

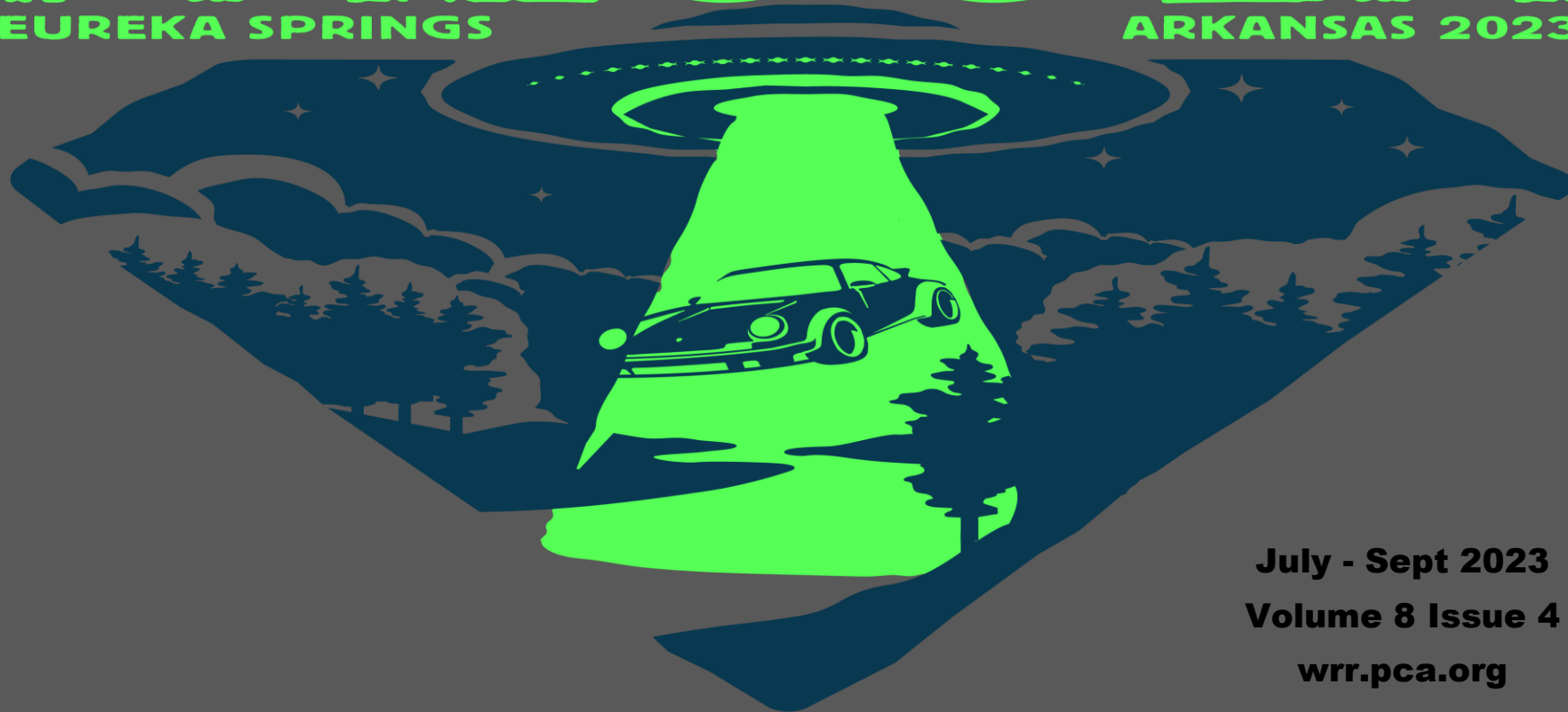


White River Rolling

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

PALOOZA

EUREKA SPRINGS **ARKANSAS 2023**



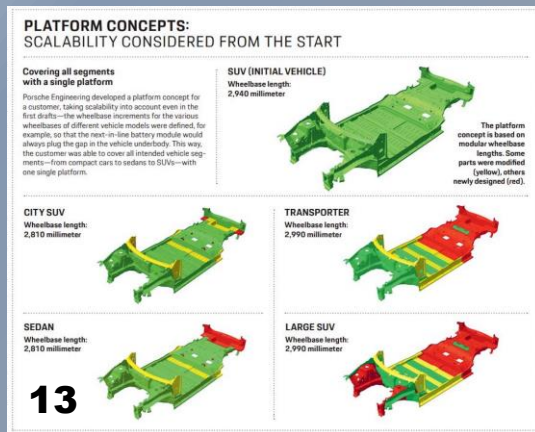
July - Sept 2023

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In This Issue

Table of Contents



3...Masthead

3...President's Notes

4...From the Wheel Editor Column

4...Events

5,6...Sponsors and Vendors

7...Zone 5 Update

7... Cary's Corner

8,9... Porsche Experience Center

10-12... 2023 Palooza Tour Schedule

13,14...What's New With Porsche

15...PCA Digital Membership Card

16...Porsche Motorsports

17...Tech Tips

18...The Sale Barn

18... Membership Stats

18... Anniversaries

18... Welcome New Members

**On the cover –
Palooza is here!**

Guten tag White River Members,

As the days begin to get shorter and the cooler evenings begin, it's once again time for Palooza in the Ozarks. Hard to believe it's already here but.... First, thank you to Melody for all of her diligent work for the event. Melody organizes most everything for the event from merchandise to driving tours. Second, thank you to Kelly Miller for ensuring the website is ready to go and performs well. Third, thank you to Mike and Sharon for always being there to help with literally the entire process. Fourth, thank you Dave Decker for covering not only Palooza, but all the WRR events, and for keeping us all connected through his great newsletter. Fifth, thank you to everyone who chips in each year to make Palooza possible.

