



White River Rolling

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



April - June 2024
Volume 9 Issue 3
wrr.pca.org



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...Flat Six Festival

9...Rivertowne BBQ Drive

10-14...2024 Porsche Parade

15...Keeter Center Drive

16...What's New With Porsche

17...Cary's Corner

18...Porsche Motorsports

19...Tech Tips

20...The Sale Barn

20...Membership Stats

20...Anniversaries

20...Welcome New Members

On the cover –

AI generated wishful thinking

Guten tag White River Members,

Melody and I sincerely hope everyone in the White River region survived intact from the tornado over Memorial Day weekend. While we had minimal structural damage, the trees in our area were not so lucky. We have spent the past weeks since the tornado cutting our way through the mayhem. As such, I really haven't had the time to put an article together for the newsletter. We do hope to see everyone at a future event and it looks like we have several coming up in the next few months.

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

'til next time –
Leonard



President

Leonard Zechiedrich
Uber930@gmail.com



Vice-President

Mike Hays
Sharkey928@gmail.com



Treasurer

Melody Zechiedrich
melzechiedrich@gmail.com



Secretary

Sharon Hays
mamahays4@gmail.com



Membership

Ted Jones
ted.jones@cox.net



Newsletter Editor / Webmaster

Dave Decker
wrrnews@gmail.com

From the Wheel by the Editor



I have been messing with AI, specifically Microsoft's Co-Pilot, in various incidences. I had it devise a new whiskey drink (I don't think it quite understands the complexities of a good Kentucky bourbon) and help me write a blues tune based on a statement a friend of mine said that he was so broke he didn't have any time to spend. I decided to let AI help me with the newsletter. The cover was completely designed by Co-Pilot. I gave it some parameters to start with and within a few seconds, gave me three different covers to choose from; all with different Porsche models in the design. Next, I had it write an article about Porsche's involvement in this year's Le Mans. Not bad but a little mechanical sounding although it did try to enter some excitement into the spiel. You can read it in the column "Porsche Motorsports". If I can teach it my Southern linguistics, my sarcasm and mental ramblings and take it on the drives with me; it may be able to do the whole newsletter in time. Now wouldn't that be a hoot!

This issue contains probably the longest article I have written for this rag. I decided to do a "Dear Diary" review of my Parade experience. I do certainly hope it doesn't bore you too much. As far as I know, there was only one other White River member attending the Parade and I couldn't find the dude. I did find Mike Gerber of the Ozark Lakes region which was good because he was my navigator for the TSD rally. I also met the Jurich brothers from the northern Gulf region Sonnenschein at the autocross. They shared a video of my run that they accidently filmed while filming their runs. Did you know that Gunner Muench from the Big Hawaii region can play "Ina-Gadda-Da-Vida" on the accordion? The point is, Parade is an experience that every Porscheophile should experience at least once. You meet some great people at Parade so you need to take in everything that is available to you and the people involved. I will grant you it can be expensive if you do everything Parade has to offer but if you pick and choose it can be an absolute blast. Next year's Parade is in Oklahoma City which is just a rock throw away from us so I hope we will have more participation. The last time a bunch of us got together for Parade was at Lake of the Ozarks and it was total fun!

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 9-15 Parade in Birmingham, AL

June 22 Drive to Keeter Center in Branson

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>



Hello, Zone 5! It's been a minute since I've written. It's been a busy quarter with a lot of activity. I attended the fabulous Pick Yer Tour event in the Hill Country. Beautiful roads and an amazing group of organizers and volunteers ensured we all had a great time. Plan to attend next year! Maverick Region has had a few large events, including their All Member Party welcoming new members to the club with flair. They also had a now yearly concours event that continues to grow in popularity. Lastly, they held their Club Race event at Eagles Canyon Raceway. With so many events in my local region, it was difficult to venture out to other areas. Rest assured, though, I will be getting behind the wheel and coming to an event near you! I know one for sure will be the Rio Grande Valley's Princess cruise in October. Planning is underway for some fabulous exclusive events just for PCA members. Registration will be open to their members AND others in the Zone the first part of July! Come sail with us for an unforgettable experience.

