



# White River Rolling

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## 2020 Region Officers



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### On The Cover –

A little nepotism but if the President can do it, your editor can. My son Chris's new 1984 944.

Send me pics of your Porsche!

*The Editor*

## 2020 Calendar of Events

**July 25:** Wheels for Meals, Jasper, AR

**November 4-8:** Porsche Palooza, Eureka Springs

More events to come after the Event Planning meeting

## Events to hopefully look forward to

Annual drive to Ed Walker's Drive In in Ft Smith, AR

Ausflug SWM to the Farmer's Daughter restaurant in Cassville, MO

Pitch – in lunch at Ed Worrell's home in Beaver Lake, AR

Winery tour either one day to Altus, AR or possibly an overnigher to Hermann, MO

TSD or Gimmick Rallye in Eureka Springs, AR with lunch at Area 71

Octoberfast DE Event at Hallett Raceway, Jennings, OK

Do you know what is really sad? We are missing some great drives while premium gas is \$1.495/gallon!





## From the Wheel by the Editor

Strange days my friends, strange days indeed. A special thanks and a blip of the throttle to my wife Cindy and all the other health care workers, first responders, National Guard and our military, American labor that has switched to manufacturing much needed PPE and health equipment and other countries that are helping the U.S. through this pandemic.

So what has everyone been doing with their spare time? I personally am not sheltered at home though I do miss going to McD's and reading the news while munching on a breakfast burrito and Diet Coke. The company I work for is considered essential so I'm still going in two days a week. So much for retirement.

But I did decide to start on the redo of my garage. I had everything on open shelves and junk piled everywhere. I bought three cabinets from Lowes and proceeded to assemble them. At least all the stuff would be hidden from view.

Massive amounts of auto cleaning and waxing chemicals!

The original idea was to paint the walls surrounding where the Porsche is parked in the German flag colors. What was I thinking?! I have 12 ft. ceilings and I'm not that energetic. So I bought colored duct tape and proceeded to put a flag stripe around the wall perimeter.



Not bad. I took down all the Porsche posters that were stuck on the wall with push pins and have started framing a few to mount above the tape stripe. I also have three separate tool cabinets, one by the Porsche, one by the workbench, one by the Harley, all with same type tools. I combined them into one area and the next job is to organize them into useful storage.

More fun to come!

Keep those cards and letters coming.

## President's Notes by Leonard Zechiedrich

**Guten tag White River Members,**

I hope everyone has been staying safe for the last couple of months and taking advantage of the extra time to enjoy life. At the Zechiedrich household, we've used our extra time to complete projects and enjoy the family. I've started some new upgrades on the 1979 930, but got distracted this week by a 1983 Honda Passport (non-running project found on FB Marketplace) that my buddy Matt from Springfield found for me. Conveniently, it was only 15 minutes from the house. I don't know why I feel the need to rescue these types of projects. I can only guess that it's the challenge of getting them to run again and back on the street. I also really enjoy riding them. They are not fast nor do they ride particularly well. It is just a simple, fun experience that probably goes back to my junior high days and my first moped. BTW, mopeds have pedals like a bicycle, scooters have no pedals and a step through designed body.

Speaking of Matt Montgomery, some of you might remember him from Palooza as he formerly worked for Porsche Springfield. He was our Palooza webmaster for a few years as well. Matt has an awesome collection of antique vehicles of all kinds. At one point, WRR had scheduled a drive to Springfield to tour his collection and have lunch. That drive was cancelled due to bad weather, but we need to reschedule and make it happen! Anyway, it seems that I end up with another project every time I get a text from Matt.

Want some examples? These are all definite things that I "need."

1. 1978 KTM moped (I didn't even know KTM made a moped at the time!)
2. Vintage Rally Racing Arcade game featuring a Porsche Spyder
3. 1977 Motoguzzi Moped (I didn't know Motoguzzi made a moped at the time)
4. 1971 Porsche 914 in Tangerine
5. 1977 Porsche 911S (I've since traded for a Ruf five-speed transmission in Canada.)
6. 1968 Porsche 911L
7. 1981 Honda "NoPed" Express 50 (three-year-old Brooklynn and I drove to Springfield to get it during a snowstorm!)
8. Tool Boxes & tools from retired VW mechanic
9. Vintage Porsche 935 liquor decanter
10. Porsche 356 engine
11. 1983 Honda Passport C70 project



*Matt makes a special  
delivery for me!*

*Porsche Palooza  
November 2017*

On a different note, I would like to welcome my great friends Heath and Leslie Wagner to our club! Heath is one of my life-long friends and we grew up together riding mopeds and motorcycles, building cars, street racing, it goes on and on. We both had Puch mopeds; we both had Honda and Yamaha dirt bikes; we both had Triumph Spitfires.



