



# White River Rolling

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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...In the Zone**

**6-7...Sponsors and Vendors**

**8...Event Planning Meeting**

**9...Zone 5 Presidents Meeting**

**10...Drive to Oark Cafe**

**11...What's New With Porsche**

**12...Cary's Corner**

**13...Porsche Motorsports**

**14...Tech Tips**

**15...The Sale Barn**

**15... Membership Stats**

**15... Anniversaries**

**15... Welcome New Members**

On the cover –  
*Jason Lind's 1970 911 S/T*

# President's Notes

by Leonard Zechiedrich

# 2023 OFFICERS

Guten tag White River Members,

Some of my project cars -



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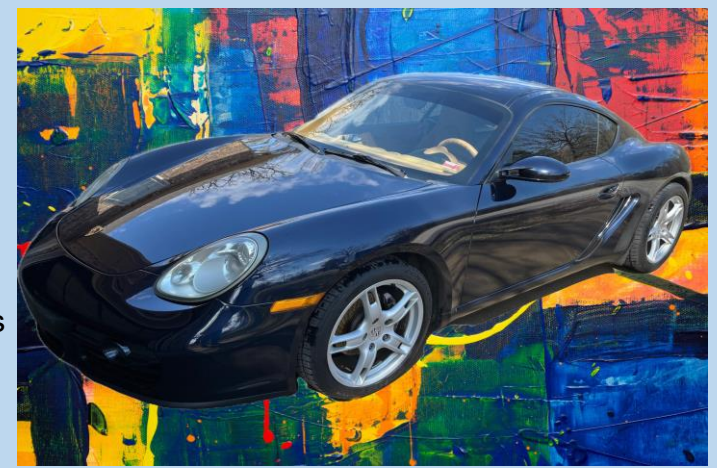
For information on my cars go to [www.the911den.com](http://www.the911den.com)

'til next time –

Leonard

# From the Wheel by the Editor

How many out there in WRRland are F1 fans? I admit I was originally an occasional viewer in the days of Micheal Schumacher and Ayrton Senna. When Lewis Hamilton became a star, I began to watch a little more especially after seeing him on Top Gear. Then came Netflix's show "F1-Drive to Survive" and I, like probably millions of others, can't get enough of the races because of that show.



But here's the problem. Do we root for the driver or the car? In the early days of NASCAR it was Ford against Chevy against Pontiac against Mercury. You really didn't care who was driving as long as your favorite car brand won. Now in this age of parity where the only difference in the cars is the vinyl wrap, the drivers are the stars in what is probably the most boring race series out there. In F1 you have a little more separation in the cars with Ferrari, Mercedes, Renault(Alpine) and for Christ sakes, Honda engines. But even then, their engines are being used in other teams' chassis'. So do you root for the driver or the car? I was very excited when Porsche decided to get into F1 by building an engine for Red Bull. Finally I could root for a car! But this partnership faded away. I admit I'm not much of a Red Bull fan either the car or the drink save their team chief Christian Horner. I mean the dude is married to Geri Halliwell, the Spice Girl of my dreams. Their driver, Max Verstappen, could win if he was driving a '67 Barracuda with a Slant Six engine and in what universe do you root for a Honda?

So you see my dilemma? I really hope Porsche decides to try again but their mindset is on the future of EV's so I doubt it. Lewis Hamilton is switching from Mercedes to Ferrari next season so maybe I'll have a car and a driver to root for!

A final thought, if there is any member out there that plans to attend this year's Parade in Birmingham, I'm looking for a driver or navigator for the TSD event. My daughter was originally my partner but her work changed her plans for that week and my son doesn't fit in the Cayman.

## January – April

**February 24 Event Planning Meeting at Grubs**

**March 16 Drive to Oark Café**

**April 13 Flat Six Festival**

**April 20 Drive to Devil's Den**

## May – August

**May 18 Drive to Rivertowne BBQ in Ozark, AR**

**June 8 Drive to Keeter Center in Branson**

**June 9-15 Parade in Birmingham, AL**

**July 4 SONA at the AMP**

**July 20 Drive to Cliff House**

**August 10 US Marshall Museum**

## September – December

**September 14 Drive to Car Museum in Mt. Petit Jean**

**October 12 Oktoberfest at Rendezvous Junction in Rogers**

**November 7-10 Palooza**

**December 7 Christmas Party at the Hayes**



## In The Zone

By Wendy Shoffit

Zone 5 Representative

<http://zone5.pca.org>



If you are new to PCA, you may not know what a Zone Representative is, or even what a Zone is. In order to adequately manage all 147 Regions across the country, the regions are divided geographically into Zones. Each Zone has a volunteer Representative to help facilitate communication between the Region presidents and PCA National. We are advisors, mentors, sounding boards, and promoters for regions in our zone.