Each year volunteers sign up to lead drives, work at the event, sponsor activities, and help wherever it is needed. Sixth, thank you to all the great sponsors for supporting Palooza. Even though times are tough, these sponsors step up and help make Palooza everything that it is. Over the course of the last two years, it has become increasingly more difficult to keep the event rolling as usual. Businesses have closed and costs have skyrocketed. We have heard many of the same problems and concerns from many of our normal restaurants; can't get anyone to work, prices have forced changes, and many are struggling and can not accommodate more than 20 people at a time. This has caused some of the old routes to change and some different restaurant stops to be added on our tours. The committee has done a great job and there will be some new fun ahead! If you are interested in volunteering at any level during Palooza, watch for the official sign up sheet that will be coming out in the next few weeks. We all look forward to seeing everyone in Eureka Springs November 9-11th during this special time of year

For information on my cars go to www.the911den.com 'til next time –

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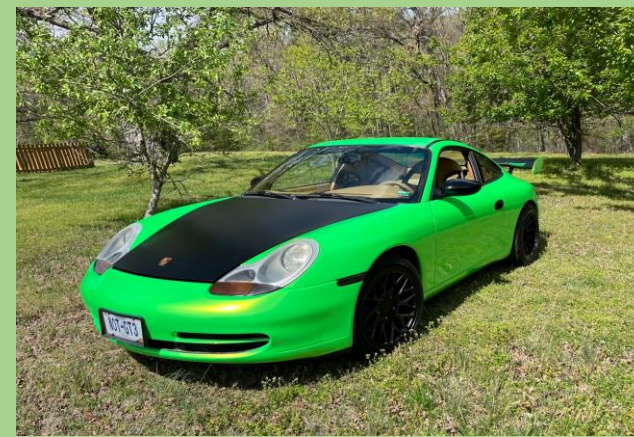


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From the Wheel by the Editor

I was going through a stack of 2015 – 2018 issues of Porsche magazines, Panorama and Excellence, a few weeks ago. What? You don't hoard these magazines? Anyhoo, I came across one of many articles about some guy and his meticulously restored 911. There were a couple of paragraphs talking about teaching his daughter how to drive a stick in the 911 which has basically become a lost art nowadays. It brought back some great memories of teaching my kids, daughter Shannon and son Chris how to drive.



At the time, the kids were living in a town south of Pittsburgh, PA and we were in Cincinnati. Since my daily driver was a TR-7, I had rented a VW Rabbit automatic for a visit. Shannon had just got her permit so it was time. We went to the local mall and I had her drive in the back area; practicing starts and stops, turning and parking between the lines. She said she was ready to go into traffic so we pulled out into the flow. I told the somewhat confident child to keep it at 30 mph. As we drove on, the Rabbit began to pick up speed, I glanced over and we were doing 50 mph which was followed by a very stern "Slow down!". Leaving a stoplight, I reminded my child again to keep it at 30 mph but again the speed started creeping up. I told her to pull into a parking lot and come to a stop. When asked what part of 30 mph she didn't understand, in a somewhat teenage frustrated tone, she told me "I was doing 30!" and proceeded to point to the tach. A quick lesson in how to read the instruments followed.

When Chris began driving, there was less drama and he noodled around town in his Chevy Cavalier until it gave up the ghost. I had an '86 Pontiac Fiero GT five speed (great car) which I agreed to sell to him. We had moved to Arkansas by then so it was a nice drive to PA. It was a crowning moment in life that I would be teaching my son, the purveyor of the name Decker, to drive a stick! Again we proceeded to a parking lot to learn the concept of clutch feel. How do you teach "feel"? I would demonstrate then we would switch seats to see if he comprehended the lesson. I was praying the clutch would survive the ordeal. The area of western PA is hilly which is not a great thing when learning a stick. I had a plane to catch so Chris drove me the 50 miles to the airport in a myriad of down slope stops and up slope stops. I could see the nervousness compounded by the frustration in him but the shifting finally began to smooth out. He left me at the airport and proceeded to drive home while cursing my parenting.

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

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 30 Ausflug SWM
September 30 Devil's Den Drive
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

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At Porsche Palooza
Eureka Springs, Arkansas
November 8th - 12th
porsche.tulsa.com

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Zone Five Update

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



I'm saddened to report that Zone Rep Tuffy von Briesen passed away August 29 after a bout with cancer. Please remember him and his family in your prayers. No successor has been named at this time.



PORSCHE CLUB OF AMERICA

Birmingham, AL

June 9 - 16, 2024

Parade News

In the usual scheme of things, PCA rotates their locations for Parade between the east coast, then west coast and then the midway part of the country and then back to the east coast. 2024's event will be in Birmingham, AL which I would have considered midway since 2023's Parade was held in Palm Springs, CA. It's only a mere 550 miles from NWA so it's definitely a go especially if we get access to the Barber Motorsports track plus the Barber Museum is a definite visit especially if you love motorcycles. There is every kind of two wheel beauty in the museum.

But the confusing part is 2025's Parade is going to be held in Oklahoma City which is another yay for us being less than 200 miles. Did the great state of Oklahoma get bumped to the east coast through some subterranean rock shifting? Inquiring minds would like to know.

