galaxie, Bonnieville, Toronado, Mustang, Starfire, Monaco, Road Runner and my all time favorite...Coupe de Ville. It just rolls off your tongue like Lou-a-vul. Even the Japanese got in the game with their cars although with less stunning sounding names. Bluebird? (although there was a Pontiac Firebird model painted robin egg blue and called the Bluebird. It even had an outline of a Tweeter looking bird on the hood. I kid you not).

The Europeans not so much. They were more in the numerical name game... 190D, 2002, TR-6, 3000, 348, etc., maybe because we wouldn't be able to pronounce the names. VW did get on the bandwagon with Rabbit and Scirocco. Even our beloved Porsches, with the exception of Carrera, Turbo and America, the nomenclature was basically numbers, 356, 904, 968, etc. Until the Boxster. It was a mixer of boxer engine and roadster. And it sold. Some say it even saved Porsche's rear-end in those days allowing the company to continue manufacturing the 911 and financed the Cayenne.

Porsche's designers must have woke up and said "Hey this name thing sells cars. Let's do it on all our new cars!" Next thing you know we have a Cayenne SUV. The name works for it, a hot truck. Then came the Cayman. That works too. Macan not so much but not bad. I just picture a parrot when I hear it. But in the interest of all things holy, what the heck is a Taycan??? I bet there wasn't very many sleepless nights coming up with that one. Porsche's revolutionary all electric sports sedan is going to be the butt of some serious jokes...I can't but Taycan or it's a Ti-kahn. They might have well named it Lightning or Shazam or Electrocar. Geez!

Keep those cards and letters coming!

wrrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Region Members-

A big congratulations is in order for our awesome newsletter editor, David Decker. Our own White River Rolling newsletter took second place this year at Parade! This is a national award and we should all congratulate David and all the contributors on a wonderful job. I feel the newsletter is the life blood of the club and David has taken ours to a whole new level. Thank you, David! David has plans to take our website to the next level as well, so watch for more changes to come. Remember that to make the newsletter and website have a distinct local club flavor we need stories, pictures, etc from our club members. Make sure to get those to David.

In next month's newsletter, I plan to introduce a new Porsche project. Here are a few pictures, so get your questions ready. I hope you will send in your projects too!



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



Ctrl-Click for website



Zone Five Update

by Jon Jones

Fresh off PCA Parade 2018 at Lake of the Ozarks and it was a lot of fun. This was my first full Parade (Spokane last year was official duties), and since it was so close, my wife Joy and I decided to take in the whole spectacle. And we did, from volunteering at Concours, Rally, and Autocross, to Tours and the banquets, it was a great time. It takes an astounding amount of preparation and organization to get a successful event, and this year was no exception. My hat's off to all involved, and especially to the 800+ volunteers who made it happen. As with most of PCA, without the volunteers, our events wouldn't happen.

Did I mention volunteering? I did, and I think I enjoyed this the most. Being a volunteer gets you up close to the action – the education alone is worth it. At the Concours, Joy and I were “timers and runners” – timing the judges inspection of each car assigned (5 minutes!), and running the score sheets up to the scoring tent. It was fascinating watching the judges do their thing, what they look for, what they don't, and the consistency they apply to every entrant.

At the Rally, we worked a checkpoint. This was a Time, Speed, Distance rally (TSD) with a set route and leg times established by the rallymaster. Those closest to the times for each leg score the fewest penalty seconds and do the best. A rally checkpoint is where the cars enter to get their time for the previous leg of the route. As the car enters the checkpoint, the time is recorded on the official clock. The car is then assigned an “out” time from the checkpoint and given a time slip with their official time recorded. All goes well if the cars come in one by one, but sometimes they come in as a clump – we had 6 cars at one time all getting their times processed. But it worked! It was great.

At the Autocross we shagged cones, which was pretty mellow, but I was mostly impressed with the organization. Each of the five corner stations had its own pop-up canopy, a giant cooler full of waters and snacks, a red flag to stop the action, and we all got our own fluorescent vest to take home. Cool!

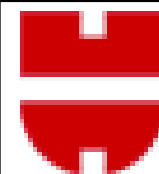
Each volunteer shift we did was HOT. But it was all good since we were well supplied with water (Are you hydrating? Here, have a water – all common words throughout the week).



