



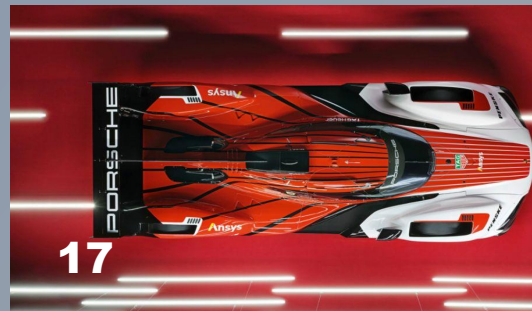
White River Rolling

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



In This Issue

Table of Contents



3...Masthead

3-4...President's Notes

5...From the Wheel

5...Events

6,7...Sponsors and Vendors

8...Zone 5 Update

9... Cary's Corner

10...Lunch at @8 Springs

11...Lunch at Keeter Center

11...Breakfast at Hindsville Café

12-14...Zone 5 Presidents Meeting

15...Cimmaron Region Spring Fling

16...What's New At Porsche

17...Porsche Motorsports

18...Tech Tips

19...The Sale Barn

19... Membership Stats

19... Anniversaries

19... Welcome New Members

On the cover –

Part of IMSA driver Don Yount's collection

Guten tag White River Region members –

Spring seems to have arrived. It is the second best time to drive an open-air vehicle! Second, of course, to autumn in the Ozarks! Time for those targas and cabriolets to shine. As we check batteries, detail vehicles, and check tire pressures, there are a couple of more items lurking in and around our cars that we need to consider. So, prepare for the second best driving season..... right?

Some people, myself included, are waiting for the airborne pollen to clear out first. That may take a few more weeks and a couple of heavy rainfalls, which should be enough to clear out most of the airborne pollen.



cleaner to free them.

We also can't forget about those pesky samaras from the maple trees; you may know them as "helicopter thingys." They fly down and embed into the fresh-air intake grill on top of your windshield, where they have been known to last for thousands of years wedged in any crevices at the base of the windshield. The interesting part here is that a vehicle doesn't even have to be parked under a maple tree for these samaras to sabotage it. Samaras have been known to travel up to a mile just to find the right car to land on!



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Next, we encounter the staminate. These brown worm-like structures, which are the male versions of pine cones, rain down from pine trees. Once they land in the interior of a vehicle, they wreak havoc by crumbling into thousands of tiny particles, which cannot be removed by human hands. Removing them requires precise tweezers or that industrial vacuum we used earlier. Again, 150 million years of evolution have perfected an effective way to disperse pollen.



Lastly, and perhaps most dangerous, is the sweet-gum pollen. These look like little green, puffy, fuzzy spherical clumps that can transform your interior from any color into.....yes, green. These are often accompanied by spiky brown balls that can really be exciting if you happen to be planning a drive in flip-flops or better still, a drive with bare feet. Yet again, we see that evolution, given enough time, can create a very effective mode of pollen dispersal. Clearly, 256 million years of evolution creates a very formidable opponent to battle as we prepare to drive in the early spring in the great state of Arkansas.



So after further consideration, now may be the time to prepare your open-air vehicle for a slightly longer duration of storage. This way one can avoid the aggravation and difficulties of battling millions of years of evolution. Let's not even get started on the difficulty level of raking, sweeping, or using a leaf blower on these structures to remove them from patios, decks and driveways. These structures hang on for dear life

until the bitter end!

All joking aside, spring brings much beauty to the Ozarks. Take a drive to enjoy the redbud and dogwood blossoms, fields of red clover, and freshly-greened pastures. Now, back that car back into the garage; close the door and wait until pollen season is officially over!

For information on my cars go to www.the911den.com

'til next time -

Leonard



From the Wheel by the Editor



Imagine if you will, you go to your Porsche, open the door, slide into the well-fitting bucket, turn the ignition key (or push the little red button) and nothing. Oh, it started but there is silence save any outside influences. No Wagnerian concerto of a flat six firing on all cylinders, a crescendo as you push the accelerator and the red needle climbs the circumference of the tach. Nothing. You don't even have a tach. Such is the experience in the upcoming electrified 718 Boxster and Cayman.