Cary's Corner

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



The Marque Collection

<https://marquesuites.com/>

0 to 60 mph in less than 1 second

https://www.bbc.com/reel/video/p0gh2kvj/the-world-s-quickest-electric-vehicle?at_campaign_type=owned&at_medium=emails&at_objective=awareness&at_ptr_type=email&at_ptr_name=salesforce&at_campaign=newsbriefing&at_email_send_date=20230928&at_send_id=3983276&at_link_title=%23&at_bbc_team=crm

(press Ctrl-Click to activate links)

Until next time.....Aloha

Porsche People and Places

Porsche Experience Center-Atlanta

Article and photos by Dave Decker

My son Chris and I headed to Atlanta over Labor Day weekend to the University of Louisville's Cards opening game against Georgia Tech, a father-son ritual. A couple of days of alumni parties, pub crawling, cruising in a bright red(Cardinal Red) Dodge Challenger and a sound drubbing of GA Tech 39-34 led to the final day before flying home.

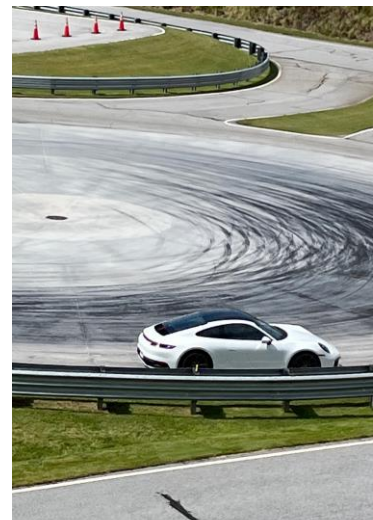
We had several hours before our flight and I had suggested to Chris earlier we should go to the Porsche Experience Center by the airport(fun fact-The building was used in an Avengers movie as their headquarters). I had reserved some racing simulator time but when we got there Chris decided to take a new 911 out onto the track. The Center now has two separate tracks; a 1.3 mile Experience track that shows off the different abilities of Porsches and a separate 1.6 mile run and gun track duplicating parts of famous courses. The kid went for the full Monty 90 minute drive in a 992 but he gave me his last 15 minutes so I could do a test drive to compare to my 996. He's a good child.

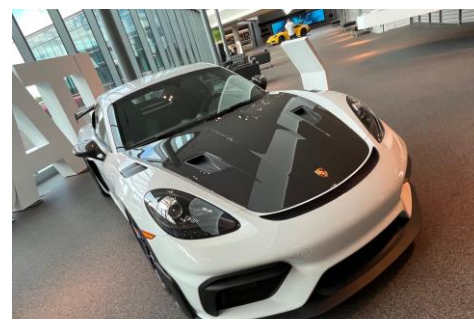
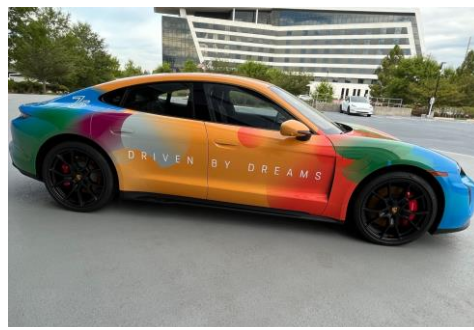
I canceled the simulator time, signed the disclaimers and ran upstairs to watch Chris. I wasn't sure which car he was assigned but when I saw a white GTS getting constantly squirrely on the kick plate slick part of the track, I knew it was my son having the time of his life. I could tell that his instructor Jesse, an ex-karting championship driver, was pushing him to drive like he never had before.

I went to the pits for my short session. Let me tell you now, the 992 is big. Maybe not as big as it looks in pictures but it's big. When I sat down inside I thought I was in my wife's Ram 2500 plus the dreaded key fob shifter really irritated me. The bigness disappeared as I pointed it into the curves, downright nimble! Acceleration was a unreal slam your back into the seat unreal. Jesse's instructions consisted of "Punch it" and "Brake!". You are not limited to any

speed as long as you can handle it which I threw every bit of my Hallett experience into the track. If Porsche could just shrink the 992 a bit all would right in the world. Jesse took Chris on a demo drive to show just how fast you can drive the track. He then asked him if he scared him which Chris politely answered "I just rode with my 72 year old dad through downtown Atlanta. I'm not afraid of anything."

The Center itself is quite a thing to see with rotating displays of Porsches, a Classic Car Restoration facility and two restaurants plus the Simulator room. If you have a chance...go. You can drive any of Porsche's models on the track for literally any length of time. I probably will never buy a 992 but I got to experience one!