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Once our volunteer shifts were done, we did a driving tour up to the National Churchill Museum in Fulton, MO, played in the pool, rented a ski boat, and ate. And ate. Joy said she gained a couple of pounds over the week – I, of course, would never notice.

Zone 5 members were well represented at Parade, and a special congratulations to Maverick Region's Bill Orr for receiving the PCA Enthusiast of the Year Award. Well-deserved recognition for Bill's tireless efforts on behalf of Maverick Region and PCA. In addition, Longhorn Region's R.J. Wilmoth and Linda Bosko received the 2018 Zone Rep Award. R.J. and Linda's efforts at collating and cataloguing PCA and Porsche history are invaluable. Congratulations to all of the many Zone 5 award winners. (ed. note Jon wasn't aware White River also trophied).

And to top it off, it was so great to see James and Wendy Shoffit. After their many struggles last year, it was so nice to see these amazing fighters at Parade and doing so well. A tip of the old Porsche ballcap to them both – I admire their courage and grit.

In sum, I would say Parade was lots of fun and well worth the time spent. While we may not go to Boca Raton next year, if you have the chance, don't miss it.

Wanna go racing?

by Jon Jones

If you have the bug to see what it's like out there on track, PCA offers a great opportunity to get you on the path to competition. It's called Drivers Education and PCA does it best. DE is NOT racing. By design, DE is structured to allow you to develop your skills in order to experience your car in a safe, non-competitive environment. You progress as quickly or as slowly as you feel comfortable with. As always the goal is to have fun. Along the way, if you decide to take the next step, PCA is there for you. With the foundation of skills learned in DE, you can move up to PCA Club Racing. In fact, many drivers do just that – after experiencing a couple of years in DE they decide to turn it up a notch and get their Club Racing license. There are many ways to qualify for a PCA Club Racing license, but it is spelled out in the Club Racing rulebook that DE is specifically a pathway for getting a license. What a great opportunity!

And something else to think about – PCA Club Racing now offers a Vintage Group! Run under the Club Racing Rules – all safety and equipment requirements apply – the Vintage Group is a lower stress environment for Club Racing. Many vintage organizations promote their events as more “gentlemanly” than other racing since the drivers are concerned with preserving their racing cars as well as driving them. And PCA's Vintage Group is no

exception. In fact, the Vintage Group was started by Club Racing in response to concerns from drivers about putting their cars into the Club Racing mix with Boxsters, Cup cars, and other full-out racers. Not that these other drivers are dangerous or “go for broke”, but there is always a chance of inadvertent contact in any racing series, including PCA. PCA's Vintage Group puts all the vintage cars in their own run group with an extra level of care. There are lots of older Porsches out there sitting on the sidelines – PCA Club Racing Vintage Group is the place to be.

PCA conducts its DE events with and without instructors, but they are always done with PCA insurance, and run by PCA staff. Having driven at other track events, we know that the level of safety, instruction, and organization at a PCA DE event is without peer. Other events may be cheaper but is it worth the risk? So check out a DE event near you soon, and if you get the racing bug, you know where to start.

Each region has dinners, drives and other fun times for all of you, the members of PCA. Get out there and enjoy your friends and your Porsche!



Porsche People and Places

Wheels for Meals Car Show

Article and photos by Dave Decker

With the dust and sweat of the Porsche Parade behind us, several region members took the drive to Jasper, AR for the car show to benefit the Newton County Senior Center. The Wheels for Meals event was popular vote with winner take all. Ozark Region members from Little Rock also came to the show in full force with plenty of cars. Always good to see them. A rep from Jackie Cooper Imports from Tulsa also made the show. A lunch of freshly grilled hot dogs and hamburgers was provided by the residents.