As I see it, Porsche has totally demasculated the car. They have officially taken all the fun out of owning a roadster. When I had my '98 Boxster, I couldn't wait to drop the top, nick it into reverse out of the garage, hit first gear and subsequent gears while revving to 4500 – 5000 rpms and listening to the small flat six grab hungrily at the fuel and air. And I wasn't even out of the subdivision yet. Even in a Cayman, the engine is right behind you and you can hear everything going on. Just ask the Mighty Menichetti. Now nothing. Maybe a hum like your Mom's sewing machine. There isn't even a gear shift to nick, just PRND. Maybe a two speed. Whoop! (Although my sister had a '63 Corvette convertible with a 327 and a two speed Powerglide tranny. An absolute hoot to drive!)

When Porsche changed the 718 from a flat six to a turbocharged flat four, sales dropped. Some say it was attributed to the loss of the flat six sound. Yeah you had more horsepower but it didn't sound right. I predict this happening with the electrified model. Yes, the new 718 will have at least 400 hp and possibly all wheel drive which will take even more fun out of driving. No more getting squirrely while carving the canyons; just you and your oversized soulless slot car. The only other thing they could do to screw it up royally is put in Tesla's self-driving software so you take a snooze while driving. Wouldn't that be fun!

Believe it or not, I'm not against electric cars. I think they are cool and have a rightful place in our world. I would love to own a Taycan. It's a car model specifically made to be an electric car, not a re-hashing of an existing model that already has a history; think evolution not revolution. Porsche, hear me please...don't take the soul out of the Boxster and Cayman!

wrnews@gmail.com _____ Dave Decker

January – April

February 25 Lunch at Keeter Center in Branson
March 11 Breakfast at Hindsville Café
April 15 Lunch at Bauhaus Biergarten Springdale
April 21-23 Spring Fling 2023
April 29 Hub of Hope Car Show

May – August

May 20 Ausflug SWM Rallye
June 10 Pig Trail Drive...lunch at Ozark Café
July 8 Breakfast at Mama Z's
July 22 Woolaroc Museum
August 12 Hwy 43 Drive to Casino

September – December

September Palooza Planning meeting TBD
September 20–24 Treffen St. Louis
October 14 Lunch at Undercliff's
November 9-12 Palooza
December 2 WRR Christmas party at the Hay's

**Garrett Tire
&
Auto Center**



Porsche Tulsa

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AAMSCO

K & R MOTORS PAINT & BODY
ROGERS, AR 479-957-4224

dc Automotive



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JERKY**





Performance with style.

Proclaim your Porsche passion on or off the road with Porsche Lifestyle and Tequipment products. Our uncompromising line of personal and vehicle accessories can be found on the Porsche Online shop and shipped directly to you. Visit the URL or scan the QR to express your pride in being a part of the Porsche Family.

Visit the online shop and ship the perfect accessory directly to you.

<https://shop.porschetulsa.com/>

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9393 S Memorial Dr.
Tulsa, OK 74133
(918) 505-9045



Zone Five Update

by Tuffy von Briesen
Zone 5 Representative
Zone5rep@pca.org



Ed. Note: Tuffy is the new Zone 5 representative for our region

Tuffy joined the Potomac Region of PCA in 2003. From 2004 – 2007, he served as the Club Race Registrar, DE Registrar, DE Cashier, and DE Chair. In 2008 he was elected VP and in 2009 – 2010 elected President. He served on the Potomac Executive Board from 2009 – 2015. He was fortunate to be a small part of the team whose work resulted in Potomac's selection as First Runner Up for Region of the Year in 2011, Region of the Year in 2012 and becoming the largest Region (membership) in PCA.

In late 2015 he transferred to Hill Country Region (HCR). From 2016 to the present Tuffy has served as Secretary, Vice President, and President (2018 – 2020), Club Race Chair and continues to serve on the HCR Executive Council. He was again fortunate to be a small part of the team whose work resulted in HCR's selection as First Runner Up for Region of the Year for 2020, Region of the Year in 2021 and almost doubling the membership count from 2016 – present.

From 2011 – 2012, he was the National Awards Coordinator and from 2013 – 2016 he was the National Porscheplatz Coordinator.

Tuffy shares PCA time with Sheri and grandson Alex, a PCA Junior. Tuffy spent 29 years with the Drug Enforcement Administration as a Special Agent and a Senior Level Manager and 11 years with the US Department of State managing antiterrorism training programs for foreign law enforcement.