The biggest PCA event I've been to this year is the Porsche Parade that was just held in Birmingham, Alabama in June. We had nearly 150 attendees from Zone 5! I have been to 23 Parades now and really enjoy them. Although I have a big job on the organizing committee, I cannot tell you how great it is to see my friends across the country year after year. There are so many wonderful events and activities planned for the entire week, it would be impossible to get bored! The reason I mention this is because next year Parade will be in Oklahoma City, OK July 6-12, 2025. Can you believe it's coming back to Zone 5? The last one in our zone was Fort Worth 2004.

You might be asking yourself, "What does that mean for ME?" Well, if you've ever considered going to Parade, it may not be this close for another 20 years. While you don't have to decide NOW if you want to go, registration will open early next year (January or February usually). Registration is in two phases. The first phase is registering for the overall event and getting your code to reserve your hotel room. Parade entrants get a great rate at some very nice hotels. Phase two happens a few months later where you sign up for competitive events you want to attend (concours, TSD rally, autocross, tech quiz, gimmick rally, golf, art show, etc.), non-competitive activities (tours, wine tastings, kids' events, etc.), and banquets. There is really something for everyone.

Parade thrives on volunteerism. It's one thing to show up and spectate, but what really makes it great is rolling up your sleeves and helping out! Don't fret, though... you don't have to work the whole time! Work hard and play harder. The volunteer lunch at the end of the week is free for people who volunteer for just two or more shifts. Shifts are usually around 4 hours, so it's pretty easy to work around your fun schedule. I'm here to tell you, they will NEED us hard workers from Zone 5 to make this all come to life! Let's show them how good we can be and bring southern hospitality like we know how to do. Start thinking and planning now. If you have any questions, you can always contact me, and I'll give you the best answer I can find! Zone5rep@pca.org.

Hope to see y'all soon!



**Garrett Tire
&
Auto Center**



Porsche Tulsa
BRIDGESTONE



KC TOOL

WERKS
WERKS SHOP



AAMSCO

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

dc Automotive



HATFIELD & MCCOY
JERKY





PORSCHE

Push Your Boundaries.

Accessories from Porsche Tequipment allow you to add more space, more care, and more opportunities for your Porsche. We have the right products for every trip, whether long or short. From roof boxes to bicycle racks, you can push the boundaries of what is feasible.

Porsche Club of America members receive 10% off of Porsche Tequipment accessories at Porsche Tulsa.*

Porsche Tulsa

2024 Premiere Porsche Center
9393 S. Memorial Dr.
Tulsa, OK 74133
918-249-9393
porschetulsa.com

Porsche People and Places

Flat Six Festival

Article and photos by Dave Decker

If anything, our region is flexible. April's event, Ausflug SWM 2024, was originally going to be a 90 mile drive to Rockaway Beach to experience some awesome pizza. But then I received a text from the Ozark Lakes region based in Springfield, MO of an event they were hosting called the Flat Six Festival at a speed shop in Joplin, MO. Definitely sounded better than just chomping on pizza.

Saturday, April 13 brought a nice lineup of early and late model 911's plus the infamous Jay Johnson from Russelville, AR in his silver Boxster. We left MacaDoodles around 9:30 for a quick run to Joplin. I had never heard of PHP Specialists but they do have an amazing shop! Located in downtown Joplin, this place was a dream garage with several lifts, bays and complete with a dyno. They specialize in our type of speed.



Pulling in, there was a super lineup of Porsches on the street and inside was even better with a late model GT3 RS (picture me drooling) in the spotlight with other various Porsches filling the bays. Then there was the highlight of the event. There was

A genuine 911 racecar that was going to be set up on the dyno! Excited to see that!

Ozark Lakes did a great job of keeping things moving with a People's Choice show (the GT3 RS won, big surprise), a Tech Quiz and of course, the dyno run. Now I have been to Porsche Cup racing at Circuit of America and Sebring but was not prepared

for the absolute deafening roar of the exhaust out of the 911. Thank God for the ear plugs that were passed out.

Now the coolest thing ever. As the event was winding down, one of our members, Dirk Carroll, was offered a chance to place his recently rebuilt 1972 911 on the dyno. Major dream fulfilled! His 2.7 put out a very respectable 179 hp. Very glad we got to see that.