46 cars were in the running for the trophy. After the votes were counted the results were –

First Place – Ken Slater Hot Rod wagon

Second Place – Allen Nichols Dodge Dart Swinger

Third Place - Gary Bergeron Custom Harley

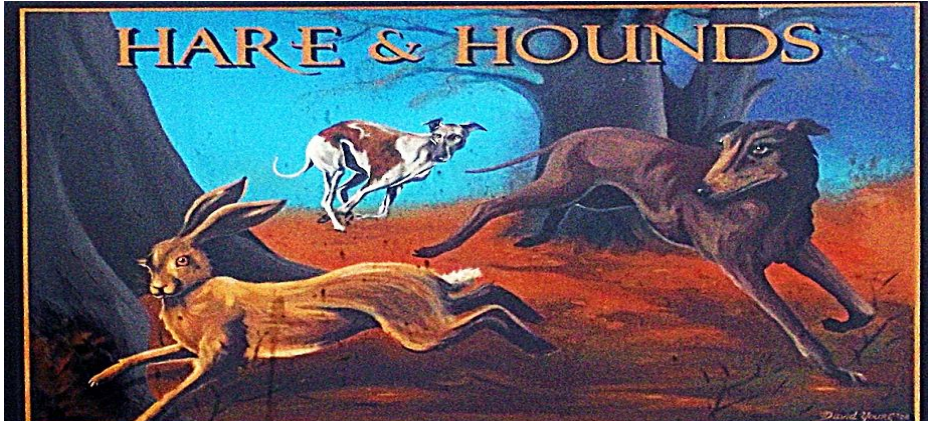
Fourth Place - Ted Jones GT3

A great number of Porsches were there but you just can't beat the classics. Total raised for the event was \$1,102! Major appreciation for the hard work of region member Ted Jones who made the show a definite good time.



Lost in the Ozone TSD Rally 2018

By Dave Decker



This year's event will be a slight diversion from the rigueur of a TSD rally and leaning more toward a gimmick rally. Mike Hays (yes you can blame him too) and I have decided to play with your minds in the form of a Hare and Hounds Rallye.

This is a classic case of "which way did he go". The object of the rally is to determine which road the "hare" took. Did he go left, right, straight or back track? If you are on the wrong path (road) you will see a marker within one to two miles on your right. Then you have to turn around at first opportunity and go back to the intersection and try another route. U-turns in mid-road will be frowned upon due to narrow roads and traffic. The winner is determined by two factors, least distance driven and the closest time to a pre-determined time to complete the course. To make sure you actually drive the course, there will be questions to answer throughout the correct route. The rally doesn't require a navigator but you really need someone other than yourself to blame.

If the rally works and everybody basically has a good time and doesn't kill Mike or myself we may try this for Palooza. More info to follow.



Cary's Corner

A Collection of Porsche News and Why-Not's

By Cary Haramoto



You can now buy a 1,000-horsepower Corvette from your Chevy dealership.

<https://www.cnet.com/roadshow/news/yenko-supercharged-chevrolet-corvette-1000-horsepower/#ftag=CAD0610abe>

2020 992 Turbo

http://forums.pelicanparts.com/off-topic-discussions/1000553-2020-911-turbo-cabriolet-911-speedster-spied-ring.html?utm_source=Facebook&utm_medium=Social&utm_campaign=Porsche%20992%20%26%20911%20Speedster

Press Ctrl-Click to access link

Until next month, Aloha

Porsche People and Places

Porsche Parade 2018

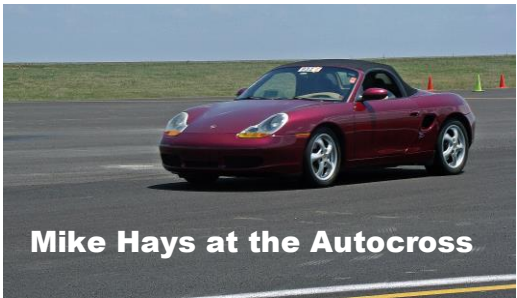
Article and photos by Dave Decker, Mike Hays, Rich Rulli and Mike Menichetti

For the most part, I'll let the pictures tell the story. (Did Rod Stewart say that?) Please excuse all the pictures of my grandsons Noah and Jake. They were in just about every picture I took and they really enjoyed meeting everybody. I'm very proud of them as you can tell. Also some pics are muted. I must have had moisture on the lens. Not an SLR.



A great cookout Monday! A big thanks to Alan and Sheri Lamb for the location, Mike Hays and the other cooks and the prep ladies!