Cary's Corner



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

[Just how big are the biggest batteries in the world? - Porsche Newsroom](#)

(press Ctrl-Click to activate links)

Until next time.....Aloha

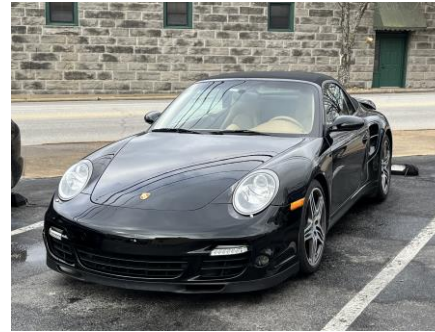
Porsche People and Places

Lunch at 28 Springs

Article and photos by Dave Decker

There is no better way to start the year than our annual drive to the 28 Springs restaurant in Siloam Springs. Alan and Sherri Lamb did their usual great job of getting it organized. The weather gods cast favorably for us considering it was the last weekend in January. The food was the usual fare which is to say tasty and well presented. My only regret is they no longer serve a Hot Brown, a delicious concoction of my Kentucky roots although they made theirs with chicken and the recipe adamantly calls for turkey.

Afterwards, member Mike Butler opened the doors to Ehrlich Motorwerks around the corner allowing everyone a tour of the shop and showroom. A fascinating place indeed with a collection of Porsches, Ferraris', Lancias', Lamborghinis' and my personal favorite, the white '61 Alfa Giulietta. And then there was the 2022 718 Boxster selling for \$132,000 which I'm sure is a story in itself. Great time!



Porsche People and Places Lunch at Keeter Center

Photos by Sharon Hays

February 25, 2023



Porsche People and Places Breakfast at Hindsville Cafe

Photos by Mike Menichetti

March 11, 2023



Porsche People and Places

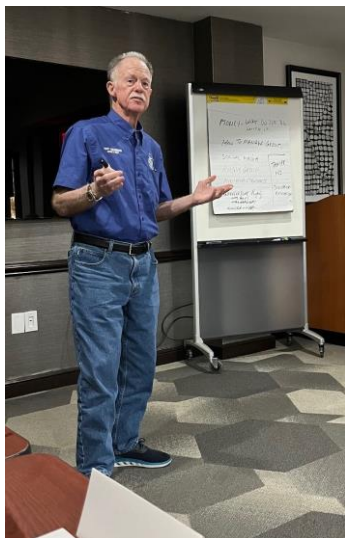
Zone 5 Presidents Meeting

Article and photos by Dave Decker

Yay me!! I was given the opportunity to attend the Zone 5 Presidents meeting in Dallas due to scheduling issues for Leonard and Mike. The meeting was March 3-4 and held at the Hyatt Place hotel in Plano. Great hotel! Comfort par none.

The group had a meet and greet Friday at Whistle Bitches which was an upscale fried chicken restaurant if that's possible. I proceeded to have a little fun with the waiter by telling him he was damning me to hell because they didn't serve fish on Friday. Small things amuse small minds.

This was a great time to meet the new Zone 5 representative, Tuffy von Briesen, replacing Chuck Bush whose term was up. I had seen Tuffy several times at Palooza but of course I didn't know who he was. Super nice dude and I could tell he was more than ready to help the regions any way he could. We talked and planned to discuss at Saturday's meeting PCA's involvement with Palooza. I also met Bill Kruder of the Maverick region and his lovely wife. They were the host region for the meeting and they definitely know how to host. The cool thing was once someone found out I was with White River they went on and on about how much they enjoy Palooza.! I planned to use their praise as ammunition in my discussion Saturday with PCA president Aaron Ambrosino on why Palooza doesn't get any love from PCA. The meeting began bright and early Saturday morning. Unfortunately that was the weekend of



the storms in southeast US and Mr. Ambrosino's flight was cancelled. Curses! He did do a video visit in the meeting which was nice. After Tuffy opened the meeting with an Introduction and a discussion of the needs and issues of various regions we took a short break and then Ambrosino went live on the screen.

Most of his presentation was about liability issues and how regions should make this a priority in order to keep insurance costs down. A question and answer followed with different region presidents expressing some issues with PCA. I decided I didn't want to sound like a whiney hiney in front of everybody so I held off mentioning Palooza although Tuffy did bring it up and stated he would discuss it further with PCA after we met further on the problem.