By then our group had dwindled down to four cars with a few leaving early. No problemo but please remember to tell the event leader that you are leaving early so we're not freaking out trying to find you. Our merry group proceeded to Undercliff's for a quick lunch where the major topic of conversation was Carroll's dyno run and a story of how he got the car. I seriously hope he will send me an article on that story.



Porsche People and Places

Rivertowne BBQ Drive

Unless otherwise noted article and photos by Dave Decker

When trumpeter extraordinaire Rich Rulli and his partner in crime Karol do a drive, they mean serious business. All those in favor of Rich doing all the drives raise your hands! We met up in south Fayetteville on May 18 in a parking lot that I kept envisioning as a great place for an autocross. I volunteered to be sweep in this good size caravan which proved out to be a disaster in the making. I didn't know the route which proved to be my Waterloo.



Rich put us on some great roads to the first stop, Devils Den Park. This was the only planned rest stop before heading into Ozark. The park is just beautiful. With the rain we have had, mini waterfalls have popped up in the area. And this is where I started to fail as sweep.



Photos by Mike and Lori Menichetti

When backing out, I noticed one of the cars hadn't left yet so I drove down to check and he said he decided to stay. No problemo so I headed to join the rest of the group at which time I came to a T in the road. I had no route instructions and not familiar with the roads and no cell service. Eeny, meeny, miney, mo turn right. Wrong! I drove 11 miles before I could call and advise Rich I would meet them at the restaurant so my trip was a boring run down I-49 and I-40 to Ozark.

I arrived at the destination about 20 minutes before the rest of the group came rolling in. It was a beautiful sight! Rivertowne BBQ was an excellent place to visit and eat; food and service was above par. Way to go Rich! This could be another drive for Palooza.



Bills were paid and everyone ventured outside where some decided to drive out on their on thus developing another problem for sweep and my Where's Waldo sense of direction. I finally connected with Rich and we continued to the next destination, Lake Ft. Smith. Some other cars finally showed and we had a great time kicking tires and telling lies. It was great seeing Dan Worrell again in his 2024 Aventurine Green Metallic Turbo S. Say that three times. A birthday party was going on so I had to get my Cayman in the festivities. Overall a great time was held by all.



Porsche People and Places

Porsche Parade 2024

Article and photos by Dave Decker

Day 1 With a goodbye to my sleepy wife, I was off for the 585 mile journey to sweet home Birmingham, Alabama. The Cayman was loaded with luggage, laptop, cleaning supplies, bass guitar, scotch, cigars and an emergency supply of oil and antifreeze. The trip was uneventful for the most part and made easier by a constant supply of the blues coming from Apple Play. I'm quite happy with the sound system changes I made in the Porsche. Soundtrack was the blues until I passed Memphis then switched to the Moody Blues and Emerson, Lake and Palmer. I stopped in Jasper, AL for the night about 40 miles outside of Birmingham since I got my dates screwed up on my hotel reservation. Literally met the ditziest desk clerk I have ever encountered.

Day 2 After a hearty breakfast of great biscuits and lousy gravy, I re-packed the Cayman only to get a low coolant light upon ignition. Great! I proceeded to unpack the frunk to get the antifreeze out, filled the reserve to Max, packed everything back up, light went out and I'm on my way!

I arrived at the Welcome Tent in front of the Birmingham Jefferson Convention Center. This year's Parade is spread out all over God's creation; two different hotels along with the center, a classic car shop, a Porsche dealer and the Barber racecourse.

Please note that I'm not staying at the host hotels. I couldn't justify the cost when all I need is a bed, a bath, some outlets and wifi so I found a really nice hotel about nine miles away at about a third of the cost. This frugality was shot to hell when the welcoming committee informed me that if I wasn't staying at the host hotels, I would have to pay \$45 per day to park! No way! I drove around until



Where Alabamans come to worship

I found some free curb parking about 3 blocks away. Better to spend shoe leather than dollars.

About the only thing going on Sunday is registration and some social stuff in the evening. PCA does have registration down pat. You register then go to various tables based on the events you signed up for then a final table for your goodie bag. My events were the TSD rally, Wednesday's banquet, Thursday's auto-cross and Friday's drive on the Talladega NASCAR track. After registration, I visited the Parade store and got out for a reasonable cost.