Zone 5 is made up of 12 regions in Oklahoma, Arkansas, Louisiana, and Texas. A map of our area is available on our website at [www.zone5.pca.org](http://www.zone5.pca.org). The website serves as a conduit to the regions in our zone. We have a combined calendar so you can easily view scheduled events in other regions. Zone Reps are tasked with visiting each region in our zone at least once yearly. I am looking forward to making these trips and getting the chance to meet as many members as I can.

In February I was part of the multi-regional (Maverick, Hill Country, and Lone Star) Club Race and HPDE event at COTA in Austin. It was a phenomenal event with over 200 combined Club Racers and HPDE drivers. A small but dedicated group of volunteers put in countless hours to make sure the event came off without a hitch. Many thanks to David Hodges, Irene Yuan, David Gross, Tim Strehl, George Hansen, and their teams for a job well done.

I also had the privilege of entering my Taycan into the Kemah Boardwalk Concours d'Elegance in March in the Lone Star Region. Chair Derek Robins and team put



on a spectacular show of about 50 cars that was well attended. The following day I was warmly greeted by Danny Green, the GTG chair, at an event at the Alara Garage. Dozens of members were there to tour the garage and enjoy the pastries.

Lastly, Maverick Region once again hosted the Zone 5 Presidents' meeting in the Dallas/Fort Worth area. Centrally located, we had representatives from 11 of our 12 regions. National President, Aaron Ambrosino, joined us for the meeting on Saturday, March 9th to provide national news. We also provided lots of information to help presidents in their volunteer roles and gave all the members there an opportunity to ask questions and share ideas with each other. Maverick Region provided multiple social opportunities and some fun on Saturday night. Thanks to Bill & Debi Kruder, and Tom Gomer for their help. Also, thanks to Justin Husman from Phoenix Insurance and Wyatt Gooden from the SimShop for their sponsorship and support.

Hope to see you at an event in your region soon! Let me know if you need anything more from me.



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&  
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# Porsche People and Places

## 2024 Event Planning Meeting

Article and photos by Dave Decker

It was an event to plan events on Saturday, February 24. Grubs restaurant in Rogers was a great venue to have a meeting as we had a totally separate room (at no charge!) from the rest of the restaurant. And we needed it because 27 members showed up to help plan some events. Grubs' menu is diverse enough to just about satisfy anyone but burgers are their specialty.



The usual “kick tires and tell lies” happened in the parking lot before and after the meeting which is always a great thing. The Divine Ms. Hayes held court over the varied discussions. Different ideas were flowing the room. Word of advice, don't talk when she's talking unless you want the Evil Eye. Trust me, the look could crack stone.

If you look at the Event Calendar on page 4, you can see we have some super drives and meets ahead of us from the depths of NW Arkansas to the outer reaches of SW Missouri. And you can always add something to the list if you just want to get out with some fellow Porschephiles and terrorize the area. Let me know and I can get it on the website and newsletter and/or let Sharon know and she can send out a blurb.

I idea is to get more people car involvement so we hope to see everyone at some of these great White River gathering!

# 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. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



June 9-15, 2024  
Birmingham Convention Center  
Birmingham, Alabama  
[www.porscheparade.org](http://www.porscheparade.org)

# Porsche People and Places

## Zone 5 Presidents Meeting

Article and photos by Dave Decker

I had the opportunity to represent the great region of White River at the Zone 5 Presidents meeting held in Dallas on March 8-9. The group did a “meet and greet” at Maverick member Jack Griffin’s garage Friday evening at Garages of Texas. Cool place! Jack’s garage was complete with a finished floor, space for two cars and an upstairs loft with a stocked bar. From what I understand you buy a garage, not rent, in this layout. Interesting concept. This also was an opportunity to meet Wendy Shoffit, the new Zone 5 liaison over some seriously good pizza.

