



# White River Rolling

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



**June 2020**

**Volume 4 Issue 5**

**[wrr.pca.org](http://wrr.pca.org)**



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### On The Cover –

Cary Haramoto and Marlene Samuels'  
2013 Boxster. First year for the 981,

Send me pics of your Porsche!

*The Editor*

## 2020 Calendar of Events

July 25: Wheels for Meals, Jasper, AR

November 12-15: Porsche Palooza, Eureka Springs

More events to come after the Event Planning meeting



## From the Wheel by the Editor

I can officially say I have driven them all, Porsche's rear-engine, mid-engine and now front-engine delectable delights. I recently visited my son in O'Fallon, IL to see our grandson Noah before he becomes a Navy recruit. Proud I am of that kid! (Just had to throw that in; editorial license).

My son Chris recently purchased an immaculate 1984 944 with just 18,000 miles. This beauty is perfect; a platinum metallic color with a chocolate interior. I know that's not the official name for it but it looks like chocolate to me and trust me I know what chocolate looks like. We took it out that evening and to say the least, I was impressed with the neutral handling and overall tightness. It has a very healthy rumble from that 2.5 four cylinder.

Throttle response was good but Chris said it stumbles a bit and shakes at idle when first letting off the accelerator. A quick review of some YouTube videos gave me some insight on adjustments to the throttle body. The adjustments were fairly straight-forward, an idle cam screw and air-fuel mixture screw. The 944 was manufactured back in the day when you could actually work on a car. I set the idle to 950 rpm's and enriched the mix hoping it was a little lean. We took it back out and response was better but I'm sure it's not where it could be. The car has been sitting for a while so I told Chris to run some fuel cleaner through it because I'm sure there is varnish in the lines and injectors. If there are any members out there in WRR Land that has other suggestions, please email me. Chris has joined White River and definitely plans to enter this sweetheart of a car in Palooza.

On another note, I need pictures for the front cover of the newsletter. My plan has always been to have member's cars on the cover. I know you got them. If you are like me you have more pictures of your Porsche than your kids.

Keep those cards and letters coming.

[wrnews@gmail.com](mailto:wrnews@gmail.com)

*Dave Decker*

## President's Notes by Leonard Zechiedrich

### Guten tag White River Members,

I want to give a big thank you to our members for voting for the "Green Machine" in the Pelican Parts Virtual Car Show. The car was selected as a semi-finalist by Pelican and your votes have placed it in the Finals. The last round of voting is up now and I would appreciate your vote one more time!

Here is a direct link to the voting site for the Finals. The Green Machine is under the "Best DIY Project" category and you do not have to vote for all the cars, but you must get to the end of the voting and click done! Danke!!

[VOTE FOR THE GREEN MACHINE \(Click Here\)](#)

(Press Ctrl-click to activate link)



On a different note, it has been communicated through PCA National Staff, that all PCA events will be accompanied by a Communicable Disease Waiver (CDW). As per the communication, this applies to all PCA events from MAY 26, 2020 through MAY 26, 2021. It's certainly too early to know for sure, but Palooza may not happen in 2020 if there is no Vaccine for Covid-19 by the time November rolls around. The idea of a CDW, coupled with the very real possibility that our event could spread the virus and cause sickness or worse is very disheartening. We'll have to wait and see if medical science can pull us out of this with a vaccine. I will do my best to keep our members up to date on the latest from PCA regarding this situation.

This past week, I got to work with a local drone operator to take some photos for an upcoming project. Once again, the whole family helped out and we all had a great time. I'm lucky to have such a supportive and adventurous family! We took some pictures and practiced our social distancing.

Lastly, if you are working on projects, taking a solo drive, have a cool photo of you with your Porsche, or just want to tell a funny or interesting story, please send your information to Dave so he can include it in the newsletter. Now more than ever the



newsletter plays a big role in not only communication with the club, but as “Porsche entertainment” for the club.



Enjoy the drive; I know I will!

Leonard

Details on my projects can be found at [www.the911den.com](http://www.the911den.com)

## WELCOME TO THE NEW WHITE RIVER REGION WEBSTORE



article by Dave Decker

It's finally here! The official White River Region store is open for business. It took a bit of doing to get the logo to satisfaction but it was definitely worth the effort. Special thanks to Charlotte Chirinos with PCA.org and James Warlick with Whatsuppromotions for all their help and support. I'm sure I drove them crazy for a bit.

I don't have the store up yet on the WRR website but it should be there this month. If you can't wait and I hope you can't, 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. Let me know what you think.





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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.



