



White River Rolling

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On The Cover –
Matthew Karpinko's 2007 Cayman S
contributing to the scenery in Arizona

Send me pics of your Porsche!

The Editor

2020 Calendar of Events

July 25: Wheels for Meals, Jasper, AR(Cancelled)

November 12-15: Porsche Palooza, Eureka Springs(Cancelled)

More events to come after the Event Planning meeting



From the Wheel by the Editor

First off, let me apologize for a blaring mistake. I forgot to change the Volume number on the covers so the past FIVE issues I have sent you are last year's model. You would think I would notice something like that since I change the Issue number every month. Mea culpa, mea culpa.

So how is everybody doing? The world is opening up just in time for it to close back up again. The really scary thing is Leonard's note that we have to cancel Palooza. Not a good thing. Parade, Bike, Blues and BBQ, Indy 500, Le Mans, the new Bill and Ted's Excellent Adventure, James Bond and Wonder Woman movies have all been either cancelled or postponed. Heck, AMP even canceled Steely Dan until next year, the one fav group I have never seen live. Strange days indeed.

With that jolly news, the officers and I have decided to change the frequency of the newsletter until things get back to normal; whatever that will be. White River Rolling will become a quarterly issue so the next one you receive will be October 2020 then January 2021. Hopefully by then we can resume monthly.

Has anybody in WRRland watched any simracing? Weird! I have plopped in the recliner and vegetated on a couple of Formula 1 events. It is kind of like being a bystander at Chuck E. Cheese waiting for your turn at the game.

And I know this has nothing to do with Porsches other than his Dad and Papaw own one, but my grandson Noah, who some of you have met, joined the Navy in May and is exceeding in his training as we expected. His original plan was aircraft electronics but has changed to all things involved in aviation fueling. Aircraft carriers here he comes! We are very proud of him and I hope you will keep him in your prayers to stay safe.

Keep those cards and letters coming.

wrnews@gmail.com

Dave Decker

President's Notes by Leonard Zechiedrich

Guten tag White River Members,

First, I would like to thank everyone for voting for the Green Machine in the Pelican Parts Virtual Car Show. I am happy to report that the Green Machine won its "Do It Yourself Project" category. It won in no small part to the great support from our local Porsche community. THANK YOU!!

On a different note, I'm afraid it is time to announce the cancellation of this year's Porsche Palooza. We have made this decision even though PCA has made it possible to hold events by having all participants sign a CDW (Communicable Disease Waiver) signed with each participant's own pen. Based on CDC recommendations, input from our local Porsche dealer, our own understanding and knowledge of science and virology, and a general desire to protect the health of all the friends of Palooza, it is our determination that cancellation of Porsche Palooza 2020 is the safest choice for everyone. Palooza has been an annual highlight for our family since 2005 and we are sincerely saddened by this decision, but the health and well-being of our family and friends is our priority. The host hotel, [Best Western Inn of the Ozarks](#), is operating at a reduced capacity and will honor the Palooza room rates if anyone wishes to make the trip in November. Driving routes from Palooza 2019 are all available [here](#) or can be found at www.pca-palooza.com. We may have a commemorative 2020 Palooza shirt available, but that information is yet to be determined. We hope you are all doing well while staying safe and healthy during these unprecedented times. We look forward to seeing our Palooza friends again in 2021 – November 11-14th.

Enjoy the drive;
I know I will!

Leonard

*Details on my
projects can be
found at-*

www.the911den.com



Design Your Own Porsche Timepiece to Match the Porsche in Your Driveway

by **Elena Gorgan** reprinted from autoevolution website

Mothers (and some fathers) with enough time on their hands will often take to dressing up their kids as their mini-mes. This is just like that, but for Porsche owners: match your Porsche car with a Porsche watch you designed yourself.



Porsche Exclusive Manufaktur has been offering customization services for a long time, with customers able to choose from hundreds of options in terms of everything that goes into their car. Based on the success of this program and inspired by it, Porsche Design is introducing a new customization program, this time for Porsche merchandise.

As of July 1, 2020, Porsche customers will be able to design (sort of, more details on that later) their own chronograph, which can be either tailored to personal taste or made to match the Porsche(s) in their driveway. Much like certain rappers do, you too can match your wristwatch with your car. The service launches in Germany first and will come to Great Britain and the U.S. in September this year.