The meeting started Saturday morning at the crack of dawn. After the usual introductions, Ms. Shoffit laid out the agenda for the day. The largest discussion centered around liability for the region and PCA in general. Liability insurance is the second largest expense for PCA so the regions needs to practice risk management. This includes getting waivers signed and event coverage. I brought up drone usage since this is a major concern for Palooza.



Wendy Shoffit

Aaron Ambrosino, president of PCA, attended the meeting. A quite likable dude. He added more insight on the liability issues plus some discussions on the inner workings of PCA. I had a great interplay with him on Palooza. Another tome’ was about advertising rates for newsletters. I could not believe what some regions charge for ads. WRR does not charge because we view the companies listed as sponsors not advertisers plus our only expense is wear and tear on my fingertips.



I didn’t attend the evening dinner because my beloved but badly coached UofL Cards were playing. I have my priorities.

MAVERICK REGION PCA  
**PORSCHE**  
CONCOURS



GRAPEVINE TEXAS  
5.17-19.2024  
MAVPCA.ORG/CONCOURS

# Porsche People and Places

## Drive to Oark Cafe

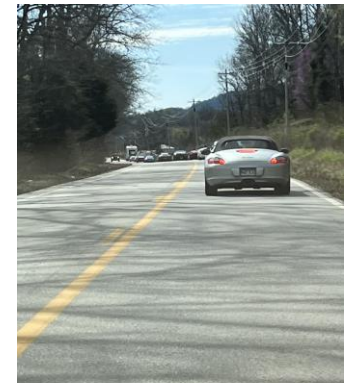
Article and photos by Dave Decker

You can tell it's going to be a great drive when the Walmart parking lot is overtaken by a bunch of Porsches. I mean a bunch. I counted 17 cars but I believe it was more. Our first drive for 2024 on March 16 was going to be a literally roaring success. There were the regular faces, some old faces we haven't seen in a while and some new faces. There were 911's of all types, Boxsters and Caymans, 944's and 928's. One Porsche standing out was the 912 in a seriously cool patina with a ski rack and some snow skis. I checked the weather report for possible snow since in Arkansas you never know.

Mike Hays in his silver shark led the group out onto 412 with me as tail gunner. With such a large group it was inevitable we would get separated but a quick rendezvous on Hwy 16 got everybody back in a group. We then headed to 23, affectionally known as the Pig Trail which will sometimes stretch the capabilities of your Porsche's handling. Hwy 215 into Oark could be considered as a training track for F1 drivers.

The Oark Café is housed in a general store that's been around since the late 1800's. There were some various sundries and foodstuff available. The menu items were an great selection of hot and cold sandwiches and burgers. Then there was heaven under glass in the form of homemade pies. The chocolate pie had my name already on it and it was soooo good. The line was a little long for ordering but service was quick, served with a smile and the food was good. What more can you ask for a sunny drive!

I had to cut out early because it was my wife's birthday and I needed to get home to take her to dinner. I tried to convince her the Oark Café would be a perfect birthday dinner but she wasn't buying it. Overall a major fun day for our first drive.



# What's New With Porsche

Reprinted from the Porsche Newsroom website

## The high end chassis Porsche Active Ride combines comfort and dynamic

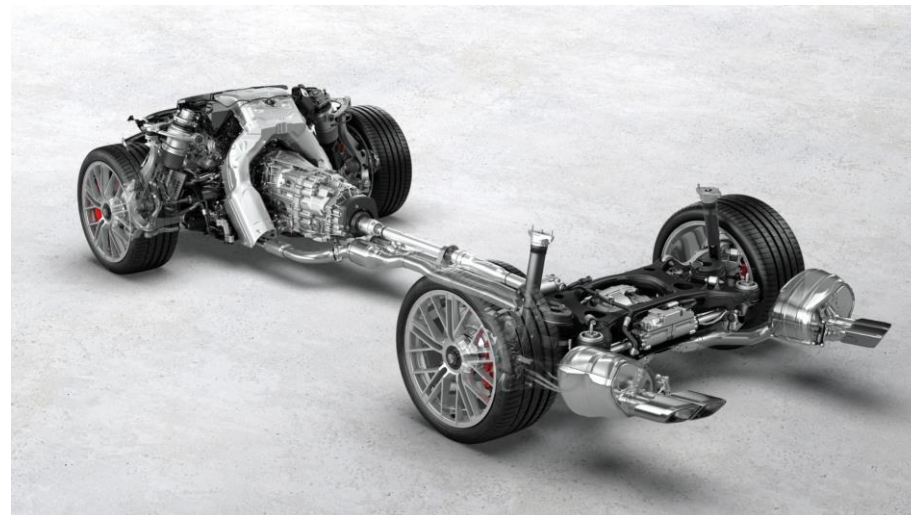
The new Panamera is both a sports car and a touring sedan – and thanks to the new Porsche Active Ride chassis, it offers a driving experience that sets new standards. When it comes to chassis development, this poses a challenge, as the development goals of optimum traction and high-performance cornering are at odds with driving comfort, and vice versa.