**PORSCHE**





# ZoneFive Update

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



Hope you and your families are doing well. It has been a quiet month in the PCA world with most events in our area still being cancelled. The good news is that as our states begin to re-open, we are starting to see more events being planned. Hope you get out to enjoy a PCA event soon!

As we start to plan more events, PCA is looking to protect members and event organizers with a communicable disease waiver. This is a new waiver that you will be asked to sign prior to your next PCA event. It covers all PCA events through May 2021. It protects our members by requiring folks to stay home if they are sick, and protects event organizers in the unlikely event that someone attending one of our events gets sick and seeks to place the blame on organizers. While you might feel the waiver is an inconvenience, it allows us to keep our insurance in these challenging times. I would appreciate any feedback on this.

As you are waiting for events to resume, check out the content on PCA.org and the PCAHQ YouTube website. Lots of interesting content in there about Porsches and PCA.

Hope to see you out on the road soon.

Chuck

Ed. Note - I feel PCA tends to over-regulate sometimes in its quest to protect its members and their vehicles but I'm in total agreement with this. Unfortunately, being in a tort society we have some people that will sue you for looking cross eyed at them. This Covid-19 is nothing to mess with and the region does need to protect itself. Hopefully soon we can get together again.



## Pelican Parts VIRTUAL CAR SHOW



We're excited to bring you the Pelican Parts Virtual Car Show complete with a chance to win prizes for each category, including a \$750 Pelican gift certificate for Best In Show! Get involved in by posting your own car and garage photos via one of the links below, and we can enjoy together the best of car shows from the safety of our homes!

Simply post a photo of your car, garage or maintenance / DIY / modification car project alongside what category you want to be considered for (FYI everyone gets considered for Best In Show) and for some categories, a description of the work you did on the car. We will select the finalists and then let everyone vote for the winners! Note that if you submit via Facebook, the Facebook submission has to include the hashtag **#PelicanCarShowContest** in your submission.

**Your votes have helped determine who has advanced from the semi-final round of our Virtual Car Show to the finals! And now we need you to choose the winners. Voting should take only 5-10 minutes to complete.**

**Vote for Leonard and Zane's Green Machine! Voting ends June 15.**

**Press ctrl-click to activate link. Vote now and often!**

<https://www.surveymonkey.com/r/5DL5DV9>

# Double Your Pleasure

Reprinted from the Porsche Newsroom website

It used to be that only a Porsche with manual was a true Porsche. Not anymore. The advantages of the dual-clutch transmission are too great to ignore.

The uproar was considerable. Back in 1967, when Porsche first offered the 911 with a semiautomatic Sportomatic transmission, it wasn't just dyed-in-the-wool brand purists who were dismayed; the trade press was equally skeptical. Even reserved Porsche fans registered their consternation. The omission of the clutch pedal was intended to enhance the car's comfort. Comfort? In a sports car? And on top of that, two seconds slower from 0 to 100 kmh than with manual? As if all that wasn't enough, it also had a higher fuel consumption. Needless to say, the Sportomatic package was not a rousing sales success.

Fast-forward half a century. By now there's little sign of the initial backlash against the alleged mismatch between sportiness and automatic technology—and that's down to the Porsche dual-clutch transmission (PDK). Initial trials with the new technology starting in 1980 culminated in a signal achievement in 1986.

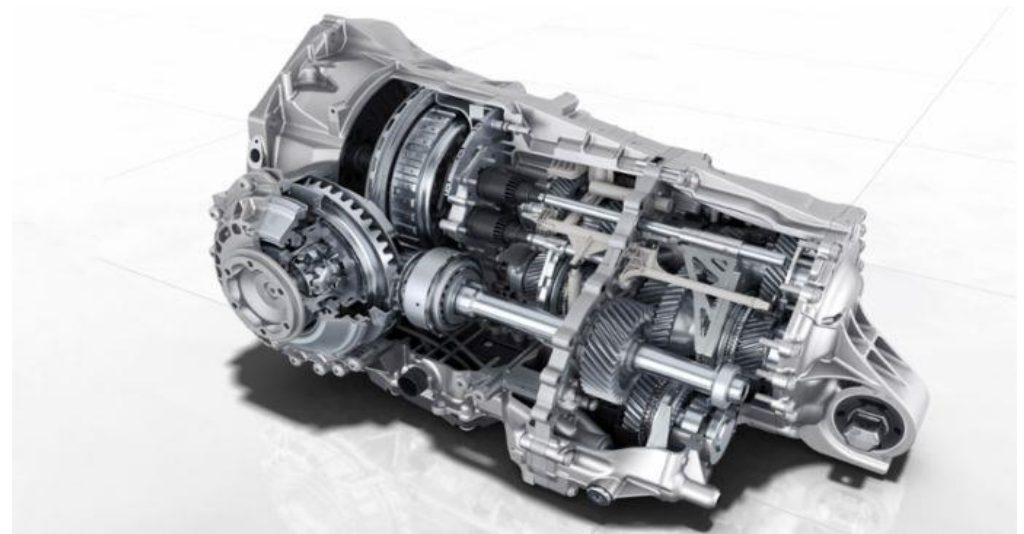
In the PDK, the gears are distributed between two separate clutches—hence the name. The odd gears and reverse are connected to clutch I, while the even gears are connected to clutch II. The technology enables fully automatic gear changes without traction interruption.

