



**War Bonnet Region**

# **War Whoop**

**News and Events from the Region  
December 2014 - January 2015**

# Calendar of Events

## JANUARY

**9** Poker Night

**Texas Hold'em - 7 pm.**

Louis Lackey's Poker Table.

**11** Autocross

**First Autocross of the Year ! - 10am**

Sheriff's Training Center - NE 36th and Air Depot.

**14** Board Meeting

**Help us come up with some events! - 7 pm.**

Grady Buckhalter's home.

**17** Club Meeting

**Join us for the first breakfast of the year. 9am.**

Cafe 423, on 4th and Robinson.

## FEBRUARY

**8** Autocross

**Watch out for the cones! - 10 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**13** Poker Night

**Texas Hold'em and Pizza - 7 pm.**

Louis Lackey's Poker Table.

**21** Club Meeting

**Breakfast at Cracker Barrel ! - 9 am.**

On I-35.

## MARCH

**7** Drivers Education

**Learn how your car can handle! - 10 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**8** Autocross

**Check your tires and your heater! - 10 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**11** Board Meeting

**Join us at the board meeting! - 7 pm.**

Matt Herndon's home.

**13** Poker Night

**Texas Hold'em with more than one buy in! - 7 pm.**

Louis Lackey's Poker Table.

**21** Club Meeting

**Breakfast at Panera Bread! - 9 am.**

104th and South Penn.

# C O N T E N T S

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On the cover - Porsches at the  
Bricktown Charity Car Show

Photo by Austin Miller

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# Editor's Notes



Brian Miller - War Whoop Editor

**T**his will be the last issue of the War Whoop that is mailed to all the members. The board has decided to go all digital and for now on we will be placing the newsletter on the website and will be sending all the members an email notifying them that the newsletter is available on the website. If you still wish to receive the newsletters by mail, you certainly are still able. You will need to notify Grady Buckhalter and let him know.

I will keep a database of all the members who still wish to receive the newsletter by mail and when we print the newsletters, you will still get one in the mail.

If you decide to switch over and get your newsletters via the web, the biggest thing to remember is to make sure we have your current email. Grady will be sending an email blast letting you know when the newsletter is available as well as any other changes to the calendar or changes to any events. The email addresses we use are the email address you have registered at the national office.

For those of you who do not have an email address, or do not have your email listed on the national membership office, you will need to let Grady know so you will still get the

newsletters by mail. Hopefully this change will be a smooth transition into going all digital, just let us know how you would like to receive your newsletters.

We had three board members roll off the board and we have three members who have been voted onto the board, two of which have been voted onto the board for a second term. Chad Goodman and Steve Pistole have both been voted to stay on the board for a second term. Our newest board member is Eric Costello. We look forward to having him at our board meetings and I am sure he will be a great addition to the board and to the club.

As I write this, we are several weeks from Christmas and the weather has turned colder. I am already hoping for spring to get here soon.

Merry Christmas to all of you and I hope to see you at an event in the New Year !



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# President's Podium



Grady Buckhalter - War Bonnet President

2014 is coming to an end and the start of 2015 is just around the corner. December brings the last few events of the year for the club, which include our annual Holiday Party and Toy Drive as well as the last breakfast, poker night and of course the autocross. Last month I wrote about our Out and Back drive to Arkansas and it was everything we hoped it would be. Steve Hintze lead another great drive which left early Saturday morning from Oklahoma City and ended late afternoon in Eureka Springs, Arkansas. Instead of heading directly to Eureka Springs, Steve took us on “the long way ‘round” route. We started by heading West and toured through Hennessy and Enid before turning back East. After making our course change we drove through Ponca City and into Missouri before turning South into Arkansas and our final destination of the day, Eureka Springs.

The next morning we left early and drove to the Historic War Eagle Mill for breakfast. The War Eagle Mill has been located on the same site as early as 1832 but has been rebuilt several times. The mill runs every day producing flour of all types with other arts and crafts items for sale. The group enjoyed a brief tour of the mill, which included the history of the mill and an

explanation with demonstration of the grinding process. After leaving the mill we headed back to Oklahoma City via Tulsa. If you have not had an opportunity to enjoy one of our tours, you really are missing out. Steve puts a lot of effort into the trips and works hard to make sure it is enjoyable for all that attend. We will have drives in 2015 and I recommend working your schedule to allow the trip, you will not be disappointed.