It was just 1:00 by the time I was finished so I proceeded to find my hotel and some lunch. The evening was a mixture of newsletter writing, playing the bass and finishing up with some 18 year scotch and a good cigar. Day 2 ended.

Day 3 It was up and at 'em for a drive to the concours and history displays. The displays were held under the expressway overpasses on a really nice brick paved walkway. The five hours I spent cleaning and waxing the Cayman was nothing compared to what these fanatics go through to prepare their cars. Since breakfast wasn't served at my hotel and a Micky D's was nowhere to be found, I had an absolute killer pimento cheese sandwich from one of the food trucks.

I met up with Mike Gerber at the concours and we discussed the plans for the rally the next day. We also attended a rally school later in the afternoon. Mike gave me the code for the parking garage, bless his pea pickin' heart. At the history displays I ran into the infamous Gunner Muench and his Pink Pig 944. Always good for a quick conversation.

On my way to the rally school I stumbled into the Sim Racing room and drove the Barber racecourse on one of their setups. If I drove the real track like I drove the simulation, my car would have been hauled off on a flatbed. Nothing much else going on so I headed back for



The better end of Gunner?



some dinner and relaxing. No scotch this time because I wanted a clear head for the next day.

Day 4 There were about 100 cars registered and assembled for the TSD at Porsche of Birmingham. Our out time was 8:01 and car 21. This would be the first rally I've been on that uses the app Richta for timing. There is no need for manned checkpoints. It is all calculated by the use of GPS. Instead of having the usual 4 or 5 checkpoints there was at least 20. No timeslips to keep track of or calculating your time at the end. We were instructed to turn on our headlights at the start. I turned the switch and got error messages that both my dipped beams were not functioning. What?!! How could both bulbs go out at the same time? Oh well, check it later.

This was the first rally for Mike but he did a yeoman's job on it.

Along with maintaining the app, he kept a separate timer on his phone, tracking even our slightest delays. The app told us immediately whether we early or late at each checkpoint on the four hour drive through some absolutely beautiful countryside. The rally ended at the Barber racecourse but you had to drive back downtown to see the final results. Mike and I met with the purveyors of the rally and had a great conversation with them. It looked like we placed 5th in our class which I assumed was not a trophy. Afterwards, Mike and I wandered through the vendor area and picked up some serious swag. All kinds of cool stuff to go along with what you got at registration.



Day 5 Wednesday was a free day for me until the TSD banquet later in the evening. After checking my headlights which were now working, I headed out to the autocross being held at Barber Motorsports proving track. If you have never seen Barber it is probably the most beautiful racecourse area ever. When I die, I want to be buried at either Dan Worrell's Beaver Lake home or the Barber grounds. I watched the track at various positions to get an idea of the line then proceeded to the off-ramp. I



stopped and asked various cars coming up the ramp what gear they ran the course in. Most stated second gear except those with PDK said "don't know".

Leaving the course, I headed for the Barber museum. If you're a gear-head, this is heaven. There has to be over a 1000 motorcycles of every type and name displayed here in meticulous shape along with the largest Lotus cars display in the world. This should be a pilgrimage for all. Interesting that the Porsches on display including a 917 were on the basement level with no access. Bummer!

Leaving Barber in the afternoon, I grabbed a quick lunch at "Jack's", a regional fast food joint with great burgers. I proceeded to downtown for the banquet/award ceremony. Since I had several hours to kill, I decided to go for more swag, hoping they wouldn't remember me from the day before, then crossed over on the skywalk to the host hotel and plopped on a cushy chair sipping a \$10 Corona. I spoke with Wendy Shoffitt, Zone 5's rep, for a few minutes at the start of the banquet meet and greet then into the banquet hall. I found a table, met and chatted with a couple from the Maverick region who had never heard of Palooza. Then, lo and behold, Linda Goodman sat at the table. For those not familiar, Ms. Goodman among other things handles the "From the Regions" column in Panorama. I contribute tidbits about White River to the column and have generated a great rapport with her. My evening was made. At least I thought so.