2023 Palooza Tour Schedule

***Long-range CB Radios are highly recommended - predetermined channel will be announced at drivers' meetings.**

2023 PALOOZA TOURS	THURSDAY 11/9/23	Google Map	MILES	DEPART	~RETURN	FEE	CAP	MEAL STOP	LEAD	SWEEP
	AR Wine Country	Map	209	7:45am (7:30 mtg)	5:00pm	\$10 / car	20 cars	Weiderkehr's Weinkeller ~Lunch~		
	Boston Mountains & River Valley	Map	212	8:15am (8:00 mtg)	5:00pm	\$10 / car	20 cars	The Vault 1905 Sports Grill OR The Pasta Grill ~Lunch~ (Van Buren, AR)		
	Wooden Spoon	Map	179	8:30am (8:15 mtg)	4:00pm	\$10 / car	20 cars	The Wooden Spoon ~Lunch~ (Gentry, AR)	Ivan Dielman	
	Peel Ferry & Branson Landing	Map	172	8:45am (8:30 mtg)	5:00pm	\$10 / car	20 cars	White River Fish House ~Lunch~ (Branson, MO)	Dwight Heasley	
	Canyons & Cuisine	Map	159	9:00am (8:45 mtg)	3:00pm	\$10 / car	20 cars	Ozark Café ~Lunch~ (Jasper, AR)	Ted Jones	Don Marley
	Cliff House	Map	160	9:30am (9:15 mtg)	3:00pm	\$10 / car	20 cars	Cliff House Inn ~Lunch~ (Jasper, AR)		Michael Gerber
	???Palooza Prix at K1 Speed	Map	74	9:30am (9:15 mtg)	4:00pm	?	20 cars	Las Palmas ~Lunch~ (Rogers, AR)	Dave Decker	
	Flat Creek	Map	115	10:00am (9:45 mtg)	3:00pm	\$10 / car	20 cars	Flat Creek Restaurant ~Lunch~ (Cape Fair, MO)		
	Depot Diner	Map	75	10:15am (10:00 mtg)	2:30pm	\$10 / car	20 cars	Depot Diner/Hanger (Golden,MO) ~breakfast/lunch~(arrive @ 10:45)		
	Mountain Top @ Big Cedar	Map	103	10:30am (10:15 mtg)	3:00pm	\$10 / car	20 cars	Mountain Top Grill ~Lunch @ 11:30am~ (Ridgedale, MO)		
	FRIDAY 11/10/23	Google Map	MILES	DEPART	~RETURN	FEE	CAP	MEAL STOP	LEAD	SWEEP
	*MO Breweries & Wine	Map	160	8:00am (7:45 mtg)	5:00pm	\$10 / car	20 cars	Bear Creek Winery ~Lunch~ (Walnut Shade, MO)	Dwight Heasley	
	Boston Mountains & River Valley	Map	208	8:10am (8:00 mtg)	5:00pm	\$10 / car	20 cars	The Vault 1905 Sports Grill OR The Pasta Grill ~Lunch~ (Van Buren, AR)	Ivan Dielman	

Devil's Den	Map	177	8:20am (8:10 mtg)	3:00pm	\$10 / car	15 cars	The Ridgerunner Cafe @ Devil's Den State Park ~Lunch~ (West Fork, AR)		Michael Gerber
Pancakes & Candy	Map	69	8:30am (8:20 mtg)	2:00pm	\$10 / car	25 cars	Jaclyn's Kitchen ~Breakfast~ (Prairie Creek, AR)		
Pig Trail to Oark	Map	200	8:45am (8:30 mtg)	5:00pm	\$10 / car	15 cars	Oark General Store arrive ~10:30 ~Lunch~ (Oark, AR)	Dan Lestina	
Canyons & Cuisine	Map	159	9:00am (8:45 mtg)	2:00pm	\$10 / car	20 cars	Ozark Café ~Lunch~ (Jasper, AR)	Ted Jones	Don Marley
Hangar Kafe	Map	163	9:10am (9:00 mtg)	3:00pm	\$10 / car	20 cars	Hangar Kafe (Miller, MO) ~12:00 Buffet Lunch~	Dave Decker	
Top of the Rock	Map	117	9:20am (9:10 mtg)	3:00pm	\$10 / car	20 cars	Arnie's Barn at Top of the Rock ~Lunch~ (Ridgedale, MO)		
???Valley View	Map	95		2:30pm	\$10 / car	25 cars	Hindsville Café ~Lunch~ (Hindsville, AR)		
The Pizza Run	Map	133	9:30am (9:20 mtg)	3:00pm	\$10 / car	20 cars	Jasper Pizza Company ~Lunch~ (Jasper, AR) opens @ 11:00		
Downtown Rogers	Map	70	9:40am (9:30 mtg)	3:00pm	\$10 / car	15 cars	On your own to explore/shop/ dine		
Fun Mountain @ Big Cedar	Map	91	10:00am (9:50 mtg)	3:00pm	\$10 / car *Activities of choice purchased on-site	15 cars	Uncle Buck's Fishbowl & Grill & Blue Fin Lounge (Ridgedale, MO) opens @11am		
Trigger Gap	Map	51	10:20am (10:10 mtg)	1:30pm	\$10 / car	20 cars	Taqueria Navidad opens @ 11am ~Lunch~ (Berryville, AR)	Mike Menichetti	
Table Mesa & Ozark Axe	Map	136	10:30am (10:15 mtg)	5:00pm	\$30 / person (Axe throwing)	30 ppl	Table Mesa ~Lunch~ (Bentonville, AR)		
Farmhouse Lunch	Map	28	10:40am (10:30 mtg)	2:00pm	\$10 / car	25 cars	My Farmhouse Cafe & Bakery ~Lunch~ (Holiday Island, AR) opens @ 11am		

SATURDAY 11/11/23	Google Map	MILES	DEPART	~RETURN	FEE	CAP	MEAL STOP	LEAD	SWEEP
Depot Diner	Map	75	8:00am (7:45 mtg)	12:15pm	\$10 / car	15 cars	Depot Diner/Hanger (Golden,MO) ~breakfast/lunch~ (arrive @ 8:30)		
Flat Creek	Map	116	8:10am (8:00 mtg)	1:15pm	\$10 / car	25 cars	Flat Creek Restaurant opens @10:30 (Cape Fair, MO) ~Lunch~	Dwight Heasley	
Pancakes & Candy	Map	69	8:20am (8:10 mtg)	1:00pm	\$10 / car	25 cars	Jaclyn's Kitchen ~Breakfast~ (Prairie Creek, AR)	Ivan Dielman	
Home Cookin'	Map	100	8:30am (8:20 mtg)	1:00pm	\$10 / car	20 cars	Jamie's Local Flavor Restaurant ~Breakfast~ (arrive @ 9:30)		