After Ambrosino signed off we broke for lunch and again Maverick was the hostess with the mostest. A BBQ dinner with all the fixins' including peach cobbler was the menu. As I was chowing down I plotted on how I could smuggle the pan of mac and cheese out to my car which was the BMW since the Beast was in the shop. More on that later.

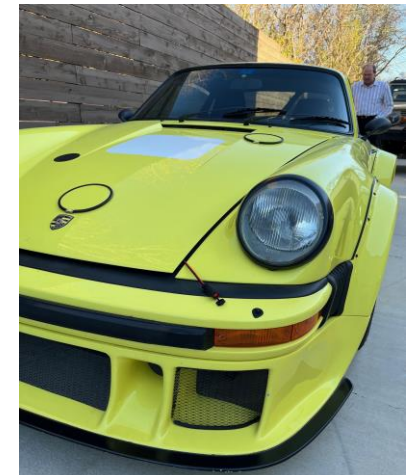
With stuffed bellies and a plea for a nap, there was another video conference with Maggie Goodman Garnett the social media chair for PCA. The information she discussed if nothing else was very interesting. Things like redacting license plates in photos of competition events, Facebook, waivers and the infamous drone policy which I chimed in on and was directly shot down in flames.

Tuffy concluded the meeting with a further discussion of region issues. The Rio Grande region brought some bling to give away as door prizes which was very cool of them. I had met the dudes at Friday's dinner and they were definitely a fun bunch. The meet was called around 5:00 and then it was time for the coup de grace,

Maverick had arranged a visit to professional IMSA driver Don Yount to meet him and see his car collection or more like go gaga over it. Don can only be described as a gentleman racer driving in all sorts of events including track and Baja-type rallies. The guy was an ace, very friendly and open to talk about the different cars in his garage.



When we arrived at Don's home in the Land of Mansions, we were greeted by an absolute beauty of a '60's Fiat Abarth and a couple of race prepared 911's. I was in heaven again. Once inside the garage, there were more 911's including a rally-prepared model that went over a cliff, an actual 906, a 356 with the most beautiful patina, a formula racer hanging on the wall, an amazing racing simulator and an absolutely unreal 1965 Mustang GT350H. The 'Stang was done up in black with gold stripes. The "H" stands for Hertz and you could actually rent one back in the day, But my favorite was the Alpine-Renault Rallye 100. I've never seen one in the flesh but there it was.



The evening ended up at a dinner at Jose. Since all Mexican restaurants taste the same to me I decided to venture on my own and found a British restaurant, The Londoner. It was like stepping into an old English pub. I had a quite proper English meal of Scotch egg, bangers and mash and Smith beer. The evening was complete as I settled on the hotel room couch and played my bass guitar for a few hours before conking out.. I can only pray that Leonard and Mike have other plans for next year.





SAVE THE DATE!

CIMARRON REGION PORSCHE CLUB OF AMERICA

2023 SPRING FLING



APRIL 21 - 23, 2023
MIAMI, OKLAHOMA



April 21st

Friday Evening	4:00-6:00	Registration
	6:30	BBQ Dinner
	8:00	Porsche Quiz Bowl

April 22nd

Saturday	9:00-10:30	Show and Shine Coleman Theatre Tour
	11:00-1:00	Newell Coach Factory Tour
	2:30-4:30	Gimmick Rally
	6:00-9:00	Banquet and Awards

April 23rd

Sunday	9:00-11:00	Couples Autocross
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A block of rooms has been reserved at The Hampton Inn, 115 Deacon Turner Rd, Miami, OK (918 541-1500). You are responsible for booking your room reservation. Please mention the Porsche Club when making your reservation to ensure you receive the group rate of \$102.00 per night.

When RSVPing, please note which dinner(s) you will be attending.

BBQ Dinner \$10 per person

Banquet \$40 per person

Both Days \$50 per person.