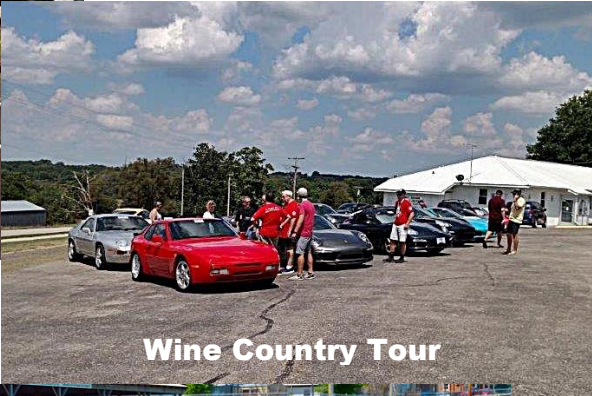
Mike Hays at the Autocross



Gunner Muench at the Autocross



The Concours and TSD Rally!!!



Wine Country Tour



Me and the boys mean business busting out dead or alive



Not how I planned to end my Parade week



Tech Tips

By Jack Miller

Porsche Stability Management

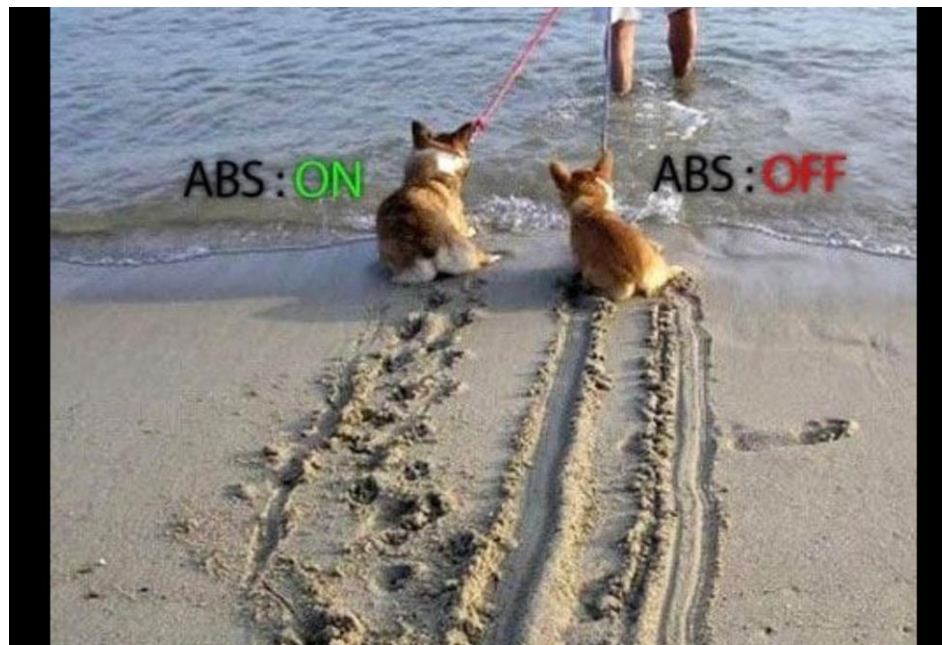
Human performance is controversial. Potential Porsche buyers face a controversy in deciding whether or not to purchase or use Porsche Stability Management System (PSM). If you never intend to race your new Porsche, the decision to purchase PSM is simple. If you can afford it, buy it. It provides a level of safety impossible to achieve by driver skill alone.

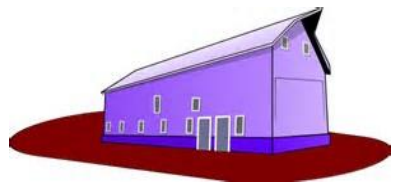
Here's why. PSM monitors the ABS sensors (which measure the speed of each wheel), engine speed (RPM), throttle position (via E-Gas), gear selection, lateral acceleration (side to side), yaw (the car spinning in a circle), and steering wheel position. This enables the PSM to detect oversteer and understeer. It basically determines the slip angle of the front and rear tires, or more simply, when the car is not going where the steering wheel is pointed. Oversteer is minimized by automatically applying the brake on the outer front wheel in a bend, slowing the rotation of the car; understeer is minimized by applying the brake on the inner rear wheel, speeding the car's rotation. No driver will be able to do that until Porsche develops a car with four brake pedals. However, PSM is not only a braking system. If you lift off the throttle in a low traction situation (wet, snow, etc.) and the back of the car gets loose, PSM will increase the engine speed (blip the throttle) to keep the car in line. Also, if traction is low, PSM can use engine braking (EDC engine drag torque control) to slow the car. PSM can calculate the amount of available traction by comparing wheel speeds at all four corners of the car.