Then, I got a 911 and Heath got a 914. Heath has been jealous ever since until a couple of weeks ago when Heath got his first 911! I know you will welcome Heath and Leslie to the club when you see them at one of our upcoming events...when we can have events again.

It has been interesting to learn the history of this car. It's a really nice and original white 1977 911 targa, which belonged to a former club member, Ernie Jacks. Ernie purchased the car back in the days when the local club was the Ozark Mountain Region, chartered in 1991. Some of you may remember the yellow 914 that Leslie (different Leslie) and Margee Morse use to own. It was a great little 914 and was

purchased by the Morse's from Ernie as well. Ernie had an eye for acquiring nice Porsches and then keeping them in fantastic shape. I want to personally thank Ernie's daughter and her husband, Jenny and Don Shreve, for being so nice to deal with during these unusual times. Jenny generously supplied a couple of pictures taken in 1991 of her dad with the targa at a PCA event at Whitney Mountain Lodge. Thank you to Leslie Morse for putting names with most of the faces.



*1991 at the Ozark Mountain Region's first show at Dick Sedon's place  
Left to right: Pat Tobin, Ernie Jacks, David Huff, unknown*



*Dual-region event (Ozark Lakes Region & Ozark Mountain Region) at  
the Lodge at Whitney Mountain*

*Left to right: Pat Tobin, Red 944S and spouse, Richard (behind) & Kara  
Moist, Ernie & Nita Jacks, Ozark Lakes couple, Chris & Jill Griesbaum,  
Leslie Morse (continued on page 7)*



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







# ZoneFive Update

by Chuck Bush  
Zone 5 Representative  
[Zone5rep@pca.org](mailto:Zone5rep@pca.org)



Wow- it has been a crazy month. Hope you and your families are well.

I hope you have seen the notes from PCA about PCA's response to the Covid-19 crisis and the cancellation of National events. It is good that folks are making the best of things with Sim racing, and virtual events. There is a lot of activity on social media as folks try and maintain their close relationships with their fellow PCA members. As the crisis situation appears to be improving folks are looking forward to getting out. If you are using social media to coordinate drives and such, please be clear it is not a PCA drive with PCA insurance.

If you want to set up a PCA drive, make sure you are clear about how you are meeting all state and local guidelines on COVID-19 or your insurance request will not be approved. I am optimistic that we will begin to safely run some events by June. Outdoor events such as drives, concours and autocrosses should be good options with appropriate safety measures. The national DE chair and committee are looking at ways to resume doing DE events in a compliant manner.

As we start to get to a new normal, please be cognizant of the image you are presenting for PCA. We don't want to look like we are flaunting local and state guidelines as well as putting our members at risk. Continue your great work supporting our communities in these difficult times and stay engaged with your PCA friends.

I look forward to seeing you out on the road!

Chuck

*Left to right:  
Chris Griesbaum,  
Leslie Morse,  
Richard Moist,  
owner of 944S*



Enjoy the drive; I know I will!

Leonard

## A feel-good moment for WRR members

From: **STEPHANIE BENTLEY**

Date: Mon, Apr 20, 2020, 10:42 AM

Subject: Did you know...

To: Sharon Hays

that the donations from the Porsche Club are sustaining our two little free food pantries right now?

BECAUSE OF YOU, I am able to shop each Monday, spend about \$100 a week, and use my car as a mobile pantry to fill our neighborhood pantries. And we are good to go for the rest of the school year. Just thought I'd pass that along for your to share with your people.

Hope you and yours are well.

-S.

**Stephanie Bentley**

**School Counselor, Bayyari Elementary**

**2199 Scottsdale, Springdale, AR 72764**

# *Coming to a website near you!*

Article by Dave Decker

Starting in May, White River Region will have its own webstore courtesy of PCA. The garments will be available on our website [www.wrr.pca.org](http://www.wrr.pca.org) complete with the WRR logo under the menu item "Store". You will click on the garment and it will take you directly to the PCA webstore to see the colors available and different views of the garment. The best thing is PCA handles the whole kit and kaboodle, processing, shipping and money transactions. We sit back and rake in a percentage of the sale.

