



War Bonnet Region

War Whoop

News and Events from the Region

February 2014 - March 2014

Calendar of Events

FEBRUARY

- 9 Autocross** **It should be warmer than this !! - 10 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 21 Poker Night** **Texas Hold'em with more than one buy in! - 7 pm.**
Louis Lackey's Poker Table.

MARCH

- 1 Club Meeting** **Breakfast at Panera Bread! - 9 am.**
At 104th and South Penn.
- 5 Board Meeting** **Come have some food and plan an activity - 7 pm.**
At Stephen Hintze's Home.
- 14 Poker Night** **Texas Hold'em with unlimited chips ! - 7 pm.**
Louis Lackey's Poker Table.
- 29 Drivers Tech** **Come drive your car to the limits ! - 10 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 30 Autocross** **Finally some warmer weather !! - 10 am.**
Sheriff's Training Center - NE 36th and Air Depot.

APRIL

- 5 Club Meeting** **Breakfast at Ingrid's.**
3701 North Youngs - 9 am.
- 12 New Member Dinner** **Come welcome the new members ! - 6 pm**
Hideaway Pizza in Edmond.
- 19 Autocross** **A rare Saturday Autocross ! - 8 am**
Sheriff's Training Center - NE 36th and Air Depot.
- 25 Poker Night** **Can poker be any more fun than this ? - 7 pm.**
Louis Lackey's Poker Table.

MAY

- 3 Club Meeting** **Breakfast at Cracker Barrel.**
I-35 and NW 122nd - 9 am.
- 4 Autocross** **Is there any ice on the track??!! - 10 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 7 Board Meeting** **Help us come up with some events! - 7 pm.**
Randal Goodman's Home.

C O N T E N T S

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On the cover - Steering Wheel on a Porsche 911

Photo by Austin Miller

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The **War Whoop** is the official publication of the War Bonnet Region, Porsche Club of America. Opinions expressed herein do not necessarily represent the official position of the Region or the Porsche Club of America. The War Whoop is published bi-monthly. Material submitted for publication must be received by the 10th of any odd-numbered month. Associate Regions, by this statement, are authorized to use material in this publication, provided proper credits are included.

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ADVERTISING RATES

Full Page	\$30 per issue
Half Page	\$20 per issue
"Business Card" Ad	\$10 per issue
Color is an additional	\$35 per issue

Forward advertising inquiries and all other material to Editor at the address, phone, or email listed above.

Editor's Notes



Brian Miller - War Whoop Editor

We had a great 2013 and now we are planning an even better 2014. At the last board meeting, we worked on the 2014 calendar of events and I have included the events for the upcoming several months in this issue, but if you check out our website, you will find the entire calendar for the year.

The new board members for the year were announced and myself and Matt Herndon were reelected. Our newest board member is Randal Goodman. He has served as a board member in the past and we are excited that he is once again on the board.

Perhaps, one of the biggest events of the year is coming soon. That event is the New Member Appreciation Dinner. We hold this event every year at Hideaway Pizza in Edmond. We welcome all the newest club members to join us for an evening of pizza and appetizers and lots of fun at one of the best pizza places in town. This year it will be on April 12th at 6pm. In about another month, we will be contacting all the new members and inviting them to attend. The pizza and drinks are free and you can bring the whole family. Be sure to mark your calendar now and plan on attending.

On May 3rd, our breakfast at Cracker Barrel is also going to include a caravan to Hallett. We will be having breakfast at the Cracker Barrel on I-35 and 122nd and then immediately afterward, we will drive up to Hallett.

One of our biggest car shows of the year is coming up as well. On May 17th, we will hold our annual Hooters Car Show on NW Expressway. We usually get about 15-20 cars for the show and the top two winners of the show get something from the Hooters Gift Shop.

We are also in the planning stages of a Spring Mountain Run to Colorado. Right now, it is looking like May 29-June 1. More details will be in the next issue of the War Whoop and of course, you can always check out the website for up to date information on any of our events.

Looking forward to a great 2014 ! See you at some of the events.

Come to the 9th Annual Hooters Car Show

May 17th
at 11 am.