Farmhouse Breakfast & Castle Tour	Map	28	8:40am (8:30 mtg)	12:15pm	\$10 / person (Castle Tour)	50 people	My Farmhouse Cafe & Bakery (Holiday Island, AR) ~Breakfast @ 9am		
Bluff Dwellers Cave	Map	133	8:50am (8:40 mtg)	1:00pm	\$15 / person (Cave Tour)	20 cars	Gusano's Pizzeria OR JJ's Grill ~Lunch~(Bella Vista, AR)	Dave Decker	Dave Duncan
Crystal Bridges	Map	89	9:00am (8:50 mtg)	1:15pm *may miss parade	\$10 / car	25 cars	On your own: Eleven Restaurant opens @11am OR Coffee Bar (Bentonville, AR)		
???Valley View	Map	95	9:20am (9:10 mtg)	1:00pm	\$10 / car	25 cars	Hindsville Café ~Lunch~ (Hindsville, AR)		
8th Street Market	Map	77	9:30am (9:20 mtg)	1:00pm *may miss parade	\$10 / car	25 cars	On your own dine/shop 8th Street Market Food Trucks Bentonville, AR (opens @11am)		
The Pizza Run	Map	133	9:45am (9:30 mtg)	3:00pm *will miss parade	\$10 / car	20 cars	Jasper Pizza Company ~Lunch~ (Jasper, AR) opens @ 11:00		
Farmhouse Lunch	Map	28	10:30am (10:15 mtg)	12:45pm	\$10 / car	25 cars	My Farmhouse Cafe & Bakery (Holiday Island, AR) ~lunch @11:00		
Angler's Lunch	Map	21	10:45 (10:30 mtg)	1:00pm	\$10 / car	15 cars	Angler's Restaurant ~lunch @11:00		

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Yes, it is that time of year again to party hardy with your fellow Porschephiles. As of this writing we already have over 350 cars and 650 people registered for this year. Although it seems so at times, the Palooza is not totally fueled by Zechiedrich. Leonard and Melody may seem cloned many times over in making sure you have a great time. There is a small group of additives that run in the background consistently every year. They are what you would call...volunteers. But many more are needed. Yes I know you want to relax, drive your Porsche, stuff your face and meet up with close and distant friends. However you may be needed to help the Palooza be a success every year. If something goes wrong, it is probably because we ran out of people to cover the situation. Yes, I'm asking you to volunteer, a couple of hours to relieve someone, a half-day to lead or sweep a drive or whatever is needed. This is your region... your party, so volunteer to help continue its success. Looking forward to seeing everybody lend a hand.



What's New With Porsche

Reprinted from the Porsche Newsroom website

One for all: Platform strategy at Porsche

Intelligent platform strategies reduce the time and costs involved in developing electric vehicles. Porsche Engineering has extensive expertise in platform development and supports its customers from the initial concept idea all the way to the production-maturity vehicle. The result is platforms that are flexible and positioned for the future. One single platform for a multitude of vehicle models: This approach has been followed for years now for combustion-engine vehicles, helping to develop a large number of different models and derivatives and to bring vehicles to series production at justifiable expenditure of time and money. In production, the approach results in economies of scale: Fewer components in high volumes reduce component costs and ensure high product quality. Volkswagen was one of the pioneers of a consistent platform strategy with its Modular Transverse Matrix (MQB). Since 2012, it has formed a shared foundation for a large number of models with gasoline or diesel engines. More than 32 million vehicles based on this platform have been produced across the Group. Volkswagen was quick to apply the principle of the MQB to electric vehicles with its Modular Electric Drive Matrix (MEB), improving development and production efficiency in this field, too.

The new Premium Platform Electric (PPE), developed in tandem by Audi and Porsche, adds to the electric vehicle platform concept's scope of application. For Porsche, this creates new opportunities to launch high-volume models with high technical standards at profit, thus taking the electrification of its portfolio another step further. The Stuttgart sports car manufacturer intends for more than 80 percent of its new deliveries to be fully electric by 2030. The PPE makes it possible to capitalize on the benefits of an all-electric platform in a variety of ways. One example, beyond package and space, is integrating the lithium-ion battery into the underbody. In fleshing out the design amid the conflicting requirements of range, architecture performance and sustainability, Porsche remained true to its philosophy by focusing on travel time. At the same time, the offers lots of leeway when it comes to the wheelbase, track width, and ground clearance, allowing for a variety of performance levels for models with either rear- or all-wheel drive in different segments.

An independent character

This flexibility allows Porsche models to retain their strong, independent character. To start off with, system output will cap at 450 kW, with maximum torque at more than 1,000 Nm. The first Porsche based on the

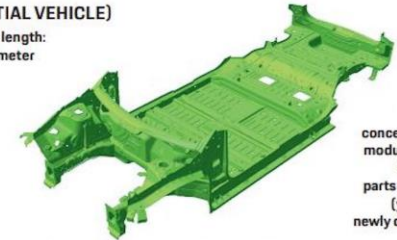
PPE will be the all-electric Macan. With its 800-volt architecture, powerful latest-generation

PLATFORM CONCEPTS: SCALABILITY CONSIDERED FROM THE START

Covering all segments with a single platform

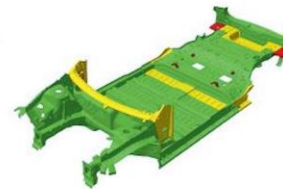
Porsche Engineering developed a platform concept for a customer, taking scalability into account even in the first drafts—the wheelbase increments for the various wheelbases of different vehicle models were defined, for example, so that the next-in-line battery module would always plug the gap in the vehicle underbody. This way, the customer was able to cover all intended vehicle segments—from compact cars to sedans to SUVs—with one single platform.