Similar to a manual shifter, the individual gears are selected using shift forks; in the PDK system, it's done through computer-aided electrohydraulics. The result is a synthesis of manual and automatic shifting. Efficiency, dynamics, and comfort are an unrivaled combination in the PDK.

For all its day-to-day usability, the PDK system was initially used exclusively in the world of motorsports after its introduction in 1983. This transmission type offers a significant advantage, particularly in combination with turbo engines: unlike

with a manual transmission, drivers can keep their foot on the gas during gear changes, and the charge pressure of the turbo is retained. Traction interruption? Not a bit of it.

It was some time before series production began however. The control electronics first had to go through a number of development stages. Above all, the new technology needed to grow out of its habit of jarring gear changes. Starting in 2008, Porsche offered an optional seven-speed PDK in the 911 Carrera and the 911 Carrera S. The breakthrough came a year later with the world premiere of the Panamera model range. In 2009 the four-door sport sedan became the first Porsche with a standard seven-speed PDK—the PDK I—installed in several variants. Since 2016 the new Panamera has been offered exclusively with the eight-speed PDK II. And the PDK in the new 911 features eight speeds as well. Indeed, unlike in 1967, the trend among Porsche drivers is increasingly toward automated transmissions.



## 75% – Popular PDK

More than three-quarters of all delivered Porsche 718 and 911 models today are equipped with a PDK system. The figure rises to 100 percent for the Panamera and Macan—a manual transmission is no longer offered in these model ranges. Whether it's eight speeds in the Panamera or seven in the Macan, the PDK transmission offers greater - comfort and efficiency without compromising sportiness—a combination that a manual transmission simply can't achieve. For the 911 GT3 RS,



the PDK boasts an even sportier setup, with shorter gear ratios, optimally stepped gears, and faster response times. And what about the purists, for whom nothing can compare with the marvels of manual transmission—not even a PDK? They still get what they're after with Porsche. The new Porsche 911 Speedster, for instance, is only available with manual transmission.

## **0.4 seconds – Accelerate faster, 0.4 l/100 km – Greater efficiency**

Even the first generation of the PDK enabled faster gear changes. Compared to the conventional Tiptronic S automatic transmission, which was ten kilograms heavier, the optional PDK introduced in the Porsche 911 Carrera and Carrera S in 2008 shifted up to 60 percent faster and without traction interruption. That naturally impacted acceleration. The 2008 Porsche 911 Carrera with a seven-speed PDK—in Sport Plus Mode—shifted 0.4 seconds faster than the version with a manual six-speed transmission. For the 2008 all-wheel-drive 911 Carrera 4, it amounted to 4.6 seconds from 0 to 100kmh instead of 5.0—advantage PDK.

The extent to which Porsche has optimized its dual-clutch transmission from generation to generation is demonstrated by the current 911 Carrera 4S. The eight-speed PDK comes standard, and gear changes now take place in milliseconds. The result: the sports car accelerates from 0 to 100 kmh in 3.6 seconds, and in just 3.4 seconds with the Sport Chrono package (fuel consumption combined 9.0 l/100 km; CO<sub>2</sub> emissions 206 g/km). That would be out of the question with a manually shifted car.

The PDK's positive impact on fuel consumption was immediately evident from the time of its debut in 2008: with a six-speed manual transmission, the 238 kW (385 hp) Porsche 911 Carrera S consumed 10.6 liters per 100 kilometers—0.4 liters more than the version with PDK. It was also thanks to the PDK that a Porsche 911 Carrera was able to crack the ten-liter barrier for the first time, coming in at 9.8 l/100 km. And today the PDK II is even more efficient than its predecessor—despite weighing twenty kilograms more. But then it has to fulfill quite distinct requirements as well. Moreover, this newly designed transmission type is built for use in electrified vehicles.