Hooters -
NW Expressway

President's Podium



Grady Buckhalter - War Bonnet President

Happy Belated New Year! Please accept my apologies for not having an article in the last issue. As Brian Miller mentioned, there was a death in my family, my Dad, and I want to thank everyone for the messages and kind words during that time. My father passed on his passion and love for automobiles to me, and without him, I would not be into Porsches today.

He taught me how to drive a manual shift, car care, car restoration and general maintenance. Recently, I was blessed with an opportunity to honor his memory and began teaching a friend how to drive a manual as well. Don't worry the car is fine, but it made me think about technology and progress. My father taught me how to drive a manual in my 1966 Porsche 912, which has zero driver aids--just the essentials: Webber carburetor's, non hydraulic clutch, mechanical linkages to shift the transmission and no power brakes. I killed the engine more times than I care to remember, but the three of us survived and time moved on.

Fast forward thirty-five car years to my 2001 Porsche 996 turbo and all the technology that is now considered standard on vehicles. The turbo has a hydraulic clutch, power brakes, fuel

injection, a dual mass flywheel and a computer that will do everything it can to keep you and the car safe and running down the road. After two hours, my friend is at the same skill level that required me at least a day of trial, error and frustration trying to perfectly balance releasing the clutch, feeding in fuel and getting the car to move forward under its own power. Is this progress? Yes, absolutely. Has anything been lost in this progress? No, my friend enjoyed learning and is looking forward to a little more seat time prior to moving onto the street.

2014 will see several major changes with the automaker we love. The hybrid 918 supercar will be released this year, and 2014 marks the first model year that the performance orientated turbo and GT3 models of the 911 will be offered without a manual transmission. Porsche has been clear, the dual clutch PDK transmission shifts faster than any human. This transmission mated with other technology makes the vehicle more accessible, quicker, to most people.

People are divided by what this means for the company and future development, but this is progress. As long as progress improves performance, it will be interesting to see where we go from here.

We had our first board meeting of 2014 in January and we are planning for an active year. The calendar has been updated and can be found on the club website, www.pca-warbonnet.org. If you have any ideas for new activities or possibly new destinations for our lunch drives please speak up and let your voice be heard. Board members can be reached directly through our contact information listed in the back of the War Whoop or through the website admin email address at the top of the website. For up to the minute information about club activities please check the website or the Facebook page.

In March, our breakfast will move to the south side of Oklahoma City occurring at the Panera Bread on 104th and South Pennsylvania Avenue. The March Board meeting will be at Steve Pistole's house on Wednesday, March 5. Louis Lackey will host the March poker night at his home on Friday, March 14. We have both a Driver's Tech and an autocross in March. The Driver's Tech is an excellent opportunity to learn more about your vehicle and how it will handle in a safe and controlled environment. The next day will be our autocross where you can further practice these skills. The Driver's Tech is on Saturday, March 29 and the autocross is the following day, Sunday, March 30; both events will be held at the Sheriff's Training Center.

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Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The club treasury continues in sound shape. My standard opening line is still very accurate.

My engine rebuild is complete and a total success. I am in the break-in phase right now. I will drive about 500 miles before the engine is ready to run to red line. Like most everything I do, I get advice from experts and the people I trust. I sought a lot of advice for my engine build. Some information comes from the internet, but more is from friends. In the end, I make my decision based on both sources.

One very important step of any rebuild is the break-in process. The camshaft needs a break-in and the rings need a different type of break-in. The typical process for cam break-in is to run the engine at 2,000 RPM for 20 minutes right from the start. That gets the engine up to full temperature and helps the cam break-in against the rocker arms.

The long process for break-in is the rings. They need some loading and unloading at different RPMs. That means running up to 4,000 to 5,000 RPM and then making the engine slow the car down with engine braking down to 2,500 RPM. Repeat many times. Avoid long prolonged periods of

the same RPM. Don't just cruise down the interstate at one speed. Be sure to do several heat cycles from cold to hot and pay attention to oil levels.