Our table was called to the banquet line where I have to admit, with very good offerings. I was major jones for chocolate and persuaded the dessert girl for two brownies. The banquet is sponsored by Porsche Design and thus the presentation was represented by the company's presenters which in turn was the most boring presentation ever. Plus this was my third time hearing the same ramblings although this time there was a descendant of Ferry Porsche on stage. Some expensive door prizes were handed out then it was time for the newsletter/website and TSD awards. It has been two years since this rag of mine has trophied but the gods of print prevailed and White River Rolling took second place in Division II.



Alright, alright, alright!

When the TSD awards started, it was another alright moment. Mike and I placed 7th in our class and was awarded a trophy. I have no idea why they would issue trophies for 7th but hey I'll take the win.



Day 6 I grabbed a quick breakfast sandwich at Buc-ees then back to Barber for the autocross. I walked the complete course to get an eye level view of the gates. It was a great course, very well laid out with plenty of acceleration room. I was in the first run group so I unloaded the Cayman with everything in the trunk and frunk plus the floor mats. You were allowed four runs. My first two were DNF's because I missed a chicane. So much for walking the track.



My next two runs resulted in times of 64.23 and 62.51 seconds. The best for the first group was like 50.0 secs. The second bunch was the more serious group with pro autocross cars. I headed out in the blistering heat to do my volunteer work at turn 2. After the event finished, I headed back to my room, took a nap, thumped on the bass for a couple of hours, had dinner at Pappadeaux's then back to the room for a cigar and scotch to end the evening.

Day 7 Friday morning was check out then a 40 mile drive to Talladega Raceway. I've actually never seen a race on this track since I'm not a NASCAR fan and really didn't expect much. The write up said we would be going highway speeds on the track so when I pulled behind the lead pickup truck I thought I would just sit back and enjoy the drive. Then whoosh! By the time we hit the first high banked curve of the tri-oval, I was doing over 100 mph! We did four laps and I managed 120+mph sometime during the run. Whee-haw!! I don't have any pics of the but there is a post on WRR FB page.

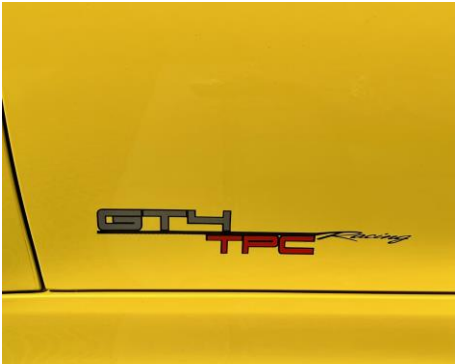


My Parade week was complete so I headed up I-65 to visit my Mom and some siblings in Louisville. I did stop at Huntsville, AL to visit the NASA Space Center. If you got

monkeys, this is the place to take them. The grounds were packed with kids which was great! I'm happy that there is still so much interest in our space program. It was interesting that there was no mention of the Space Force.

The soundtrack heading to Derbytown was a superb mix of Cream, Vanilla Fudge, Iron Butterfly and early Deep Purple. To me, music doesn't exist after 1982. I put 2379 miles on the Cayman by the time I arrived home Sunday evening. She (yes the Cayman is a "she") did great overall and now looking forward to Parade 2025 in Oklahoma City.





68th Porsche Parade Concours d'Elegance

Car No: 692A
 Entrant: Kenneth Geljack
 Co-Entrant:
 Region: Michiana
 Model: 911 Turbo S
 Color: Aventurine Green
 Year: 2022
 Group: Preparation-II
 Class: PPI2T





Porsche People and Places

Drive to Keeter Center

Article and photos by Dave Decker

I arrived fashionably late just as the Divine Ms. H was heading out of the parking lot. It looked like a good 12 cars were up for the Saturday drive June 22. I knew the route we were taking because it was a favorite on the Harley. Hwy 112 and 86 in Missouri are great Porsche roads especially the roller coaster road coming out of Roaring River park! Funny story now; when we used to ride on that road, we would take it as fast as we could to see if we could get some air at the peaks. A friend of mine was riding a Suzuki Hayabusa and hit the peak at 120 mph with his girlfriend on the back. The scoot became completely airborne and she went completely up and off the seat while hanging on to Keith. When the bike slammed down on the road she came back down on the seat. Scary but cool to see!



← Birthday Boys!