To be clear, customers won't be designing a watch from scratch. They're given a base to start from, which they can customize with any of the 1.5 million design options available. Everything from the bracelet, the bezel, the stitching and the leather can be customized, with colors and design elements taken from the 911.

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. I recently received my order from 6/2 and the quality of the garment and logo is good. If you place an order please let me know what you think.

"No other timepiece brand or automotive manufacturer currently offers such a personalized and exclusive timepiece concept with 1.5 million design options," Jan Becker, CEO Porsche Design Group, says in a press release. "Both the materials and colors from the car, along with the types of leather and decorative stitching, are adopted from vehicle production for the custom-built timepieces."

All watches are made in the Porsche workshop in Switzerland and will feature the in-house, self-winding WERK 01.100 mechanism. The case is made of titanium, while the strap can be either titanium or leather. For further personalization, the bottom of the timepiece can be engraved with a message, name or the chassis number of the Porsche that inspired it.

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— 2020 —

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©2020 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE

A portrait of a middle-aged man with short, wavy grey hair, smiling warmly at the camera. He is wearing a dark blue or black collared shirt. The background is dark and out of focus.

Speaking of Treffen's and Parades, I received information on upcoming national events. The Fall 2020 Treffen to the Greenbriar is still a go for 16-19 Sep. Registration for this fabulous event opens 15 July at 3PM EDT (2 PM CDT). Sign up exactly when it opens if you want to get a spot.

Chuck Bush Zone 5



Dawn of a New Axle Era

Reprinted from the Porsche Newsroom website

A little over forty years ago, the Porsche 928 revolutionized suspension technology—with the legendary Weissach axle.

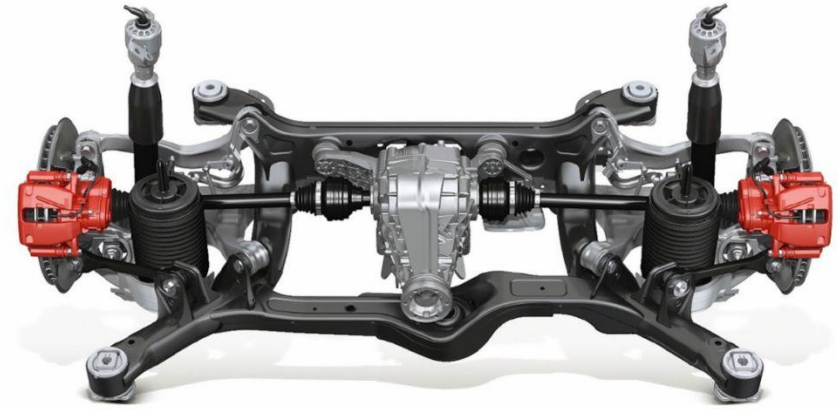
1973:

New suspension designs are gaining ground. Suddenly the future for rear-engine cars looks uncertain. Porsche's developers and decision makers are concerned. The 911, which has been on the market for nine years, is selling well and is a major commercial success. But the question is: how much longer will that continue? Voices prophesying the end of the car's career cannot be ignored. Some people in Zuffenhausen even think that the 911 has exhausted its potential—mistakenly so, as it will turn out.

In Zuffenhausen and at the recently opened development center in Weissach, work is already well under way on a successor—the 928. It's the first Porsche with a front engine: a 4.5-liter V8 assembly with 240 hp. For purposes of weight distribution, the transmission is located on the rear axle and connected to the engine via a longitudinal shaft in a rigid central tube. Known as the transaxle principle, familiar to many from the Porsche 924, this isn't the only technical innovation to debut with the futuristically designed 928 in 1977. The car also sets new standards in drivability. The Weissach axle is a “revolution in suspension that's still the basis of our work today,” says Manfred Harrer, director of suspension development at Porsche.

Focus on driving safety:

The Weissach axle—which stands for Winkel einstellende, selbst stabilisierende Ausgleichs-Charakteristik (angle-adjusting, self-stabilizing equalization characteristic)—allows Porsche to solve a problem that's both fundamental and pressing. Higher racing-oriented performance levels and an increasing number of tires that allow faster speeds in curves are prompting more drivers to hit—and sometimes exceed—their limits. Seemingly respectable family cars are suddenly being referred to as “widow makers,” and sports cars have the reputation of being “for men only”. Drivers who enter curves at high speeds and take their foot from the gas have to countersteer immediately to prevent the rear of the car from fishtailing. Ralph Nader, who will become one of the world's leading consumer protection advocates, publishes a widely read book in 1965 entitled *Unsafe at Any Speed*. Cars suddenly find themselves in the firing line.