Mail Check with your name info to: Cimarron Region PCA 4705 S. 83rd East Ave. Tulsa, OK 74145

Or Online:

Both Nights - \$50 person - <https://square.link/u/4cJjRNZU>

BBQ Dinner \$10 per person <https://square.link/u/rx9RhC2Y>

Banquet Dinner \$40 per person <https://square.link/u/FQP6jEyy>

What's New With Porsche

Reprinted from website AutoBuzz article by Gehard Horn

Porsche's Analog Tach Did Not Go Down Without A Fight

The interior of the facelifted Porsche Cayenne was revealed earlier this week with an all-digital driver display that eschews an analog rev counter, and this was a big decision for Porsche to make that took lots of arguing to come to. The Cayenne is the first combustion-powered Porsche model to dump the famous center-mounted rev counter, but it's not the first model in the brand's range to do so.

That (dis)honor belongs to the all-electric Taycan, which doesn't need a tachometer for obvious reasons.

The tachometer did not go down without a fight, however. In an interview with [The Drive](#), Porsche's head of UX design revealed there were some reasonably heated discussions before the tachometer ultimately faced the chopping block.



Porsche

"That was a pretty intense discussion that we had there inside of the company," said Ivo van Hulten. "We understood this has a great legacy to us, to have an analog rev counter. But also, if you look at the old 911s, we had five analog dials."

As is the German way, logic eventually won over emotion. The new technology allows Porsche to do more with the instruments than the current setup, which, in ICE cars, is an analog tachometer flanked by digital screens. Porsche's new digital instrument cluster is a 12.6-inch curved display, which, to be fair, comes with a classic mode that puts a digital tachometer front and center where it belongs. "At a certain point, we realized this [all digital display] gives us more flexibility for the future. We think there [are] actually a lot of cool ways to solve this in a digital way," said van Hulten.

The new digital instrument cluster already has many skins, and more will likely become available via over-the-air updates. There's probably also a cost factor involved, as most manufacturers, whether budget or high-end, have switched over to a digital interface. Finding a supplier willing to make a curved screen with an analog dial in the middle is likely a challenging task at the moment. The industry standard is to put a screen on everything. The horsepower wars are done. [Welcome to the touchscreen infotainment wars](#), and Mercedes-Benz is [currently winning](#), at least on sheer size.

If you're looking for someone or something to blame, it's the Taycan. While designing Porsche's first EV, the designers were exposed to a fully digital setup for the first time.

"I think [the Taycan] liberated us a little bit, and then we decided let's do this and go forward with a digital approach," said van Hulten. "I think we found a way to still give you this feeling, but in a digital way."

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.

Show your region spirit!!



PORSCHE CLUB OF AMERICA

Ritz-Carlton St. Louis, MO

September 20 -24,2023

Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - It can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Points are deducted by arriving at the checkpoint either early or late. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). Part of the challenge with a Gimmick Rally is to discover the intended route, which may require other skills such as solving a puzzle. PCA Parade TSD Rallies use the Richta app for scoring and no expensive rally equipment is necessary ... all you need is a mobile phone. New to Rallying? Parade is a great time to give it a try!

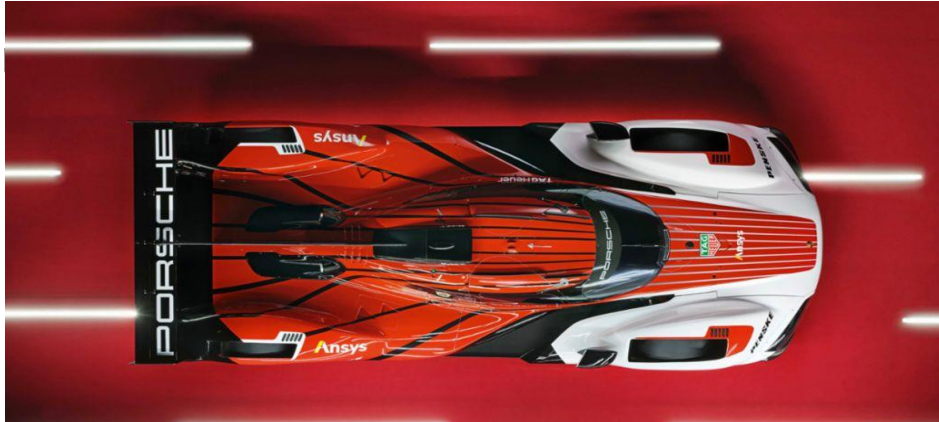


June 18-24, 2023
La Quinta Resort & Club
Palm Springs, California
www.porscheparade.org

Reprinted from Porsche Newsroom Website (edited for space requirements)

Porsche aims for 20th Le Mans victory

With its new 963 hybrid race car, Porsche returns to fight for overall victories in the world's major endurance races.