We hit the Keeter Center around 11:30 with lunch set up for noon. The center is part of the College of the Ozarks where the students are literally working their way through college. Students perform the duties of the restaurant, from greeting to serving and I assume cooking. The menu was quite varied and the food was excellent or at least what I had was but I heard no complaints. A couple of birthday boys were a chocolate delight and probably the best “Happy Birthday” I’ve heard in a restaurant.

After paying the bills, we headed back out to the griddle that was posing as a parking lot. Everyone kinda left on their own path home. I followed Sharon out being several cars behind her. It was fun passing cars on the few areas you can pass on 86 to catch up to keep her within eyesight. I was on her bumper until we hit the Pea Ridge exit on 62. Another great drive in the books.



As I’m sure some of you out there in WRRland know, I tend to partake in those long brown cylinders called cigars. And at the risk of giving some of you a heart attack, I will occasionally smoke one in the Porsche with the windows down. But I generally drive alone 99.9% of the time and completely clean the car each time. I found this stuff at Parade at the Griot booth and it is killer in removing any kind of odor. Highly recommend it!

What's New With Porsche

Reprinted from the Porsche Newsroom website

The process of charging the new all-electric Macan is best described as a symbiosis of user-friendliness and speed, with an unwavering focus on seamless integration of charging into everyday operation. Like the Taycan, the Macan features permanent synchronous electric motors (PSMs) and 800-volt technology, which not only contributes to high performance, but also aims to optimize charging time. "A higher voltage improves charging performance and reduces loss, while maintaining a lower weight in the vehicle," explains Tomas Gajdos, Manager of the Energy System Project for the Macan series.

Charging capacity of up to 270 kW

The new Macan is the first Porsche to be developed on the basis of the Premium Platform Electric (PPE) developed in collaboration with Audi. Because the sports car reaches a charging capacity of up to 270 kW. Under optimum conditions,* its battery can therefore be fast-charged from 10 to 80 percent in around 21 minutes.



Bank charging comes into play if the selected station operates with 400-volt technology, with an intelligent software effectively splitting the 800-volt battery into two batteries with the same voltage thanks to built-in high-voltage separators. Both batteries can then be charged at the same time with up to 135 kW at a 400-volt charging station without additional HV booster, making the Macan compatible with charging stations around the world and supporting that it can be used as efficiently as possible by customers. Developed specifically for performance and efficiency, the battery itself contains cells that offer the optimal balance between power density, power content, sustainability, and service life. This is further supported by highly developed thermal management that regulates the temperature of the battery to optimize performance. Circulation therefore provides the necessary cooling when temperatures rise, while in colder months high-voltage components such as the battery can be heated as required by

integrating the high-voltage heater. "As a result, the temperature of the battery always remains within the optimal range, whether the vehicle is on the road or in fast-charging mode," says Gajdos. The Porsche Charging Planner, a function integrated into the navigation system, can bring the battery to the optimal temperature prior to charging, taking into account a variety of aspects such as route profile, the vehicle's current level of consumption, and the expected performance of the charging stations.

Intelligent charging process

The charging process has been simplified for the driver with an intuitive operating concept in the cockpit. The new Macan features an intelligent display system that clearly presents information such as charging status, remaining charging time, and the current range. "The new Battery Care Mode aims to optimize the service life of the high-voltage battery," says Gajdos. "If this function is activated by the driver, the target charge level is set to a battery-friendly 80 percent." All of that is complemented by the My Porsche app, which allows users to manage and monitor the charging process remotely. With the aid of the app and the time control integrated in the vehicle, charging processes can be programmed to occur at night when electricity prices are lower. The driver can also choose a time when the battery is thermally preconditioned or a time by which the vehicle should be fully charged. One of the most important innovative components is the Porsche Integrated Power Box (IPB), for which Porsche has registered a patent. It combines three components: the onboard AC charger, the high-voltage heater, and the 12-volt DC-to-DC converter. Weighing in at just 19 kilograms, the ultracompact IPB is relatively light and is positioned between the rear seat and the battery below to save space. "This packaging optimizes distribution of the vehicle's weight," explains Tomas Gajdos. "And it offers more space in the front of the vehicle for a 'frunk,' which is another luggage compartment below the hood at the front."