November also had the last board meeting for 2014. As I wrote in the last article, we discussed many items for the club. We finalized the dinner menu and the nominations for the board members. You may have seen the emails from me in your inbox concerning registering for the holiday dinner and to vote for board members. This represents a new direction for the club that was discussed and approved during this board meeting. The board decided to move the club towards more digital distribution of material but this does not entirely eliminate paper as an option for communication.

The biggest change that will be apparent first is the elimination of the mass mailings of the War Whoop. We publish the War Whoop on our website every month and often it is available prior to it showing up in your mailbox. This does not mean that you cannot receive a paper copy. Unless a paper copy is specifically requested, all members, current and new, will not receive a paper copy of the newsletter. However, we recognize that some members prefer the paper copy and they will be given the option to receive it via mail. Paper copies will continue to be provided to our advertisers. This is not a new topic of discussion and has been discussed every year for the past several years. The change was made to enhance the experience for our members and to save the club money. By making the primary means of delivery digital, you get to choose how and when you read the newsletter. You can read it on your computer, tablet or smart phone as soon as it goes live on our website. This also saves the club a substantial amount of money. Every year the club had to renew our permit to receive bulk mail discounts and our printing costs continue to go up every year. If you have concerns or want to discuss this please reach out to me, or any member of the board. We will be happy to talk with you about the change.

As we continue to push into more electronic forms of communication please make sure that you have your email address updated with the Porsche Club of America. You can add

it to your member information from the official website of the PCA located at: [www.pca.org](http://www.pca.org). National has completely overhauled the old website and the new version is modern and intuitive. Another reason to have your email registered with the PCA is to receive their emails, which offer news, events and opportunities to experience the PCA outside of our region. In the past some members have expressed their concern with providing their email to the PCA. The PCA does not sell or share your information with anyone else, which include Porsche Cars North America and Porsche Cars, AG. Any and all offers you receive are vetted and approved by the PCA before it goes to you through the official PCA channels. The final reason to ensure your email is with the PCA is my "email blasts" to the club. I try to send out emails to the club to remind our members about upcoming events or last minute changes such as weather cancelling an event. When things change we make an effort to update you with three forms of communication: Facebook, our official website and through email. The "email blasts" you receive from me are linked to my email address; replying will automatically send the email to me.

Other changes made during our board meeting include the calendar of events for the club. I wrote in the last article and in other places about moving our breakfast around to accommodate Cars and Coffee and to try different things to encourage more member participation. As a result monthly activities will be

moving around beginning next year. Breakfasts have been moved to the third Saturday of every month, unless otherwise noted. This move was made to accommodate members that want to attend Cars and Coffee and participate in our monthly breakfasts. Cars and Coffee is a great, monthly car show that is open to everything. In addition, we have met people that never knew anything about the PCA and later became new members. The January breakfast will be our first instance of the move and it will be on Saturday, 17 January. Our board meetings have also moved to the second Wednesday of every other month. The next board meeting will be at my home on Wednesday, 14 January. Autocross dates are first come first serve and we get whatever dates are available so those dates will be published. Any changes during the year will be published on our Facebook page, local website and through the "email blasts."

Another change approved by the board is the resurrection of the Social Activities Chairperson role in the club. This is a role that the club had when I joined years ago and for one reason or another was vacated and the responsibilities shifted to another

person. In order for us to continue to grow and to encourage more member participation, the board voted to reinstate this role in the club. This role is not a board member role and as such, will not require voting by the membership. I am happy to announce that John Leaton has accepted the role. John has a real passion for the club and the membership and wants to see us not only grow in size but to grow closer as members. Please welcome John as he takes on this role and challenge next year.

As 2014 comes to a close and 2015 begins to loom large on the calendar, I think about everything that we have done this year and what we plan to do for next year. We have been maintaining about 175 members in the club and I would like to see that number increase but I would like to see us also increase our participation at events. If you have ideas, suggestions or concerns please reach out to us. We want your input! Next year is going to be fun and I can't wait for it to get started. See you at the next event.