Caveat – yours truly picked out the styles and colors you see so it may not be to everyone's liking. If you know of a style you really like and there is enough interest, I can check the availability. We are allowed 15 styles with 3 colors each including the cap. I tried to be different in the options but you are dealing with a guy that has worn the same Porsche cap for 8 years and the same summer shorts for at least 10. The store is something our region has needed for quite a while so I hope everyone enjoys it.





# Under Pressure-

## History of the Porsche Turbo

Reprinted from the Porsche Newsroom website

Visually it resembles a snail's shell, but it makes engines move a lot faster than that! Since the early seventies, Porsche has put its trust in turbochargers as a means of increasing performance. In 1972 the technology passed its motorsport baptism of fire with flying colors on board the powerful 917/10. The following year, the open 917/30 Spyder dominates its opponents in the North American CanAm racing series. Then the turbocharger enters series production: With the 911 Turbo, initially 260 hp strong, the brand finally belongs to the elite circle of manufacturers of high-performance sports cars.

To begin with, Porsche had only planned for five hundred units of the 930 series—as it was known internally—for it was the number of units required for motorsport homologation. The pleasingly high demand for the broad-cheeked bundle of muscles with the mighty rear wing caused a quick rethink. In 1977 the first enhancement was made to the 911 Turbo—its displacement was increased from 3.0 to 3.3 liters and its output rose to as much as 300 hp. Apart from some smaller modifications, the 930 remained in the product range almost unchanged until 1988. It laid the groundwork for a turbo success story that's currently starting its latest chapter with the 992 generation of the 911.

The basic principle of increasing performance by means of a turbocharger still applies today: after ignition and the power stroke, the burnt mixture escapes into the exhaust system via the exhaust valves at such high pressure that it can drive a turbine at high speeds. A shaft connects the turbine to a compressor wheel, which in turn scoops more fresh air into the combustion chamber on the intake side, thus ensuring more efficient combustion. So far, so simple.

But the technology is not without its drawbacks. For one, there are the high temperatures that the turbocharger can reach. The spiral-shaped turbine housing can heat up to a good 1,000 degrees Celsius and must be shielded accordingly—on the compressor side as well. Ideally, the charge air should not be more than twenty degrees warmer than the ambient temperature before entering the cylinder. If the difference is greater, the air loses too much density, which impairs the combustion process. Boost control and pressure build-up have also presented challenges.

Turbo development has made great strides since 1974, largely thanks to Porsche. Over the decades, Zuffenhausen has come to see the term “turbo” as synonymous with leading technology. The top model of every 911 generation has borne the word in its name. The technology has established itself as particularly efficient and low-emission while also being very cultivated. Perhaps the most impressive achievement is that the turbo engines have reached the level of much larger, naturally aspirated engines, even in terms of their responsiveness. Porsche has succeeded in taming the legendarily explosive power delivery.

Even the turbocharger of the 1974 ancestor had an exhaust-gas overpressure valve (wastegate), something that was previously only familiar from racing cars. With a maximum boost pressure of 0.8 bar, it develops 260 hp, but the thrust kicks in somewhat abruptly at 3,500 rpm. In 1977 the 300 hp successor appeared with a larger compressor wheel and---at that time another novelty for passenger cars---an intercooler for the compressed air.

Porsche demonstrated the future potential of turbo technology with the 959, which was first presented at the IAA in 1983 as the Group B study and was launched three years later as a road version. The all-wheel-drive super sports car has a complex sequential boosting system with two different-sized turbochargers. The smaller one responds at lower engine speeds. Added to this is an electronic boost control system developed by Porsche. The four-valve engine also sports water-cooled cylinder heads

The 911 Turbo of the 964 generation, with 320 hp, initially adopted the 3.3 liter Engine of its predecessor in 1991. Thanks to complex exhaust-gas aftertreatment with three-way metal catalytic converters and an additional catalytic converter for the bypass outlet, it met increasingly stringent emission standards. Pressure-controlled characteristic map injection and a fifty percent



larger charge-air cooler were added as well. A 3.6-liter version followed in 1993—now with 360 hp but better fuel economy.

In 1995 Porsche presented the 911 Turbo of the last air-cooled generation—993. It was the first time Porsche relied on the power of two turbochargers in a series-production model. Unlike the 959, however, they were not sequential, but worked in parallel. They each supplied one cylinder bank of the 3.6-liter six-cylinder engine with charge air. The wastegate integrated in the turbo was also new. This 911 Turbo was the lowest-emission vehicle of its time, and from 1997 the same applied to the Turbo S. In its most radical, motorsport-inspired version, the 911 GT2, its output can reach up to 450 hp.