A charging port on each side

In addition to these technical features, the Macan also boasts a charging facility that offers a high degree of flexibility both at home and on the road. With a DC fast-charging port on the left and two AC charging ports – one on each side of the car – charging is possible regardless of the parking situation. The hardware itself is designed to be robust and user-friendly. The new Macan therefore combines convenience with fast charging. What are optimum charging conditions? CCS quick-charging station with > 320 kW, > 850 V, battery temperature 23°C, and starting state of charge 9 percent.

DOWNLOAD YOUR PCA Digital Membership Card



PCA members can now opt in to the digital membership card, available for Apple and Android digital wallets. It's easy and quick to download! Once in your wallet, your card is easily accessible when you need it.

**VISIT [PCADIGITALCARD.ORG](https://pcadigitalcard.org)
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

[Every Porsche 911 Ranked By Its 0-60 time \(msn.com\)](https://www.msn.com/en-us/news/technology/Every-Porsche-911-Ranked-By-Its-0-60-time)

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

Porsche's Triumph at the 2024 Le Mans

Pole Position and Hyperpole Shootout

The 2024 Le Mans 24 Hours kicked off with a bang, and Porsche secured pole position. In a last-minute lap, the #6 Porsche Penske Motorsport car knocked Cadillac off the top spot during the hyperpole shootout. The hyperpole is a thrilling qualifying session where the fastest cars battle it out for the best starting positions.

LMGT3 Debut Victory

Porsche's LMGT3 class debut was equally impressive. The #91 Manthey EMA Porsche 911 GT3 R, driven by Richard Lietz, Morris Schuring, and Yasser Shahin, clinched victory in the LMGT3 category. This win marked the 111th class victory for a Porsche racing car at Le Mans. The LMGT3 class features production-based sports cars, and Porsche's triumph was a testament to their engineering prowess.

Intense Competition and Tactical Battles

However, victory didn't come easy. Rival teams, including Toyota, raised alarm bells with accusations of tactical deception. The 92nd Le Mans 24 Hours was a fierce battle, and Porsche's expectations of an outright win were met with challenges. Nevertheless, the team persevered, showcasing their resilience and determination.

Rain, Repairs, and Endurance

As rain threatened the race, Porsche's LMGT3 cars continued to perform admirably. The #91 Manthey EMA car led the LMGT3 class, while the #92 Manthey PureRxcing car faced repairs but still finished in 14th place. The endurance aspect of Le Mans truly tested both drivers and machines.

Nick Tandy's Reflection

Driver Nick Tandy summed up the race: "Tough end to a tough race." Le Mans demands physical and mental stamina, and every twist and turn on the iconic Circuit de la Sarthe adds to the drama.

Conclusion

Porsche's legacy at Le Mans continues to grow, and the 2024 edition showcased their competitive spirit, innovation, and commitment to motorsport excellence. As the checkered flag fell, the roar of engines echoed through history, etching another chapter in Porsche's Le Mans saga. Stay tuned for more thrilling races and victories from this iconic brand!





Tech Tips

Reprinted from FCP Euro mailing 5/29/2024

What Does It All Mean?!!

Genuine, OE, OEM, Heavy Duty, Aftermarket, Performance, and Remanufactured. These are all quality tiers you might have come across when shopping for parts for your car. But what exactly do they all mean? Follow along as we explain these quality tiers and the differences between them.

Genuine

The first quality tier that you might be familiar with is Genuine parts. These are the parts that come branded by the vehicle manufacturer (such as BMW, Volvo, Audi, VW, etc) and are the exact same parts you would find at your local dealership. These parts typically come at a premium cost since they are sold through dealerships with higher overhead expenses.

OE

OE stands for Original Equipment. These are the same as Genuine parts originally supplied to dealerships, except with the dealer logos removed. The manufacturers remove these logos due to licensing agreements so that the parts can be sold outside the dealer network. Because OE parts are sold directly from their respective manufacturer, they can be had for a much lower price, which makes it an excellent value, especially when you consider there is no sacrifice in quality.

OEM

OEM stands for Original Equipment Manufacturer. OEM parts are produced by a manufacturer that supplies at least one OE part to a vehicle manufacturer. These are often produced in the same facility that manufacturers OE parts and are held to the same high-quality standards. OEM parts are not originally put on a vehicle from the

factory, but the manufacturers adhere to stringent quality controls, and their parts share in the same reputation.