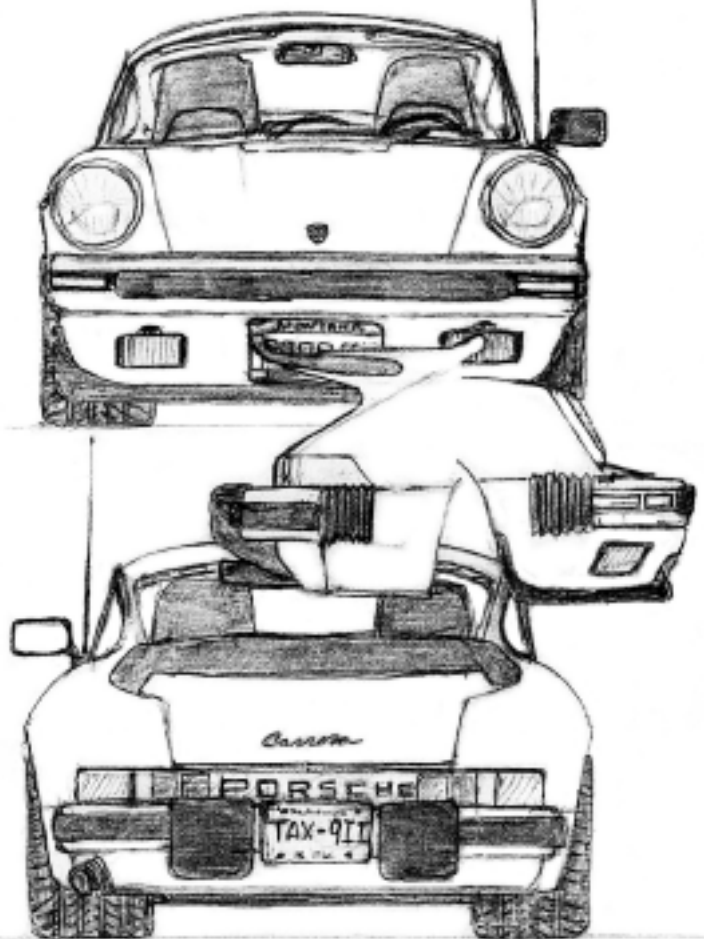


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# Between the Cones



I am sure that everyone has been driving around and seen a Porsche with dull and cloudy headlights. The new sealed lights made of lexan are not clear all the time like the old glass lights. I am sure that everyone appreciates the flexibility of the new lights to make curved and artistic lenses that become part of the Porsche and form a light that fits the front end of the car and doesn't just stand out as two big bright spots on the front. But the big drawback to these artistic headlamps is that, with age and chemicals, they become dull and yellow. The solution to this problem is to make them clear again.

The cleaning process can range from simple to very time consuming. First let's look at the simple solution for newer or slightly dull lenses. Then we can look at the more difficult conditions. Newer lenses can be dulled by chemicals and abrasion and usually don't require an extensive amount of work to restore them to bright and clear again. These lenses respond very favorably to a variety of commercially available products from your local auto parts stores and even from stores like Walmart. These products have key words on the label as 'restorer' or 'cleaner'. These products are typically



Matt Herndon

hand applied with a clean cloth and buffed with another clean cloth. These products may have a very mild abrasive but always have a wax that covers the lens and makes the surface smooth again. This wax also helps protect the finish the same way that car wax protects the finish of the paint. Some of these products contain a mild abrasive and must be machine applied. These products normally are sold with an application 'ball' that is used with a hand drill. This applies the solution and buffs the surface in one step. All you have to do afterwards is hand buff with a clean soft cloth. These are examples of the easy fixes.