# **Cary's Corner**

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



**For you guys who miss track days**

<https://pcasimracing.com/reference-library/>

**Barn find!**

<https://interestingengineering.com/enormous-300-car-barn-find-to-be-auctioned-with-youtubers-help>

**Porsche Offers Modern Infotainment Systems For Classic 911 Models**

<https://www.motor1.com/news/414490/porsche-modern-infotainment-classic-models/amp/>

(press Ctrl-Click to activate links)

Until next time.....Aloha





# Tech Tips



Reprinted from Grassroots Motorsports website

## Buying A 1999 – 2004 911 Carrera

First, before buying a 996 it's absolutely essential that you be willing to pay to have a professional inspect the car. Make sure you pick someone who has lots of experience with the 996. Having a service history that your professional can check is also a plus. Once you've verified that the whole car is up to snuff and have it in your garage, we recommend first turning your attention to the suspension. Original components like shocks and bushings are typically completely worn at their current age. Other than the basics, you can install lowering springs and stiffer shocks to match for an even sportier feel. Also keep in mind that a good alignment makes all the difference in the world on these cars. It'll make the car much more fun and safer to drive.

The second most common upgrade is typically replacing the stock exhaust with an aftermarket setup. Many owners enjoy the better sound and roughly 5-to-6-horsepower gain that can result depending on what system you buy. Combine that new exhaust with an ECU flash and you could see gains of more than 10 horsepower. That doesn't sound like too much, but the biggest difference the flash makes is in the torque curve. It also reduces the "throttle-by-wire" lag between the pedal and the stepper motor, which makes for a much more responsive feel and more power gains lower in the rev range. Although the ECU flash is probably the best overall bang-for-the-buck upgrade, it'll set you back about \$1000. There are quite a few companies who provide them, including FVD and Softronic.

If you're planning on driving your 996 hard, you'll want to expand the car's oil capacity by adding the deep sump. Some companies offer a metal spacer that lowers the stock unit; if you use the original sump, make sure to remove it and inspect the inside. The rubber oil-control flaps are mounted to a cast-metal

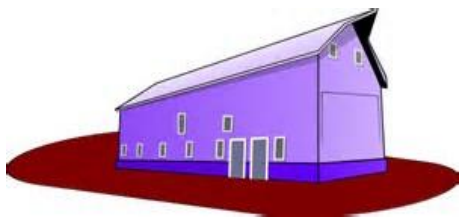
extension with rivets, which have a tendency to disintegrate and clog the sump. Some owners modify their cars' intakes. We specifically do not recommend changing anything in this area of the car. Modified intakes have a tendency to have trouble getting cool air, killing performance. They also often cause problems with how the air is directed through the air mass meter. A modified intake might sound better, but the factory system works best and doesn't cause as many problems.

These cars represented a quantum leap in complexity over the previous model, meaning more sophisticated ABS, traction control and other systems. However, these more capable systems also come with an Achilles' heel: They require additional maintenance and can lead to higher repair bills than previous generations such as the 993. As for maintenance, rear main seal leaks are common. There's a revised seal available that has a Teflon lip instead of the traditional rubber-and-spring setup. These seals are the same type found on Cayenne and are much more effective.

As you may know, the 996 was the first generation of Porsche 911 to sport a water-cooled engine. If the water pump hasn't been changed yet, it should be. Belt rollers tend to fail. You'll usually hear a squeaking noise coming from the engine before any catastrophic failure. Locate the roller that's squeaking and replace it.

Replace the coil every 50,000 to 60,000 miles. While you may not feel a misfire or observe a check engine light, a diagnostic scan may reveal a misfire code. It's better to replace the coil at this point before the car starts running noticeably worse. The most important maintenance item is changing oil more frequently than the factory recommends. Oil change intervals of 12 months or 6000 miles are necessary to avoid the somewhat common intermediate shaft failure. You should also check the oil filter elements every 12 months—and before the car goes on track—for metal particles that may hint at this condition. Cars driven harder and more often typically fare better than garage queens. If your car is running with an original air-oil separator, that's another item that should absolutely be changed before the car sees a track. It's a \$125 part.





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## Region and National Membership Stats

by Mike Hays

### White River Region Club Members

Total Primary Members 100

Affiliate Members 54

Total Region Membership 154

Test Drive Participants 1

PCA Juniors 6

### New White River Members – 2

Chris Decker (1984 Platinum Metallic 944)

Matt Karpinko (2007 Cayman S)

### Renewals

Bill and Hope Allen (2018)

Eldon and Debbie Boone (2019)

David and Linda Ferrell (2013)

Don and Nancy Marley (2016)

Ronnie Stowers and Debra Tolliver (2006)

Henry and Melissa Udouj (2009)

Transfers In - 0

Transfers Out - 0

### PCA National Club Numbers

Primary Members 85981

Affiliate Members 47408

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** [wrnews@gmail.com](mailto:wrnews@gmail.com)



9/16 – 9/20/2020