This trade-off is resolved in the new Panamera with the optional Porsche Active Ride chassis. Porsche spent six years working on the system that enables the new Panamera to adapt to any road situation. It balances out road imperfections by isolating them. At the same time, it aims to offer an especially involving driving experience by establishing intimate contact with the road. “The vehicle boasts composed body control – but nevertheless remains agile on the racetrack,” explains Ingo Albers, Head of Drive Systems at Porsche. The design varies depending on the driving mode (Normal, Sport, and Sport Plus), but the system’s benefits come to bear in all three modes.

The chassis also allows for new features – it automatically reduces pitching and rolling in all the driving modes. The body therefore remains horizontal. It also adapts wheel load distribution to the degree of available grip and lowers the chassis when corners are taken in a spirited manner in Sport Plus mode. The result is greater traction in all situations. At the touch of a button, the innovative chassis can do more than offset body movements. The Panamera then leans into the corner like a motorcycle. Or it leans forward when accelerating and back when braking like a helicopter, to make the situations more comfortable. The system can additionally raise the body to make it easier for passengers to get in and out.

### Freedom of movement for ample comfort

The new suspension’s construction is not comparable to a regular chassis. Stabilizer bars usually stiffen the axle to reduce vehicle rolling. But Porsche has done away with this in Porsche Active Ride. This allows the Panamera to absorb a road bump at, for example, the front left without transferring the motion to the body or the front right strut.



This affords the engineers greater scope for comfort. But rolling motion does have to be absorbed elsewhere. In a regular chassis, the dampers absorb the body vibrations. But the active dampers of the new chassis can do more – the system stabilizes the vehicle by controlling the wheels individually. For example, a wheel can be rapidly applied to the road or withdrawn into the wheel well. To this end, each damper features an electrically operated hydraulic pump that pushes hydraulic oil around a cycle in the damper under high pressure to actively manage compression and rebound. The control system uses sensors to determine how the damper should respond. These analyze wheel and body acceleration as well as body and spring motion. In contrast to camera-based systems, this works in all visibility and road conditions.

### More efficient air suspension

The system is certainly fast enough – it has a control frequency of 13 hertz, meaning up to 13 adjustments are made per second. “With this kind of design, we theoretically don’t need a spring anymore,” says Albers. The system could assume the spring’s role of absorbing shocks. However, this would be very energy-intensive, so the chassis features a single-chamber air spring. This is even lighter and more efficient than the dual-chamber air spring of the standard chassis.

Porsche Active Ride requires a high-performance power source. In the new Panamera Turbo E-Hybrid, this is provided by a 400-volt high-voltage battery. The technology is therefore not an option for purely combustion engine-powered versions. A version for all-electric vehicles has already been developed and will be gradually rolled out in future Porsches.

# DOWNLOAD YOUR PCA Digital Membership Card



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FOR MORE INFORMATION**

**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!!*

## Cary's Corner



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

[2025 Porsche 911 Turbo spied: Mid-cycle update on the way \(motorauthority.com\)](#)

(press Ctrl-Click to activate links) Until next time.....Aloha

## Wright Motorsport's Porsche 911 GT3 R on the GTD podium

The Porsche customer teams contesting the two GT categories experienced varying degrees of success. In the GTD-Pro class, AO Racing's Porsche 911 GT3 R affectionately named "Rexy" was on course for victory for long stretches, only to have a penalty relegate it back to ninth place on the penultimate lap. In the GTD category, the Wright Motorsports squad celebrated a podium finish after a flawless performance. Third place went to the two Americans Adam Adelson and Elliott Skeer, as well as Belgian Jan Heylen. The cars campaigned by Andretti Motorsports and MDK Motorsports finished eighth and twelfth respectively.