A different expert was more succinct. When asked what his preference for the best break-in was, it was a simple, "Drive it like ya stole it; just keep the revs below 5,000."

My preferred method is a bit of a mix of both. It is hard not to go to red line, but I will listen to the experts. I will change the oil and cut open the oil filter after 500 or 600 miles. When the oil filter is cut open, I can look at the folds of the paper filter and look for bits of sparkles. There are always a few sparkly bits with a new engine build. The filter should catch all of them right way. If there a lot of sparkly bits, something is very wrong.

I can't wait for the next autocross. The engine will be broken in by then.

Get out there and drive your Porsche!

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Between the Cones



s some of you know I have decided to sell my Porsche 928. The car has been in my family for almost twenty years and in recent years has gone through a total drivetrain rebuild. I am having trouble putting the car up for sale and will miss it very much. As part of this process of selling, I would like to change out the oil pan gasket from the original cork gasket to the new and better neoprene one. The neoprene gasket will far out last the cork gasket that has now started to seep oil. As old time Porsche owners are aware, the oil leaks on Porsches are famous. I can remember the 911 and 914 models consistently would have a small puddle of oil under them all the time.

With having the car for this long, both my dad and I have collected several items for the 928. At this point, I have come to a realization that since I will be selling it I don't need all of the extra parts. Selling both the car and all of the parts, it feels like I am getting rid of a long time family member. But with change and new beginnings, come new and exciting things to do.

One of those things is that I get to fix up my first house and finish a couple of projects that have gone untouched for many years. In doing so I get to work on



Matt Herndon

and drive a Porsche 914 that I have been looking forward to. Ever since I can remember, I have seen those cars and dreamed of them, and I'm hoping with this change that my dream will finally come true. I know that I have not seen too many 914's or 928's in the Oklahoma City area. I know that they are out there and not too many people know what they are. I know that most people when they get rid of one older car they always trade up to something newer and faster. But with me, sometimes newer and faster is not always best and worth doing. Going from a 928 to a 914, I will lose half the cylinders. I will go from eight down to four cylinders and I will go ten years older. I'm excited about going back to one of the classic original Porsches that started the company and grew it into what we have known it to be this day. The 914 model has sold the most units of any model in Porsche's history.

There is also another project that I am excited about getting started. We have a Porsche that has been in my family for

many years. We got the car in the early 1980's. My mom use to drive it all the time and talks about how much fun it was to drive. Something happened to it back in the mid-90's and she replaced it with a Lexus. The poor car has been in storage since then. I can't wait to get it back on the road and running the way the factory would have built it back in 73 1/2. This is a relatively rare car since

there were only 309 produced with the Sportomatic transmission. With this car it will be one of those barn finds that all of the collectors would love to get their hands on and restore. Fortunately for me, I get to and finally get my hands on a piece of German history and technology.

New Member
Appreciation Dinner
Hideaway Pizza
in Edmond
April 12 at 6pm
Bring your whole family for a night of fun
and free pizza!

Roster Report

This year, we closed out the year with 161 members. If you include affiliate members, we ended up with 286 members. I just got the monthly report from National and we have 8 new members for January bringing us up to 169. We have never had over 170 members before, but it looks like we will be there soon!

I have been very busy working on the cars lately. My 944 Turbo was going through batteries about every 2 months and would not hold a charge for longer than 2 or 3 days. After several weeks of trying to figure out where the drain on my battery was coming from, by sheer accident, I attempted to roll down my windows while my door was open, and the window went down without the key in the ignition! Evidently, the door switch was not recognizing that the door was opened and therefore, kept power going to the windows. It was then that also realized that my dome light wasn't working either. I reached in the door jam and wiggled the little toggle switch for the door and sure enough, the dome light came on and I heard a click of the relay turning off the power to the windows.

When the weather gets warmer I will remove the switch and clean it up and hopefully that will fix it. In the meantime, everytime I drive my car, I



Brian Miller - Membership Chairman

have to remember to wiggle the door switch when I exit the vehicle. It has been working fine ever since.