The motorsport department of the Stuttgart-based car manufacturer is pursuing a clear goal with the newly developed Porsche 963: the 500 kW (680 PS) race car is intended to continue the sports car manufacturer's long tradition of success at the 24 Hours of Le Mans, but also at the US endurance classics in Daytona and Sebring. Porsche has already won the overall classification 19 times on the Circuit des 24 Heures in France, making it the record holder – most recently with the high-tech 919 Hybrid race car, which triumphed three times in a row from 2015 to 2017.

The aim now is that the return to the top class of prototype racing will result in a unique all-round success: Porsche's 20th overall victory at Le Mans would coincide with the 100th anniversary of the traditional event in 2023. The organisers are expecting over 250,000 spectators to attend this major motorsport festival in France on the weekend of 10-11 June. By competing in this special 91st edition of the classic race, Porsche would also like to take the anniversary trophy, which weighs some 70 kilograms, back home to Zuffenhausen.

V8 engine with the RS Spyder's DNA

Those responsible for the carmaker's motorsport activities are focusing on high cost efficiency. The Porsche 963 complies with the new LMDh regulations. The "Le Mans Daytona hybrid" prototypes are based on chassis from selected external suppliers. In the case of the 963, they are supplied by Canadian specialist Multimatic. The hybrid component delivering up to 50 kW (68 PS) is a standard system. This reduces the high cost of in-house development. The conventional drive of the new prototype racing car is provided by a 4.6-litre twin turbo engine based on the V8 unit of the 918 Spyder super sports car. The DNA of this high-revving power unit goes back to the legendary RS Spyder, with which Porsche and Team Penske won all the titles in the American Le Mans Series from 2006 to 2008.

Porsche faces renowned competition

From 2023 onwards, the new Porsche Penske Motorsport works team will be fielding two of its 330 km/h race cars each in the FIA World Endurance Championship (WEC) and the North American IMSA series. A total of 18 races in eight countries on three continents lie ahead. The major highlights are the 24-hour races in Daytona on 28-29 January and in Le Mans in June. There will also be great classics, such as the 12-hour race in Sebring, the "Petit Le Mans" on the Road Atlanta and the traditional 6-hour race at Spa-Francorchamps, Belgium.



4 / 10



Tech Tips

Reprinted from Western Michigan region newsletter article by Tim Thatcher

Regenerative Braking - Hybrid and EV Vehicles

Regenerative (Regen) Braking - a method of braking in which energy is extracted from the object (the car) stored and reused. Traditional braking – Systems that use brake pads that are hydraulically pressed against a rotor to slow or stop a vehicle, thereby producing heat which is wasted energy. Electric motors can produce just about as much electric energy as they consume. Electric motors can become generators when they are not receiving voltage.

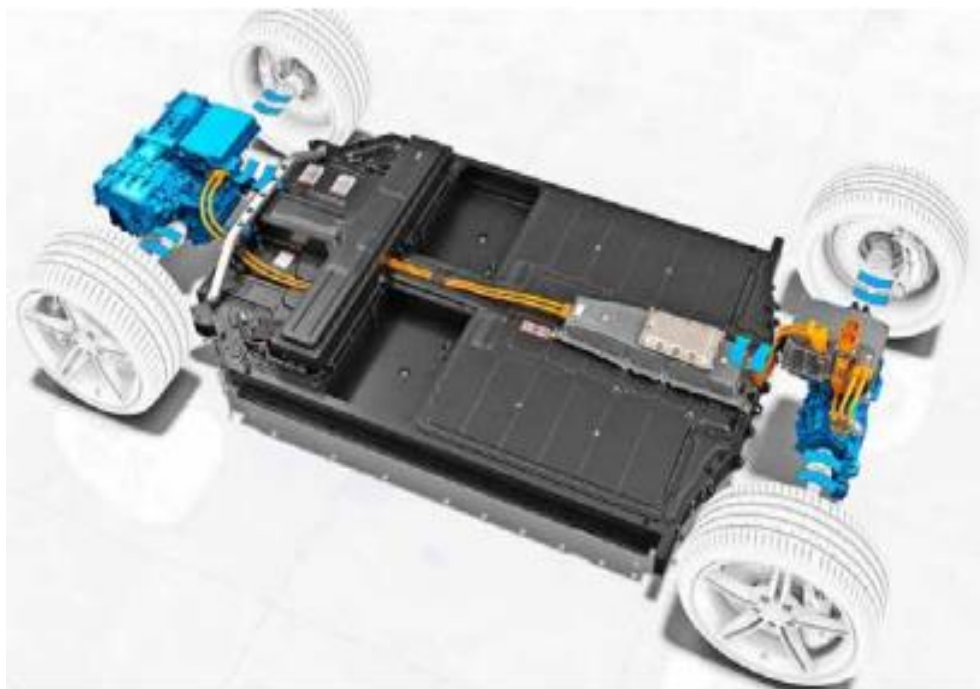
However, when in generator mode it takes energy to turn this motor which produces drag (a braking effect). This generated braking effect is only effective to a point. Under hard or emergency braking traditional methods are still used in all hybrid or EV vehicles. There are several approaches to how Regen braking systems work depending on the manufacturer. The most common being heavy regen braking on lifting off the accelerator pedal. (like a slot car) Most systems have more selections for drivers' preference. Porsche's approach with the Tyacan is a little different than most other manufacturers, here's why.