### Race results

#### GTP class:

1. Taylor/Deletraz/Herta (USA/CH/USA), Acura #40, 333 laps
2. Bourdais/Van der Zande/Dixon (F/NL/NZ), Cadillac #01, +0.891 seconds
3. Nasr/Cameron/Campbell (BR/USA/AUS), Porsche 963 #7, +8.898 seconds

8. Andlauer/Bruni/Picariello (F/I/B), Porsche 963 #5, +44.807 seconds
9. Jaminet/Tandy/Makowiecki (F/UK/F), Porsche 963 #6, -2 laps
11. Hanson/Van der Helm/Westbrook (UK/NL/UK), Porsche 963 #85, -155 laps

#### GTD-Pro class:

1. Hawksworth/Barnicoat/Kirkwood (UK/UK/USA), Lexus #14, 316 laps
2. Serra/Rigon/Calado (BR/I/UK), Ferrari #62, +0.121 seconds
3. Perera/Pepper/Bortolotti (F/RSA/I), Lamborghini #19, +2.983 seconds
9. Heinrich/Priaulx/Christensen (D/UK/DK), Porsche 911 GT3 R #77, +37.121 seconds

#### GTD class:

1. Ward/Ellis/Dontje (USA/CH/NL), Mercedes-AMG #57, 314 laps
2. Lacorte/Sernagiotto/Fuoco (I/I/I), Ferrari #47, +0.646 seconds
3. Adelson/Skeer/Heylen(USA/USA/B), Porsche 911 GT3 R #120, +2.244 seconds
8. Andretti/Chavez/Hargrove (USA/USA/CDN), Porsche 911 GT3 R #43, +30.475 seconds
12. Li/Fjordbach/Bachler (CHN/DK/A), Porsche 911 GT3 R #86, +42.199 seconds.

After the second round of the season, Porsche retains first place in the GTP-class standings for manufacturers, drivers and teams. The 12-hour race in Sebring counts towards the IMSA Michelin Endurance Cup, as do the endurance races in Daytona, Watkins Glen, Indianapolis and Road Atlanta. Porsche shares first place in this classification with Cadillac and Acura.

Round three of the IMSA WeatherTech SportsCar Championship will be contested on 20 April on the spectacular street circuit in Long Beach, just outside the Californian metropolis of Los Angeles.

"We're on the podium with our car again, which is something our entire team can be proud of," explains Jonathan Diuguid, Managing Director Porsche Penske Motorsport. "Our cars were simply not fast enough today compared to some of our rivals. We'll have to take another close look to find the reasons for that."



# Tech Tips

Reprinted from Rocky Mountain Region newsletter High Gear Nov. 2023

If you are reading this, you probably understand the value of good tires, whether on your daily driver for every season or your dedicated track weapon. And let's be honest, who hasn't been a bit jealous seeing a member having mounted up a new set of sticky Michelins for the Saturday morning drive? Yet there is an amazing amount of technical detail in how tires actually work beyond simply being "sticky."

Let's use physics and math to understand what tires actually do and how you can use these ideas to make yourself a bit faster. Tires are a complex multivariate part of vehicle performance; let's look at two of the many physical descriptions of tires.

## Tires Are Just Springs

Like many things in the world of physics, tires are actually easily modelled as springs. They are simply rolling air springs that work very similarly to the airbags used on heavy trucks or for load-levelling on pickups. The basic equation for modelling tires is:

$$m \frac{d^2x}{dt^2} + kx + bx = 0$$

Where **m** is the mass of the oscillating object; **k** is the spring constant; **b** is the damping coefficient; **x** is the displacement of the oscillating object from its equilibrium position; and **t** is time. Pre-2022 Formula 1 cars ran a 13-in wheel with a bulky sidewall tire (high aspect ratio). In slow motion this tire compressed, rebounded, oscillated, and shook over curbs and track imperfections. The teams actually modelled the tire as a part of the car's suspension. When the ground-effect rules began in 2022, the new lower-profile tires compressed less and oscillated faster, making the rest of the suspension need to deal with different loads.

For the equation above, the new tires increased the spring constant and the damping coefficient. How should you consider this when choosing tires for your car? Tires with taller sidewalls absorb more track irregularities — like curb impacts and high-frequency impacts — without upsetting the car's dynamics. They also allow suspension tuning to be tailored to car dynamics such as roll and dive, which are movements that suspension dampers are

more capable of handling well. But, like anything with track cars, this comes with a tradeoff.