The Weissach axle didn't make the 928 any faster in curves, but it did make it easier to handle

The first prototypes of the 928 also suffer from unstable self-steering tendencies. This is because lateral forces in curves cause the outer rear wheel to switch to a positive track, as if a person's foot were turned out. What's almost even worse is that releasing the accelerator during a curve causes a frontward shift in the car's center of gravity, which lowers the load on the rear. Not only that—the effect of the engine drag torque on the wheels causes them to turn slightly outward. In right-hand curves, for example, the greater load on the left rear wheel will cause it to turn to the left, meaning that the wheels turn somewhat toward a “toe-out” position. The car oversteers when releasing the accelerator in curves.

Porsche's Hans-Hermann Braess and Gebhard Ruf endeavor to find out how to counteract this tendency. They study new axle designs with a special focus on so-called elasto-kinematic elements. In simple terms, these are the rubber bushings between the axle components and the suspension. If they compress more on the front suspension points than the rear, and if this effect is supported by suitably adapted axle kinematics for accelerator release, then the goal can be achieved—the wheel will be pointing “toe in.” In other words, it'll turn in accordance with the curve and stabilize the rear axle. Not exactly a simple matter. “Engineers had already understood the theory behind this phenomenon back in the 1950s and 1960s,” explains Harrer. “The challenge was putting it into practice. At the time we just didn't have the IT power or simulation systems that would've let us make targeted track changes to the outer rear wheel.”

Backseat driving:



A meticulous development process is launched under the direction of Porsche engineers Wolfhelm Gorissen, Manfred Bantle, and Helmut Flegl. It includes working with what today might appear to be strange test objects—an Opel Admiral outfitted not only with the suspension components of the future 928 but also with a second steering wheel in the back seat. Bantle sits in front and drives while Walter Näher, who will later make a name for himself as a racing engineer, sits in the back and simulates the effect of the change to the “toe-in.” Their efforts show that even slight angles are sufficient to stabilize the handling. But these have to be extremely quick—within 0.2 seconds—to achieve the desired effect.

Their painstaking adjustments pay off. “The Weissach axle suddenly gave the 928 much more stable self-steering properties because the car no longer oversteered,” recalls Frank Lovis, who was a test driver for Porsche at the time. “It didn’t make the car any faster in curves, but it did make it much easier to handle, especially for average drivers.”

Harrer, too, finds it difficult to overstate the importance of the Weissach axle. “This pioneering work laid the foundation for modern axle kinematics, which have been continuously refined by Porsche over the years.” The fully developed axle arrived in the modern world when it first appeared in a Porsche 911, namely, the 993, where it could handle not only longitudinal but also lateral forces. “We have a much more advanced understanding of material properties these days,” remarks Harrer. Rubber bearings are now elastomers: high-tech components with sophisticated chemical engineering and precision properties that have long since acquired progressive paths and whose enhanced damping qualities provide much greater suspension and acoustic qualities—throughout the car’s entire service life.

Cary’s Corner

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



356 America

<https://www.roadandtrack.com/car-culture/classic-cars/a30905613/porsche-356-america-review/>

Road trip anyone?

<https://www.autoweek.com/car-life/a32425296/no-better-balm-than-wheels-on-an-open-road/>

(press Ctrl-Click to activate links)

Until next time.....Aloha

2018:

The basic principle of the Weissach axle can be found in nearly every modern Porsche sports car. Development work continues, in part because the benefits of the Weissach axle are constantly being adapted to new vehicle concepts and more compact installation spaces. These include SUVs like the Porsche Cayenne and Macan and sports sedans like the Panamera, not to mention the fully electric sports cars of the future. The technology has also long since acquired active elements, like the active rear-axle steering in the current generation of the Porsche 911, which makes the classic car even more agile, stable, and drivable. It also includes regenerative braking systems, which Harrer expects will see “further dynamic breakthroughs” in the near future. For the next technological milestones are already in sight, such as car bodies that share information electronically with other vehicles in order to warn them of road conditions like unexpectedly slick surfaces on curves. Or electric drive systems that further enhance vehicle agility levels by means of targeted torque vectoring to individual wheels.

Despite all the electronic and active suspension control systems, there’s one thing Harrer doesn’t want to change. “Our cars will always have systems that balance out the axles. But thanks to modern simulation technologies, we no longer have to try out twenty different stabilizers, but maybe only three.”