I also had to replace the radiator in my other car. The dealership wanted 700 dollars to put one in, and even though I had never replaced a radiator before, I gave it a try. After about 4 days and only 140 dollars later, that car is back on the road too.

My wife says I need to replace the wiper blades on her Explorer. I think after that radiator replacement, I should be able to handle the blades in her truck!

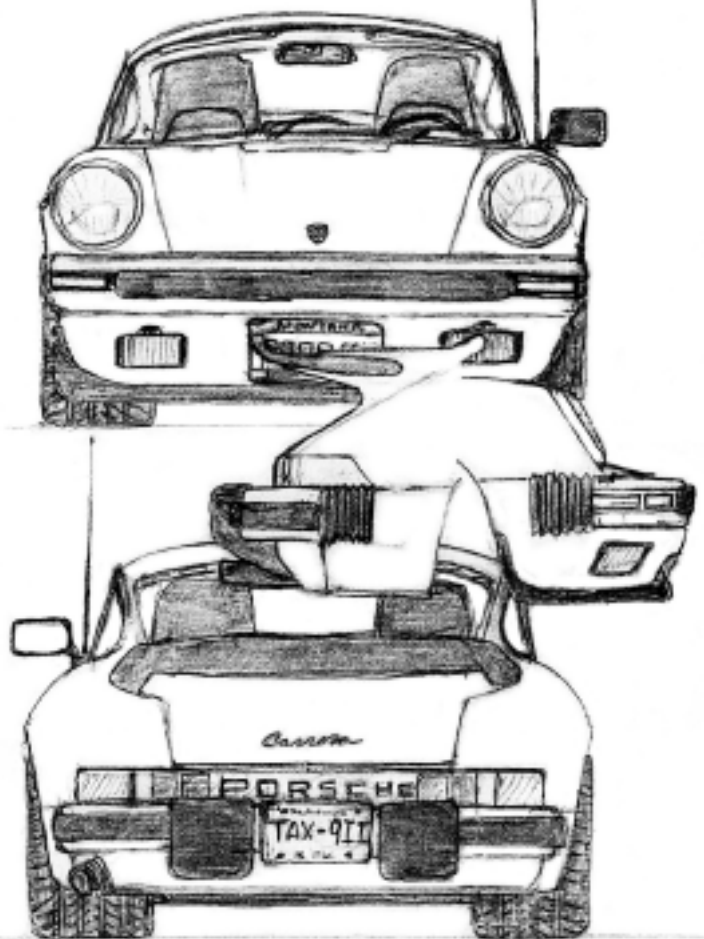
Here are the new members for this issue: Brian Tippen has joined the club in a 1988 944. Conan and Candy Jackson have joined in a 2003 Boxster S. Ivan Wayne is in the club with a 2012 Cayman. Our newest members are Morris and Ellen Warino driving a 1998 911. They transferred here from the Carolinas Region. I would like to welcome all of them to the War Bonnet Region of the Porsche Club!

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Board Meeting Minutes



Louis Lackey - Secretary

The first meeting of 2014 was held at Grady Buckhalter's house. In attendance were Grady Buckhalter, Matt Herndon, Glen Hoskins, Steve Pistole, Steve Hintze, Brian Miller, Chad Goodman, Louis Lackey, and Floyd Carter. The pizza and cookies were outstanding.

The 2014 calendar of events occupied most of the meeting. All of the recurring events were given dates and likely dates or weekends were given to the larger events such as the overnight drives and Bricktown car show. The nearer event dates can be found in this newsletter and future events will be posted on the website as always.

We discussed the Christmas Dinner at length to evaluate the change to Vast in the Devon building. The vast (pun intended) majority of the feedback received by attendees was favorable to the change. The board has voted to return to Vast for the 2014 event. The venue also warrants an increase in the subsidy the club pays for the dinner. The board will pursue all of the yearly subsidies that national PCA offers for region events during the year. We can receive additional funds from national to offset an increase we may have for the dinner.

As always, there will be plenty of various club events during the year for your enjoyment. Weekend drives are in the planning stages, multiple car shows, breakfasts, poker nights and more. Stay tuned and keep checking the website for event info, member car pics and more.



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