The 996 generation, introduced in 1997, and its turbo version, introduced in 2001, marked a new beginning: all engines, including the new 3.6-liter turbo, were now liquid-cooled. The Turbo and Turbo S (as of 2004) had VarioCam Plus, an adjustment of the intake camshaft including valve lift switching of the intake valves. The turbo engine was based on the powertrain of the 1998 Le Mans victor, the 911 GT1. Standard on the Turbo S model: Porsche Ceramic Composite Brakes (PCCB). Tiptronic S was available on request. The S owes its 450 hp to larger turbochargers, more efficient charge-air coolers, and modified catalytic converters.

The 997 generation 911 Turbo surprised everyone in 2006 with a world first: Porsche had combined a gasoline vehicle with so-called VTG—variable turbine geometry. This means different angles of attack for the guide vanes. At low engine speeds, the vanes stand more upright in the exhaust stream and therefore respond sooner. Although already established in diesel engines, the VTG principle for the gasoline engine of the 911 Turbo had to be developed practically from scratch. The much higher temperatures, compared to a diesel engine, required materials from the aerospace industry.

Turbo development has reached new heights in the 992 generation. The new engine of the 911 Turbo S combines wastegates with VTGs—with the difference that now they're mirror images of each other and even larger. The advantage to this innovation is that, after a cold start, the catalytic converters heat up more quickly because they're warmed up directly via the electronically controlled bypasses. There are benefits to efficiency as well: the exhaust back pressure is automatically reduced when operating

# Cary's Corner

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



Kill Coronavirus in a Car Without Damaging Surfaces - Consumer Reports  
<https://www.consumerreports.org/tires-car-care/how-to-kill-coronavirus-in-your-car-without-damaging-interior-surfaces/>

How To Draw A Porsche 911, Taught By Company's Head Of Design  
<https://www.motor1.com/news/410382/how-to-draw-porsche-911/>

(press Ctrl-Click to activate link)

Until next time.....Aloha



at full load, which reduces the residual gas in the cylinder that interferes with combustion. The term “turbo” was once a synonym for brute power delivery. Today, turbocharged engines set standards in terms of fuel efficiency and smoothness.



# Tech Tips



Text and photos by Dave Decker

When I bought the 911, I was handed a box of parts by the seller and was told that it comes with the car. My first thought was "Great! What's missing on the car?". When I got home and delved into the box, it was like Christmas came early! There were cat bypass exhaust pipes, racing brake disc pads and a K&N air charger kit complete with instructions. Suhweet! The previous owner must have drove the car as Porsche intended.

It has been noted the 996's 3.4 engine doesn't really respond that much to add-on's however any engine likes to breathe so I thought ok, let's give it a try. The claims of massive increase in horsepower is dubious at most but at least it would look cool. I had previously installed K&N's on my 350Z and BMW 325ci so how hard could it be?

I've been meaning to install it for over a year but just never pulled the trigger. When I had to replace the AOS I decided this was the time to do it. The OEM air box had to come out so it was now or never. I have no idea what the air does inside the original huge airbox but it must go in circles several times before entering the throttle body.



When you remove the airbox you can actually tell you have an engine down there. The earlier air-cooled Porsche's had a wide open space to see the engine but I guess the powers to be decided to hide the water cooled view.

Removal was simple enough, The main thing was to not to damage the MAF inlet and keep all the parts separate. I decided

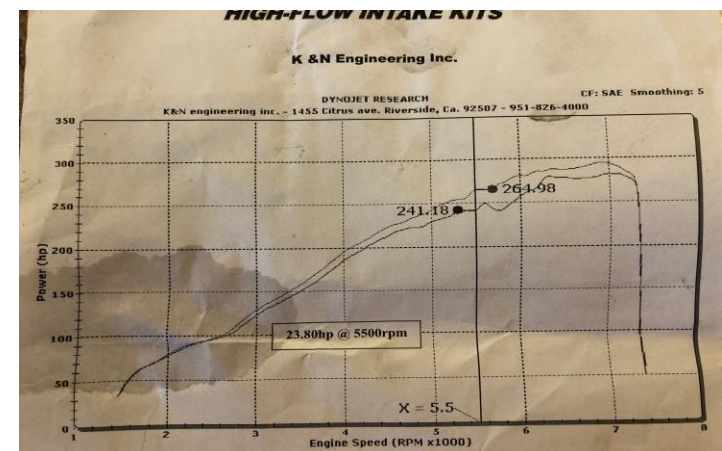
to purchase a new MAF sensor while it was disconnected. You are told to allow \$2000 a year by the gods of maintenance. Yep, bouncing off of that number. There was no installation time listed in the instructions so at least I didn't have that pressure.