However, the final touches at Porsche will not be made by technical systems. Test drivers’ experience, skills, and subtle discernment will continue to play a crucial role in the future.

Tech Tips



Article and pictures by Dave Decker

How To Install a Rear Spoiler on a 996 and Maintain Sanity

When I first bought my 911, I was enamored, as others are, in the purity of the design. Other than wheels, I wasn't going to change a thing. Then Palooza happened and my baby was overshadowed by every 996 in the line up. Curses! Look at it...I have the GT3 seats!

The decision was made to modify so I reviewed bunches of images to finally settle on a 2007 GT3 RS in black and orange. It also had Patrick Dempsey in the picture but I figured it would be much easier to convert the car than turn me into Dr. McDreamy. The overlying thought was whatever I do, the 911 has to be able to be brought back to stock if needed. The stripes would be removable and the mirrors wrapped not painted but the spoiler was questionable.

The concept of universal does not apply to Porsches. I ordered the spoiler from E Bay, took one look, and decided I rather have Alan Lamb pull all of my teeth than drill holes in the rear engine cover. I also wanted the existing spoiler to be able to raise and lower without interference so this installation was going to be a bit of a challenge. (not what I actually thought but this is a family publication.)



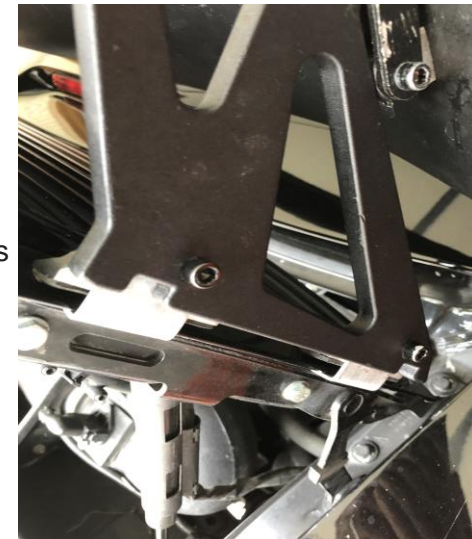
UNIVERSAL 57" WING DRAGON-3 STYLE
BLACK ABS GT TRUNK ADJUSTABLE SPOILER
WING



The first part of the project was to get the spacing between the braces correct to allow for the stock spoiler. As you can tell by the picture, the new mounting holes are a considerable distance from the old. The engine cover is tapered so the brackets had to be mounted at an angle. This also necessitated

the bracket to be cut in half because the surface was not level thus the mounting screws would have been catawompus.

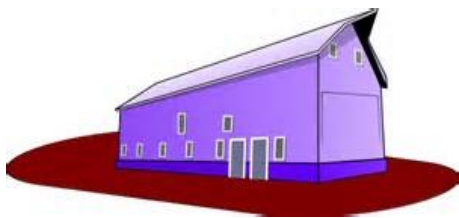
The next part would be to mount the supports to the engine cover. If you open the cover, there is about a 3/32" gap between the base of the cover and its mounting bracket. I construed this is the perfect space to mount the support. But how you may say?!



The existing mounting brackets had a rubber base so as not to mar the finish. Nice touch but I could only again use half of the bracket. More cutting.

Then came fashioning a bracket to fit in the gaps. It would also need to fit in the gap between the fender and the engine cover. I offered up a sacrifice of old tires to Ferdinand Porsche, prayed for guidance then purchased some 3/32" bar stock from the local Lowe's. After some serious cutting, drilling and grinding I had the final piece. And it works! The final part was to paint the winglets which turned into the proverbial s... on a stick so I had them wrapped by Jason's Detailing who also did the mirrors. Quite proud of the final product!





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Region and National Membership Stats

by Mike Hays

White River Region Club Members

Total Primary Members 101

Affiliate Members 53

Total Region Membership 154

PCA Juniors 6

New White River Members – 1

Peter Jasan 1969 912 Guards Red

Renewals

Jeff Brazzeal (2014)

Alan and Sherri Lamb (2013)

Ed Rafalko (2015)

Michael and Bonnie Witte (2011)

Transfers In - 0

Transfers Out - 0

PCA National Club Numbers

Primary Members 86288

Affiliate Members 47552

Life Members 17



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 sharkey928@gmail.com

Baum Tools B9612K M96 Timing Kit

Coolant flush kit

Dave Decker wrnews@gmail.com



9/16 – 9/20/2020