## Tire Movement

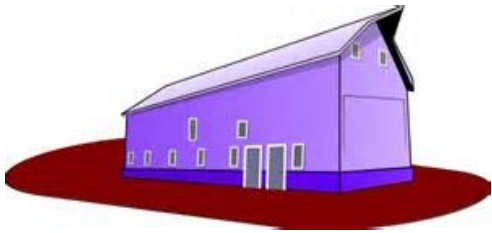
When we drive on a track, tires move. They compress under longitudinal loads and get pushed laterally in corners. If a tire grips the race surface well and the loads are sufficiently high, it can move a significant amount. Tires slip axially on wheels and are pulled away from the rims under cornering. Some tire movement is necessary to keep the contact patch as large as possible at any acceleration rate. But contact patch is affected by the tire's aspect ratio, sidewall construction, and inflation pressures. The key is to find a balance that maximizes the contact patch with the capabilities of the car. While there are exceptions to everything, and driver confidence is a meaningful variable, a mathematically-ideal tire exists for any given track and condition---regardless of whether a driver is able to extract that peak performance from the tire.

Let's look at some basic rules. In general, the heavier a car is (statically or with generated downforce) the more robust and less flexible a tire can be and still work well. To provide a uniform contact patch, lower aspect ratios and heavier sidewalls remain flexible under higher loads. Lighter cars may want to move toward higher aspect ratio tires with lighter construction, which move around a bit more to provide consistent surface contact. Of course, tire pressures should be optimized in each environment for each vehicle, but broadly speaking these rules can be applied to gain an edge in overall maximum tire grip.

## In Summary

There is much more to talk about with tires, and hopefully we can dive deeper in future articles. Tire chemistry and suspension geometry play an important role as well. Tires are a complex subject yet one that we can get a good overview of, which helps us be faster





# The Sale Barn



**1986 944T, 46,xxx miles. Total work over by Charlesworth Performance in Tulsa. Over \$25,000 spent with receipts. \$59,500.**

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**Side skirts for 996 1999-2004 brand new \$150 Contact Dave Decker [wrrnews@gmail.com](mailto:wrrnews@gmail.com)**

**Pair of black perforated leather/Leatherette seats for a 3.2 911 or 85 and later 944. \$1,000 Call 479-841-8654 or [Sharkey928@gmail.com](mailto:Sharkey928@gmail.com)**

## Membership Stats

by Ted Jones

### White River Region Club Members

Total Primary Members 135

Affiliate Members 76

Total Region Membership 203

PCA Juniors 7

**New White River Members – 8**

Transfers In – 0

Transfers Out – 0

Lapsed - 2

### PCA National Club Numbers

Primary Members 105727

Affiliate Members 55273

Life Members 23

Total Membership 161100

## Welcome New Members!

### Jan

Joey Staroman

William Laughnan 1990 911 SC Targa

Aditya Katke 2007 911 Turbo

### Mar

Clint Gill 2019 911 Targa 4S

Zac Stobaugh

Ciprian Micula 1985 911 Carrera

Tineke Carroll

Amanda Okeane 2020 Cayenne

## Anniversaries APR - JUN

Gordon & Susan Watkins	28	Years
Jason & Heather Lind	22	
Ronald Stowers & Debra Tolliver	18	
Bob & Vicki Rokeby	17	
Travis Collyar	16	
Mike & Sharon Hays	15	
Henry & Melissa Udouj	15	
Charles & Charles H Jacobus	14	
Dave Decker	12	
David & Linda Ferrell	11	
Jeff Brazzeal	10	
Jeff Eberle	8	
Dan Myers	8	
Don & Nancy Marley	8	
Clyde Hayre	7	
Joseph Staroman	7	
Bill & Hope Allen	6	
Micheal & Peggy Bishop	6	
Johnny Gross	5	
Eldon & Debbie Boone	5	
David Campbell	4	
Guary Morgan	4	
Matt Karpinko	4	
Peter Jasan	4	
Dan Lestina	3	
Susan Jasan	3	
Aaron Marshall	2	
Jane Para	2	
Dirk Carroll	1	
Stacy Gross	1	
Brian Webb	1	
Wendy Cook / Russell & Sue Beck	1	
Terry Davidson / Susan Upchurch	1	
Tami Moore / Steve Ramsey	1	