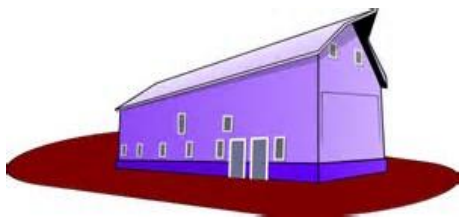
The hardest part was getting the heat shield assembly installed and aligned properly for fit. Since the unit had been previously installed, I didn't have to drill holes for the MAF socket or decide which mounting brackets go where. K&N's instructions are very complete with photos and all. Besides, I had already lost several religions on the coolant tank, alternator and AOS installation.



With everything installed and checked for air and coolant leaks, it was time to see if it stays in one piece. I drove lightly until I got to the I-49 ramp. Pedal to the metal!

Oh my stars and garters!! Talk about rev happy! The tach needle climbed quickly to 6000 and it just wanted to keep going. And the sound! I may never turn my stereo on again. It roars, I mean it seriously roars. I love it! K&N says the kit is guaranteed to increase horsepower with at least an extra 25 RWHP. Very well possible indeed. Maybe I should go ahead put those cat delete tips on also. Stay tuned.





# The Sale Barn

Wanted:

Porsche Originale 02 wanted.  
Don Marley 479-462-8255.

**A&B AUTO GLASS, INC.**  
auto glass replacement and repair

**JOE CAPKO**  
Owner/Installer  
35 years experience

2403 N 2nd Street  
Rogers, AR 72756  
479-621-5073

**Star Graphics**

Vinyl Graphics, Pin Stripes  
3M Paint Protection Film Install

Casey Capshaw 479-957-0395

Case.capshaw@gmail.com

## Region and National Membership Stats by Mike Hays

### White River Region Club Members

Total Primary Members 101  
Affiliate Members 56  
Total Region Membership 157  
Test Drive Participants 1  
PCA Juniors 6

### New White River Members – 3

Rick Boone 1999 Silver 911 Cabriolet  
David Campbell 2006 Black Cayenne Turbo  
Guary Morgan 2007 Meteor Gray Cayman S

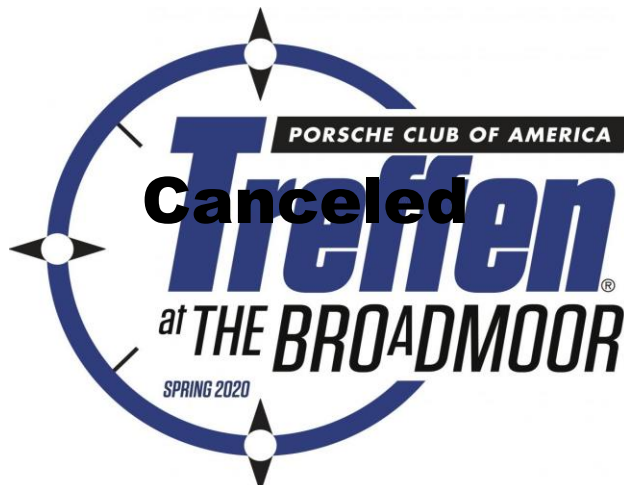
### Renewals

Charles H. Jacobus & Charles Jacobus (2010)  
Dave Decker and Cindy Bosley (2012)  
Dean Meyers and Jeff Eberle (2016)

Transfers In - 0  
Transfers Out - 0

### PCA National Club Numbers

Primary Members 86306  
Affiliate Members 47553  
Life Members 17



## The Tool Shed



928 S4 flywheel lock  
"Kempf" timing belt tension checker (for 928)  
A/C vacuum pump  
R134a Gauge set  
Oil pressure/transmission pressure gauges and adaptors  
1000lb engine support bar  
1000lb Transmission scissor jack  
**Mike Hays** [sharkey928@gmail.com](mailto:sharkey928@gmail.com)  
Baum Tools B9612K M96 Timing Kit  
Coolant flush kit  
**Dave Decker** [wrrnews@gmail.com](mailto:wrrnews@gmail.com)



**Registration is now open**