The very dull and/or surface damaged lenses can be repaired but usually require more frequent updates with simple cleaners. These lenses no longer have surface defects but the damage has reached deeper into the lexan material. We had chemical damage to our Cayenne's headlights and the following steps are the process we took to return

the headlights to an acceptable appearance. This is a progression process and if it doesn't work the first time then you have to start from the beginning and do it all over again. First start with 400 grade wet & dry sand paper and use water. The water is a very important part of all the sanding steps. This may take up to 30 minutes or longer. Sand the entire surface with special care of areas that remain problems. This is an important step and can't be short cut. Do not use sand paper coarser than 400 or you may be at this step all day. After an extensive sanding, then move to 1500 grit and sand until the drag on the paper diminishes. The next step is to progress to 2500 grit and sand until the drag diminishes. Finally, go to 3000 or finer grit and continue.

When sanding with the 3000 and water the lens should look clear, if it doesn't then go back to the 400 and progress back to the 3000 and it looks clear with water. This is deceptive at this point. You need to let the lens completely dry. When you look at the dry lens it will look like you haven't done anything since it will be dull and opaque. Now it is time to use buffing compound or rouge to finish the surface to a bright clear finish. Once this is done you can either apply lens wax or the basic cleaner to help protect your newly finished lenses. At this point you are ready to do the other headlight.



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# Formula One Focus

## GILLES VILLENEUVE

By Brian Swope

**J**oseph Gilles Henri Villeneuve was born in Quebec, January 18 1950. He began his racing career in snowmobiling. Gilles credits his track prowess and recognizes his rally-like maneuvering: *"Every winter, you would reckon on three or four big spills - and I'm talking about being thrown on to the ice at 100 mph. Those things used to slide a lot, which taught me a great deal about control. And the visibility was terrible! Unless you were leading, you could see nothing, with all the snow blowing about. Good for the reactions - and it stopped me having any worries about racing in the rain."*

His first F1 race (also the debut event for the turbo Renault) was at Silverstone in 1977 with James Hunt and Jochen Mass as teammates. Although he showed great promise, he was dropped by the team and it looked as if he would not race in 1978. The Ferrari team beckoned. NikiLauda was already with Ferrari and felt slighted by the addition and left the team in Canada. Gilles first race did not end well though as he slipped off the track due to another car's oil spill.

The next race, at Fuji, saw him off again, but this time at the cost of some spectators' lives. He would later remark that: *"If someone said to me that*

*you can have three wishes, my first would have been to get into racing, my second to be in Formula 1, my third to drive for Ferrari..."*

Gilles Villeneuve's all-or-nothing approach was well known. An example: At Watkins Glen one year, qualifying on the first day on a soaked track, he left his competitors scratching their heads after turning a lap eleven seconds faster than anyone else. Jody Scheckter finished qualifying at another race, certain he had posted pole only to find out Villeneuve had gone over 9.5 seconds quicker. When Gilles had a good car, he was unstoppable. More often than not, his equipment would fail leaving him winning only 6 GP's total. His ferocity on the track and pure will would see him finish second in championship points behind teammate Scheckter in 1979.

The race Villeneuve is probably most famous for was the 1979 French Grand Prix at Dijon. Renault and Jean-Pierre Jabouille posted the first win for a modern turbo car. Rene Arnoux, running well, looked to make it a Renault one-two. Villeneuve, with his tail-wagging, power over-steering technique would close the gap and fend off Arnoux to snatch second place.

Anyone who bore witness was surely in awe of Gilles car control. It has been said that this race for second place is the best in the history of motor racing.

Lauda wrote of him, "He was the craziest devil I ever came across in Formula 1...The fact that, for all this, he was a sensitive and lovable character rather than an out-and-out hell-raiser made him such a unique human being".

On the final lap at Imola in 1982 Pironi snuck past his unsuspecting teammate, who had slowed feeling that the race was in hand, to snatch the win. Villeneuve was uncharacteristically furious. Still feeling the sting and out to prove something two weeks later at Zolder, during Saturday qualifying, he came up behind a much slower March of Jochen Mass who may have been on one of his slow down laps and though Mass pulled over Villeneuve could not avoid his car. The collision happened just off camera but moments later, the cart-wheeling debris shows Gilles being flung from the car to rest lifeless

against a fence. He was resuscitated but died that evening at the hospital May 8th 1982.

Villeneuve's care and thoughtfulness of others while being a hard-charging driver earned him respect and love from even his rivals. Arnoux, his adversary in the Dijon epic, confessed that he cried the day Gilles died and the day after.