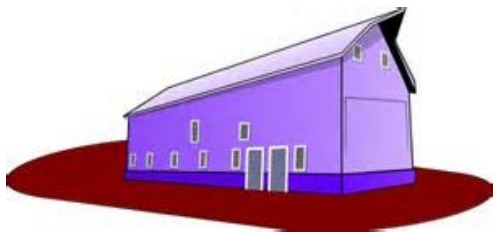


Porsche states that using the brakes is a learned behavior using the brake pedal makes Driving (braking) a more consistent, predictable and authentic experience. Porsche has tuned it's Regen brake system to make the vehicle feel like a Porsche. This is why they integrated the Regen Braking System into the hydraulic system. These systems are more complex but offer ABS and PSM with these integrated systems.

Braking Modes for the Taycan that can be selected. Lift off recuperation "OFF" coasting = Very close to freewheeling (minimum braking effect) Lift on recuperation "ON" = The regen braking effect is increased auto recuperation with camera = Vehicle uses front facing cameras to keep a proper distance from the vehicle in front of you.


Max recuperation = uses all driver assisted features. NOTE: When using the brake pedal the Taycan uses all the regen braking available until the stopping needs become greater than the regen can handle. Benefits from Regen Braking Less brake dust Less brake service The ability to store energy increases the range Increased fuel mileage in hybrid vehicles





The Sale Barn

Nothing For Sale



Star Graphics
Vinyl Graphics, Pin Stripes
3M Paint Protection Film install
Casey Capshaw 479-957-0395
Case.capshaw@gmail.com



A&B AUTO GLASS, INC.
auto glass replacement and repair
2403 N 2nd Street
Rogers, AR 72756
479-621-5073
JOE CAPKO
Owner/Installer
35 years experience

Membership Stats

by Ted Jones

White River Region Club Members

Total Primary Members 119

Affiliate Members 64

Total Region Membership 183

PCA Juniors 5

New White River Members – 7

Transfers In – 0

Transfers Out – 0

Lapsed - 4

PCA National Club Numbers

Primary Members 101624

Affiliate Members 53622

Life Members 23

Total Membership 155629

Anniversaries Jan - Mar

Pat & Darlene Tobin	33 Years
Jim Ehrlich	27
Terry & Linda Maienschein	26
Craig & Kimberly Smith	23
Terry & Susan Murray	23
Ted & Michelle Jones	11
Gary & Susan Culp	10
David & Jo Martinson	9
Tim Kwasny	8
Justin Courtney	8
Laurice & Renee Williams	6
Robbie Lopez	6
Ed Rouse	5
Wade Kesner	5
Bruce Walz	5
Race Hobson	2
Michael Smith	2
Dennis Anderson	1
Thomas Falk	1
Cynthia Hays	1
James Atkinson	1
Phillip Borghee	1
C. Jane Smith	1
David Cox	1
Billie Jo McGuire	1

Welcome New Members!

January

Sarah Keathley

Jason Tucker 2000 911 Carrera

Kimberly Atkinson

Karen Ossenkop

February

Jon Grizzle 2002 911 Turbo

March

Brent & Andrea Baker 2013 911S Cab