Recognizing that even street drivers expect excitement from their Porsches, PSM allows approximately seven percent slip angle before intervening. Five to seven percent is generally agreed to

be the limit for modern, high performance tires. The biggest difference between PSM and the other systems on the market today (Mercedes Benz, BMW, Jaguar, etc.) is that PSM is programmed to allow a good deal of slip, as you can see. All of these other systems clamp down the moment any slip (i.e., fun driving) is detected.

However, if you require more fun, you can turn the PSM off. When you "turn it off," you are taking only the outputs offline. The PSM system is still collecting data from the ABS system, the yaw sensor, the lateral acceleration sensors and the steering wheel position sensor. If you have PSM off, and the levels of slip are exceeded, and you do not touch the brakes, the car will continue to slide. If you have not exceeded the levels of slip allowed, and apply the brakes (no matter how hard), PSM will not activate its outputs. However, if you have exceeded the levels, AND apply the brakes (no matter how hard), PSM will activate until the car has regained control or you get off the brakes, at which point PSM stops outputting. PSM assumes that since you hit the brakes that you are not comfortable with the level of sliding and that you want it to help. This answers the question that inspired this article, "what happens in a spin when you put both feet in?" Presuming that you put in the correct two pedals, PSM will activate.

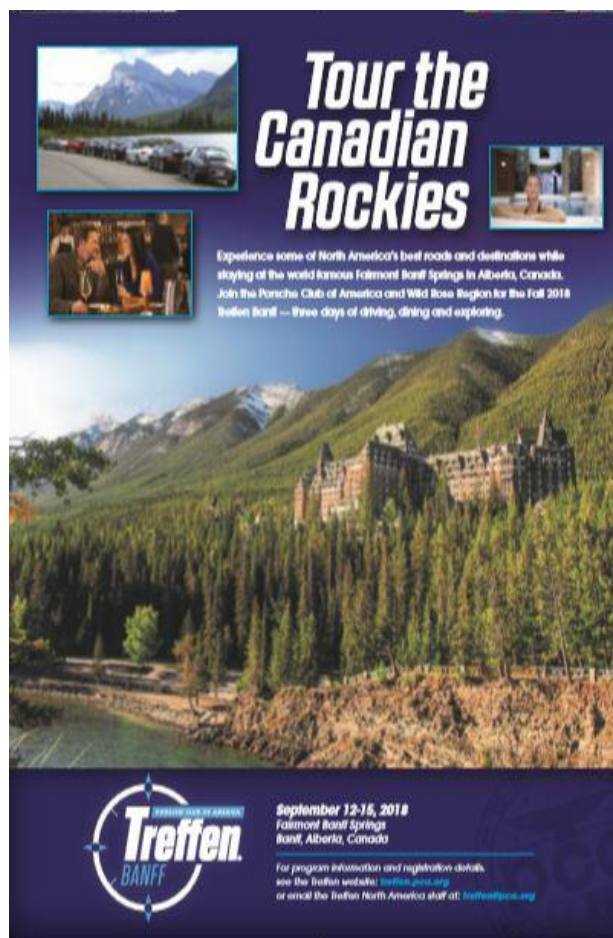




The Sale Barn

I have repair manuals, maintenance parts, whale tail and cover for 1984 to 1989 Carreras. I would like to sell as a lot. Will email list to anyone interested.

Don Marley
479-462-8255



Region and National Membership Stats

by Mike Hays

White River Region Club Members

Primary Members 90

Affiliate Members 53

Life Members 0

Total Members 143

New White River Members

Jeremy Hedges

Richard Perkins 1979 911SC

Patrick & Karen Ossenkop 1988 911 Carrera

Transfers In

None

Transfers Out

None

PCA National Club Numbers

Primary Members 81647

Affiliate Members 45413

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



PORSCHE