SUV (INITIAL VEHICLE) Wheelbase length: 2,940 millimeter

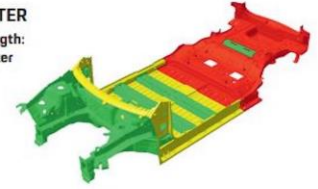


The platform concept is based on modular wheelbase lengths. Some parts were modified (yellow), others newly designed (red).

CITY SUV Wheelbase length: 2,810 millimeter



TRANSPORTER Wheelbase length: 2,990 millimeter



SEDAN Wheelbase length: 2,810 millimeter



LARGE SUV Wheelbase length: 2,990 millimeter



electric motors, and advanced battery and charge management, this model offers the level of electric vehicle performance you'd expect of Porsche. The successor to the acclaimed compact SUV has its sights set on becoming the sportiest model in its segment. Besides reproducible best-in-class driving performances, development goals include a range suitable for long-distance travel and high-power fast charging.

The benefits a platform for electric vehicles might offer are obvious—designing one, however, presents the engineers with a highly complex challenge. A myriad of aspects need to be taken into account, while some of the development goals stand in outright opposition to one another. This is generally true for any kind of vehicle, but applies especially to those with electric drives. After all, the individual drive components offer greater leeway when it comes to design than you get with a combustion engine—for example, in setting up the platform for broad scalability or making it flexible enough to allow the modular drive system to serve as a basis for entirely different vehicles. The platform makes it possible to implement rear-wheel, all-wheel, or front-wheel drive simply by choosing the position of the electric

motor or even by adding another one— something a combustion engine does not allow.

“The platform’s very first drafts already accounted for scalability.”

Humberto de Campos do Carmo

Over the years, Porsche Engineering has acquired extensive overall system expertise from projects in this field, enabling the developers to optimally coordinate platform concepts. Today, the company’s service portfolio covers all steps along the entire process chain for platform engineering—from the initial project idea to detailed platform definition. In most cases, the foundations are laid by an initial feasibility study, which examines whether a project is technically viable within the specified framework parameters. This takes the customer’s subjective preferences and converts them into objective, physically testable and measurable properties.

Computer-aided engineering

The next step is to work out the concept dimensions. The development team determines all of the vehicle’s and its components’ relevant dimensions. “This way, we keep on refining development further and further until we get a digital study of the vehicle as a whole,” explains Humberto de Campos do Carmo, Senior Manager Vehicle Concepts and Package at Porsche Engineering. Precise specifications are created using simulations, for example for the shape of the body-in-white, for the battery, the seats, the powertrain, and the body support structure. Computer-aided engineering culminates in a virtual model, referred to as a digital mock-up (DMU), which includes definitions of the main components. At this point, the project version passes to the vehicle manufacturer in order to develop it further into a production-maturity vehicle.

Here, too, Porsche Engineering continues to support its customers in development, simulation, and testing of components, systems, and the complete vehicle. “Porsche Engineering’s comprehensive expertise makes the collaboration particularly valuable for us, as it provides us with seamless support across all areas and departments,” says Klaus Bernhard, Senior Manager Physical Architecture Platform and Dimension Concept at Porsche. “This cuts down on coordination work and makes development easier, because you always need to think of an electric vehicle platform as a holistic system. It’s the only way significant development content like crash safety, package, center of gravity, weight, and functions can be considered in parallel.”

Showcasing the brand to its best advantage

With this in mind, it’s easy to see how the battery plays a key role. It’s the electric vehicle’s energy store, of course, but for reasons of installation space and weight, it should also act as an integral part of the crash structure and underbody reinforcement and be a component of the cooling system.

“Porsche specifically uses the flexibility of the platforms to design vehicles that bring the brand-specific characteristics of Porsche sports cars to the fore—high suitability for everyday use and outstanding driving performance,” says Bernhard.

This includes, for example, the design of the driver’s seat and the seating position, which must be ergonomic, sporty yet comfortable, and suitable for a broad customer group worldwide. The overriding principle of platform development is that you should not start on a specific vehicle project until the platform has been defined. After all, it is only then that the individual development goals can be balanced in the best possible way and components such as the battery, front and rear axles, or even the size of the wheels, be designed optimally. Any changes after the fact are very time-consuming and costly, and sometimes just downright impossible. Many—often the smaller—automobile manufacturers don’t consider how a platform strategy might benefit them when they set out to develop a vehicle project. “It’s a shame, but it happens again and again that people get in touch with us when they already have a vehicle model and then want us to develop further derivatives—which the platform isn’t suitable for at all,” says de Campos do Carmo. “This puts the manufacturer up against a choice: Develop an entirely new platform or compromise and choose a solution that doesn’t meet all requirements.”

One example of a customer that sought cooperation with Porsche Engineering at an early stage, thereby saving considerable development expenses, is a customer that was planning to launch an electric vehicle model series. “Even the first drafts for the platform took scalability into account, and we also developed a modular system for the most important vehicle systems,” explains de Campos do Carmo.

“Porsche Engineering’s comprehensive know-how makes the collaboration particularly valuable for us.” Klaus Bernhard

For the different wheelbases of the various vehicle models, for example, the development team defined the increments so that, for each wheelbase increase, the next-in-line battery module would plug the gap in the vehicle underbody. This way, the customer can cover all intended vehicle segments—from compact cars to sedans to SUVs— with one single platform. Platform concepts have aided in the development of different models and derivatives and the launch of production vehicles with reasonable time and cost for years now. For electric vehicles they offer many benefits. Designing one, however, presents a highly complex challenge

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Did you know ...