In June of 1997, Canada issued a stamp in commemoration of their favorite son.

The FIA F1 Canadian Gran Prix circuit is named after Gilles. Many different types of racing from F1 and American Le Mans to NASCAR are held there in Montreal.

He won 6 of 67 races, placed at 13 and led 18 of them with 8 pole positions. History goes beyond numbers though and even without a world championship to his name, this diminutive French Canadian will always be known as one of the sport's greatest competitors.



# Treasurer's Tid-Bits

The club treasury continues in sound shape, my standard opening line is still accurate. The board will gather soon to donate the check to Sunbeam Family Services. We are waiting for the new completion of their new building on Classen Blvd. Their old building is over 100 years old and in fact it predates Oklahoma statehood. The new building was much needed.

By the time you read this the annual Christmas party will be history. It is always a good gathering of the members. When I joined the War Bonnet region, the club was split between Oklahoma City and Tulsa. In those days we would alternate between Tulsa and Oklahoma City each year. Some of the more fun parties were when the OKC group would charter a bus and just ride to Tulsa and not have to worry about driving. One of my first club events was a pool party in Tulsa back in 1978. The Tulsa group decided to split off and formed their own region back in the 1980s.



Glen Hoskins - Treasurer

Porsche Parade will be held in French Lick, IN in 2015. That is an easy one day-drive for local residents. I have never been to French Lick and I am looking forward to it. The event is June 21st to June 27th. It should be a great event as always. If you are new to the club, Porsche Parade is the annual national-level convention. There will be 800 or more Porsches of every sort. There is great competition in the autocross, rally and concours. There are fun drives and many different events during the week. Watch for more details in the Panorama.

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# Roster Report

I am looking forward to some of the changes the board has decided upon. As you may already know, the War Whoop is going digital and you will start to receive the newsletter via a link in your email. Of course, you can still opt to get the newsletter by mail if you wish. Just let Grady and he will let me know to keep you on our mailing list.

Another change is my job as membership chairman. Currently I keep a database of all members, their addresses and email addresses, their renew dates and if they are a current member or not. I use this database to print out the labels that go on each issue of the War Whoop. Since we will no longer be mailing the Whoops, I won't need to keep the database up to date. I will only keep the names and addresses of those who have opted for the print copy.

I think we are still going to print some War Whoops for the new member packets. I send out a packet to all new members that includes the past 6 issues of War Whoops and at least 2 or 3 copies of Panorama along with a welcome letter. I think it would be nice to still include a printed copy for them.

We are also still going to be mailing copies of the Whoop to our advertisers



Brian Miller - Membership Chairman

as well. On the digital version of the Whoop, we will have links to their websites in the newsletter. It will be interesting to see how these changes will impact membership and participation.

Be sure to check out the calendar of events inside this front cover. If you have any ideas for events or have any comments concerning the newsletter going digital or if you still want the newsletter mailed to you, show up at the board meeting in January and let us know.

Here are the new members for this issue: Toni Kaplan has joined the club in a 1963 356. Lloyd Stephens is in the club with his 2007 Boxster and 1974 914. Richard Maltby has joined the club in a 2008 Cayman and our newest member is James Mosley who has transferred here from Cimarron Region is a 2002 Boxster. 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

## I. Opening

a. Dinner - BBQ

b. Attending - Grady Buckhalter, Matt Herndon, Chad Goodman, Steve Hintze, Steve Pistole, Glen Hoskins, Randal Goodman, Brian and Austin Miller, Edwin and Lisa Seda and Floyd Carter.

**II. Fall Out-N-Back** - Steve Hintze talked about last weekend's 2-day drive through Oklahoma, Missouri and Arkansas.

## III. New Business and Upcoming Events:

a. Christmas Dinner (December 13th)

1. Recapped last year's cost to the club and members. Due to an increase in the cost of hosting the event, it was determined that an increase to \$40 per seat would be needed.

2. Menu Selection - Plated meal versus Buffet Style. After a discussion of the pros and cons, it was decided a plated meal would be continued. The menu was set with the entrees being either turkey or salmon. A winter salad and assorted mini desserts will also be served.