Aftermarket

Aftermarket parts are replacement parts that are not made by an original equipment manufacturer. You can often find these parts at an even lower price point than OE and OEM, however, while many aftermarket parts meet or even exceed OE or OEM parts, you will also find some that are lower quality. When purchasing aftermarket parts, it is always important to pick a quality and trustworthy brand.

Heavy Duty

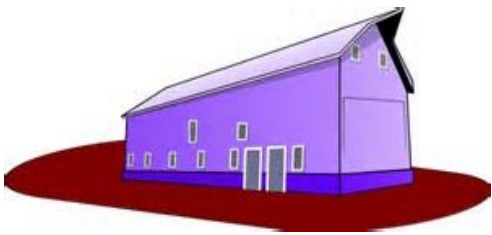
Heavy-Duty parts are typically Aftermarket replacement parts that are designed differently than their OE or OEM counterparts. Heavy-Duty parts are typically designed to resolve a potential weak point of a factory part. While there are not Heavy-Duty parts for every application, you will most commonly find Heavy-Duty suspension parts and mounts which tend to be stiffer and more durable than their OE or OEM equivalents.

Performance

Performance parts, like their name suggests, are replacement parts designed to increase your car's performance. Typically, you will find items such as performance air filters and intakes, performance exhausts, lowering springs, sway bars, coilovers, and much more. One thing to keep in mind with some performance parts is that you will often find compromises in comfort and NVH, or noise, vibration, harshness, or the car's overall driveability compared to the factory parts.

Remanufactured

A remanufactured part is a used Genuine, OE, or OEM part that has been completely stripped down and had all of its worn components replaced. While it once was a used part, it has been completely remanufactured to the standard of a new part. Remanufactured parts are typically much cheaper than OE or OEM parts, but they will usually have a refundable core charge. A core charge is a fee added to the price of the part that gets refunded once you return your old part. This is to encourage people to send their old parts back to be remanufactured.



The Sale Barn



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

**Set of RH "Speedline" wheels, 18 X 8 and 18 X 9.5 Fits Narrow Body 993 and perhaps others. \$3,000.00
Don Marley 479-462-8255**



Side skirts for 996 1999-2004 brand new \$150 Contact Dave Decker 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

Membership Stats

by Ted Jones

White River Region Club Members

Total Primary Members 138

Affiliate Members 76

Total Region Membership 214

PCA Juniors 7

New White River Members – 5

Transfers In – 3

Transfers Out – 0

Lapsed - 5

PCA National Club Numbers

Primary Members 106258

Affiliate Members 55564

Life Members 23

Total Membership 161845

Welcome New Members!

Apr

Jarred & Jill Marley

Simon & Tiffany Robinson 2017 Macan

GTS

May

Mark Hall 2018 911 Carrera S

June

Cameron Honey 1999 911 Carrera 4

Edie Marsh 1997 911 Carrera S

Anniversaries JUL - SEP

	Yrs
Brad & Cindy Esslinger	37
Duane & Angie Birky	30
David & Laura Duncan	25
Thomas Puorro	22
Richard & Karol Rulli	21
Brent & LeAnn Akers	18
Joe & Chase Swaffar	16
Michael & Bonnie Witte	13
Rufus Ramey	13
Harry Alexander	12
Dan & Casey Worrell	12
Alan & Sherri Lamb	11
Michael Shah & Faith Pettit-Shah	10
Cary Haramoto & Marlene Samuel	10
Brian & Gwen Smith	9
Jon Elliot	8
Jim Barre	7
Patrick Ossenkop	6
Richard Perkins	6
Jim Hiland	6
Travis Fink	6
Issac Younis	3
Phil Mace	3
Robyn Rogers	3
Caleb Fink	3
David Cook	2
Logan Diebal	2
Ali Comelekoglu	2
Ben Bricker	2
Gerald & Anna Lamb	1
Georgia Maberry	1
Lisa Butler	1
Michelle Moore	1
Susan Hiland	1
Debbie Lestina	1
Jeff Retej & Todd Brown	1
Jerry & Candace Giesler	1