The Porsche logo design was possibly going to be one of these in 1950 –



Reprinted from the Porsche Newsroom Website (edited for space requirements)

Porsche Penske Motorsport's strong performance rewarded with podium spot

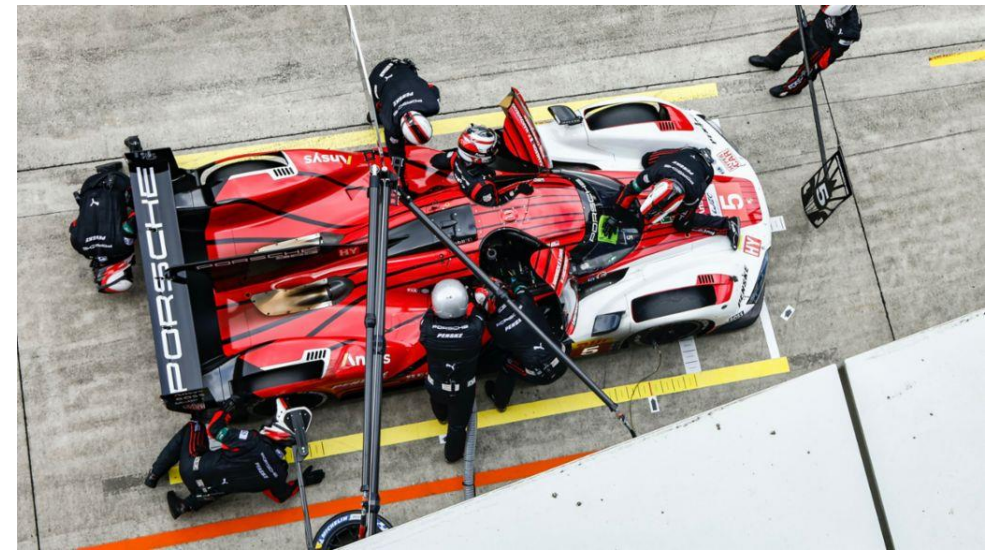
Porsche Penske Motorsport has secured the second podium result in the FIA World Endurance Championship WEC with the Porsche 963. At the sixth and penultimate round of the season at the Fuji Speedway in Japan, works drivers Kévin Estre from France, André Lotterer from Germany and Belgian Laurens Vanthoor finished third. The works team's No. 6 car spent two-thirds of the six-hour race in the lead but was ultimately unable to defend the top spot. The No. 5 sister car only managed to finish in twelfth place due to penalties and technical problems. In the GTE Am class, the customer teams netted many points towards the world championship with the Porsche 911 RSR.

In sunshine and temperatures of around 27 degrees Celsius, Laurens Vanthoor treated the record crowd of 54,700 spectators to some gripping race action right at the start. Heading into the race from P3 on the grid, the Belgian promptly swept past his rivals in the sprint to the first corner. During his two stints, he extended the lead over his pursuers to over ten seconds. Vanthoor then handed the hybrid prototype to his works driver colleague Kévin Estre. The Frenchman stayed in the lead until the last lap of his two stints but had to allow the first of two Toyotas past right before the final pit stop.

While Germany's André Lotterer was not quite able to match the pace of the experienced Japanese at their home race in Fuji in the last third of the race, he put in a commanding drive to bring home the second podium finish of the year. However, his brand colleagues Dane Cameron from the USA, Michael Christensen from Denmark and Frédéric Makowiecki from France were plagued by misfortune. The trio in the No. 5 car suffered a puncture on the first lap, had to serve two penalties and ultimately spent a lot of time in the pits for repairs. Despite clocking some very fast lap times, the No. 5 entry finished twelfth in the top hypercar class.

"The Porsche 963 and the entire team put in an extremely strong performance today," says Thomas Laudenbach, Vice President of Porsche Motorsport. "A huge compliment to everyone who worked so hard for such a podium result. Third place was the well-deserved reward today. We showcased the car's potential over the weekend and very much fantastic! It's a shame that our number 5 car was hit by bad luck because

their pace was very strong, as well. Now we're heading to the season finale in Bahrain feeling highly motivated and confident."



Porsche 963 (#5)

"Congratulations to everyone on our team. Everyone did a first-class job out on the track, in the development centre in Weissach and at the team headquarters in Mannheim and Mooresville," explains Urs Kuratle, Director Factory Motorsport LMDh. "It was great to see how we kept improving the car throughout the weekend. And it was even better that we turned this into a well-deserved podium finish in the race. Congratulations to Toyota for securing the manufacturers' crown early."

"We were aiming for the podium and we achieved that," states Jonathan Diuguid. The Managing Director of Porsche Penske Motorsport is delighted with the success of the No. 6 vehicle. In terms of the sister car, he adds: "Unfortunately, the No. 5 vehicle encountered a lot of bad luck. We'll take a good look at this and work out why. But now we're pleased that our pace was great today and we led the race for four hours. We're very excited about the season finale." In the manufacturers' championship, Porsche achieved third place and heads to the final round of the 2023 FIA WEC as the best LMDh brand in the overall classification. Finishing in third, Estre/Lotterer/Vanthoor advanced to sixth place in the drivers' standings, while their teammates Cameron/Christensen/Makowiecki rank seventh. The two customer-run Porsche 963 wrapped up the six-hour race at the foot of Mount Fuji in sixth and ninth positions. Hertz Team Jota's No. 38 entry maintained a steady pace with impressive lap times. The identical No. 99 car fielded by Proton Competition was equally as fast but lost eight laps due to a seat-belt system defect.