3. Registration will be available through the event registration page of the website.

Payment can be accepted with PayPal or sent to Glen Hoskins.

b. Board of Directors - The website will also be utilized for voting on the Board of Director candidates. The candidates will be Chad Goodman, Steve Hintze, Steve Pistole, John Leaton and Eric Costello.

c. Monthly Breakfast - Over the last couple years, the club has tried to accommodate other events, such as Coffee and Cars, by moving the date and time of the monthly breakfast around. It was decided that it needed to stay at 9:00am but be moved to the 3rd Saturday of each month starting in January 2015. There's currently a conflict between the June 20th Breakfast and Autocross but this will be resolved at a future date.

1/17/2015 - Kitchen 324 324 N Robinson Ave, Oklahoma City, OK 73102

2/21/2015 - Cracker Barrel 4901 NE 122nd St, Edmond, OK 73013

3/21/2015 - Panera Bread 10600 S

Pennsylvania Ave, OKC, OK 73170

d. The Autocross and DE dates for 2015 are as follows:

1/11, 2/8, 3/7-8, 4/25, 5/10, 6/20, 7/18-19, 8/8, 9/13, 10/4, 11/8 and 12/20.

Registration is 10am-10:45am for Jan, Feb, Mar, Oct, Nov and Dec

Registration is 8am-8:45am for Apr, May, Jun, Jul, Aug and Sep.

e. Women's Only Autocross - Matt will contact Lynn Friedman (Zone Rep) and Wendy Shoffit about coming up and running this event.

1. We would like to have it on a Saturday following the Driver Education event.

2. We do not want any conflicts with significant others.

3. There would be no charge for the Women's Only Autocross participants.

OK 73162)

f. Discussion of John Leaton's request at the last board meeting that the club expand the number and types of events done throughout the year. Everyone was in agreement that additional event dates and types would be beneficial but feel a point person is needed to coordinate the social functions of the club. Grady proposed and it was agreed that he would approach John Leaton to serve the capacity of "Social or Hospitality Chair".

g. Progressive Dinner - Steve Hintze and Randal Goodman offered their homes as a stop. Steve Hintze had previously discussed this idea with

others. John Leaton and Janie Tigert have also offered to host.

h. War Whoop - A lengthy discussion of the pros and cons of continuing to print hard copies of the War Whoops took place. We looked at the impact to both members and advertisers. Based on the ever increasing cost of printing and mailing them, it was decided the number of print copies would be significantly reduced. Beginning in January 2015, members and advertisers will receive only an electronic version of the War Whoop unless they request a printed copy. Current advertisers will be migrated to the club's website and the electronic version of the War Whoop.

i. Sunbeam Family Services - They have requested we wait to present them a check from the recent Bricktown European Car Show until their new building is complete.

j. Tailgating Flagpole and Porsche flag - Chad Goodman will acquire.

k. Name Tags - Steve Pistole will acquire from the PCA store or other means.

l. Business Cards and other Stationary - Steve Hintze will print additional cards and insurance waiver pads.

m. Website Calendar - Steve Hintze will look at adding a downloadable calendar feature to the club's website. This will likely be a Google calendar.

n. Articles for the next War Whoop are due by November 20th.

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# 2014 WAR BONNET BOARD OF DIRECTORS



**President**

**Grady Buckhalter 2015(2)** - [grady.buckhalter@gmail.com](mailto:grady.buckhalter@gmail.com) . . . . . **229-8160**



**V. President, Autocross Chairman**

**Matt Herndon 2016(2)** - [mherndon928@gmail.com](mailto:mherndon928@gmail.com) . . . . . **417-529-9632**



**Board Member**

**Steve Hintze 2014(1)** - [byuhog@gmail.com](mailto:byuhog@gmail.com) . . . . . **833-8836**



**Board Member, Newsletter Editor, Membership Chairman**

**Brian Miller 2016(2)** - [brianmiller3732@att.net](mailto:brianmiller3732@att.net) . . . . . **760-1047**



**Board Member**

**Chad Goodman 2014(1)** - [goodmanokc@cox.net](mailto:goodmanokc@cox.net) . . . . . **613-2692**



**Board Member**

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**Board Member**

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