Tech Tips

Preparing your Porsche for winter

Reprinted from PCA Tech Tips by Manny Alba

Now is the time to start preparing for the winter season. Even if you don't drive your Porsche in the winter, this still applies to any cars that are used for cold-weather duty. As always, check your manual for more information, and if you're not ready to try it yourself, go to someone who does this for a living.

Get your battery tested.

Cold weather is a stress test for your battery. There's not much worse than getting in your car on a cold morning to find yourself with a dead battery. If you don't have your own battery tester, most auto part stores will test it for free or you can buy your own. Plan on spending about \$50.00. It should not only test your battery but the health of your alternator. While you're testing the battery, look at the battery terminals and verify that they are clean and not corroded. It's also a good time to look at the date when you purchased the battery. Once it reaches three years, don't be surprised if you find yourself shopping for a new battery.

Lubricate!

In this case we mean your window tracks, door and trunk seals and hinges. Grease and oil tend to thicken as the temperature drops. Lubricating your window tracks with silicon or dry Teflon will reduce the amount of work your window motors and regulators have to do. Apply silicon on the rubber seals of your door, hatch and trunks. This will reduce the chance that water freezes the seal on the doors, hatch and trunks. Water freezing on them will seal it shut or worst, rip off the rubber seal when you force it open. Use lithium grease on hood, trunk and door hinges and latches. If you have a car with visible door locks, use silicon inside of these to reduce the chance of them freezing.

Check your tires.

You're looking for proper tread depth (this means check the inside,

center, and outside tread of the tires). You can use the simple penny test. You place the penny inside your tread with Lincoln's head upside down. If you see the top of Lincoln's head, your tires need to be replaced. If you're running summer tires, you should look up the operating temperature limits. Depending on where you live, the temperature may drop below what your summer tires were designed to operate. A great choice is to go with a set of winter tires. You'll note that I didn't say snow tires because these tires are meant to be driven in cold weather as well as inclement winter weather. Michelin, Pirelli and other manufacturers produce high performance winter tires for Porsche, BMW, Mercedes and other brands.

Check your wiper blades.

If your wipers are streaking, making a lot of noise, or simply falling apart, now is the time to replace them. Winter weather, especially in areas where frost, ice, and snow are normal, will take a toll on your wipers.

Replace those dying hood struts.

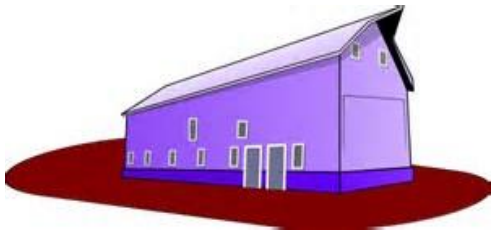
If your hood struts were barely staying up in the Summer months, they will definitely fail when the weather gets cold. Most hood struts are an easy do-it-yourself type of job. If you're not confident in your abilities, a dealer or independent repair shop can do it

Clean those drain tubes and radiator ducts.

Those falling leaves and debris will not only clog drain holes, but they love to find a home in the deep recesses of where radiators and air conditioning condensers are mounted. They get wet and start to corrode these parts which eventually causes them to leak and the need to be replaced. Most cars have drain holes. These are where the water is supposed to run through while avoiding the interior of your car. If they get clogged, they tend to find the next best place to follow, which is usually the interior of the car. Keeping these holes unobstructed is critical. Finding them is only a Google search away

Check your tire pressures once it gets cold.

We learned in science class that hot air expands and cold air contracts. If your Porsche's tires are filled with nitrogen instead of air, they will still lose pressure, so don't think that you can safely avoid this seasonal task. The rule of thumb is you lose between one and two pounds of air pressure for every 10-degree decrease in temperature.



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Membership Stats

by Ted Jones

White River Region Club Members

Total Primary Members 118

Affiliate Members 67

Total Region Membership 185

PCA Juniors 5

New White River Members – 5

Transfers In – 2

Transfers Out – 2

Lapsed - 6

PCA National Club Numbers

Primary Members 104158

Affiliate Members 54589

Life Members 23

Total Membership 158770

Welcome New Members!

July

Gerald and Anna Lamb 2000 Boxster

Michelle Moore 1999 911 Carrera Cab

Aug

Jeff Retej 2009 911 Carrera 4S

Debbie Lestina

Sept

Todd Brown 1999 911 Carrera Cab

Jerry and Candace Giesler 2024 911 GT3

18

Anniversaries Oct - Dec

Glenn & Barbara Black	57 Years
Leslie & Margee Morse	41
Mike Butler	33
Todd Simmons	33
Leonard & Melody Zechiedrich	27
John & Kandee Townsend	25
David Stobaugh	25
Andrew Quelch	21
Kevin Gardner	18
Ervin Vaught	15
Vaughn & Julia Short	14
Michael Theodore	13
John Zaharopoulos	13
Joshua & Miho Sakon	11
Kelly & Kelly Lynn Miller	9
Yvette Arzola	9
Eddie Nelson	8
Michael & Lori Menichetti	7
Jay Johnson	6
Mary Benjamin	5
Jeremy & Mariah Harp	4
Thomas Nichols	4
Brian Lee	3
Curtis Howells	3
Christopher & Stephanie Huy	2
Scott Huddleston	2
Buck Hays	2
Curtis & Sarah Howells	2
Conner Cash	2
Brian Odell	1
Issac Overman	1
Matt Brown	1
Cole Morris	1
Geoffrey Paddack	1
Byrl Criswell	1

Ed Note –

I'm sorry to say I don't know Glenn & Barbara Black but I believe they should be honored somehow – 57 years!