



War Bonnet Region

War Whoop

News and Events from the Region

June 2011 - July 2011

Calendar of Events

JUNE

- 4 Club Meeting** **Breakfast at Perry's - 9 am.**
7432 S. May.
- 11 Driver Tech** **Learn to decrease your times! - 8 am. See pg. 5.**
Sheriff's Training Center - NE 36th and Air Depot.
- 12 Autocross** **Did you listen at the Driver Tech? 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 17 Poker Night** **Are You All In? 7pm**
Richard Davis' Poker Lounge.
- 24 Porsche Tour** **Weekend Tour to Western Arkansas!**
Meet at Quail Springs Mall 2pm.

JULY

- 2 Club Meeting** **Breakfast at Okies - 9 am. See page 5.**
Okies is at South 61st and Western!
- 6 Board Meeting** **Come and join the board members for some pizza!**
Louis Lackeys House at 7pm.
- 15 Poker Night** **Texas Hold'em at its finest! 7pm**
Louis Lackey's Poker Lounge.
- 16 Porsche Tour** **Tour to Rock Cafe! See page 7.**
Meet at Pops at 10am.
- 17 Autocross** **Come hit some cones! 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.

AUGUST

- 6 Club Meeting** **Breakfast at Runway Cafe - 9 am.**
Come watch the airplanes and have some food!
- 12 Poker Night** **Texas Hold'em at its finest! 7pm**
Brian Swope's Poker Tables.
- 13 Car Show** **Because One Hooters Car Show Is Not Enough!**
Southside Hooters - 11am. See page 3.
- 21 Autocross** **Not just going in circles. - 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.

C O N T E N T S

Inside this issue



On the cover - Porsches at the Hooters Car Show

Photo by Brian Miller

Event Flyers

Special Events3, 5, 7

Departments

CalendarInside Cover

Editors Notes2

Presidents Podium4

Between The Cones6

Roster Report10

Treasurer's Tidbits14

Board Minutes18

Classifieds23

Board of Directors24

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EDITOR

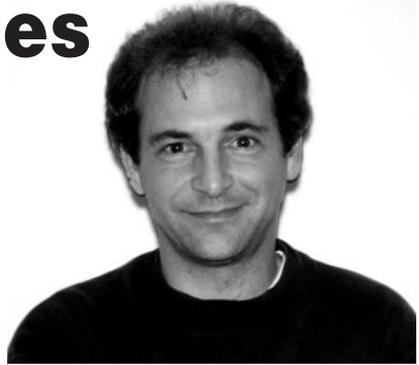
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Editor's Notes



Brian Miller - War Whoop Editor

The summer months have finally arrived and I hope everyone has their air conditioning in tip-top shape. As I write this, the Hooters car show has just ended and we are planning some drives in the near future as well as another car show. Be sure to check out the calendar on the inside cover and come out to an event - this is the nicest time of year to come enjoy your car with some other enthusiasts.

Our new printer has been very reliable and we have begun to get these issues out on time now. Hopefully, it will continue. Inside this issue you will find a tech article by Glen Hoskins showing us how to change the seat switches in a 911 which is included in his Treasurers

Column. Also, in my Membership Column is a write up along with some pictures of our last car show at Hooters. We all had a great time and I hope to see more of you at the next car show.

Hope you enjoy this issue and that you get to come out to an event this summer.

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HOOTERS CAR SHOW

August 13
11 am

Southside
Hooters
on I-240



President's Podium

Spring is in the air, the oil is becoming thinner, the A/C has already been on, and autocross is back to 8 AM. All of the signs that summer is near. As usual, several events designed to take advantage of the weather are planned. There are a total of three car shows in the works. Driving events are available from a few hours to a weekend. Stay tuned for details about a great tour of eastern Oklahoma and western Arkansas.

Spring is also when the region President's meeting is held. Brian Miller and I recently attended in San Antonio. One of the updates we received was about the national website. Soon we will be able to order clothing and other articles with the Warbonnet logo already on it. If you haven't visited in awhile, login to PCA.org and browse the new additions.

I've been a PCA member for over six years. One of the things I've heard is a member mention they are "in transition" between cars. I have been looking for the next Porsche for several months, and some of you have been helping. So in the process of looking for the next 911, I began prepping the current one to sell. I found myself on



Louis Lackey - War Bonnet President

the slippery slope again. How many times is it just this thing and just that thing and it turns into \$\$\$ or \$\$\$\$. Do we really recover the investment into the items that we are convinced will make it sell better? It remains to be seen for me but I will find out soon enough.

Thanks in part to Grady Buckhalter, I have found the next. A 2003 C4S is waiting for me in NY as I write this. Speed Yellow. Need I say more? The interior is very bold and obnoxious – even the dash vents are yellow accented against the black leather. So in a week I will pick it up and drive it home to get acquainted. It's basically a tradition to drive a new purchase home and I'm sure it will be a nice adventure and I will see a few places in this country that I haven't had the chance to yet.

One chapter ends and the next begins. I'm sure I will be showing it off at club events in June. I hope to see you there as always. By the way.... I have a 1991 C4 Targa for sale.



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breakfast location!!

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South 61st and Western

July 2 - 9am

Between the Cones



hen autocross time speeds around once a month, I occasionally get a chance to do some driver training with someone who has never been on our track. This past month, a new member brought a new turbo car to autocross and gave me some tips he had picked up while attending the Porsche Driving School. One of the tips he shared was that the instructors wanted your foot to come off the gas when your hands where turning the wheel. Once the wheel came straight, the juice pedal could be squeezed again. My mind immediately began to question that advice.

Oh, don't get me wrong. I don't disagree with the notion of staying out of the gas as you are turning but it made me think of what most 911 guys have always told me which is when you are going around a corner in a 911, make sure you give it some gas!

As advice or driver training goes, however, what is taught then should be applied to the specific application. In the instance of being at the Porsche Driving School, in a borrowed car with large horsepower numbers, I realize that is pretty sound advice. I imagine the advice in question is rooted in the fact that late model Porsches have enough power to create on demand power



Brian Swope

oversteer. I also realize that a lot of those 911 guys with early model to mid-eighties 911s generally had less than 200 horsepower to the rear wheels and plenty of weight to keep traction under control. After all, isn't off-throttle oversteer another issue mentioned often?

Well, after conversing with the gentleman a bit longer while waiting to get gridded for takeoff, I found that he was no novice driver and had done plenty of circuit type driving. After that new information, I concluded by mentioning that I only tell new drivers two rules of thumb anyway. Number one is to look down the course, not down the hood. If a driver brings his eye level up, he will see events happen further down the track and thus will have more time to prepare his position. If you get tunnel-vision while on course, you will only see 50 feet of road rather than 350 feet. Cones and corners come into your vision seven times faster if you are focused on where your front end is. Let your hand-eye coordination take care of your track position.

The second rule I speak on concerns braking while driving in a straight line. While under heavy braking, all vehicle's inertia transforms to the front of the car making the rear lighter. If you are turning a corner, you now have less weight to hold the rear tire's traction. Make your proper entry speed by slowing before the corner and then to help keep the car balanced, you might even apply some gas. Now generally speaking, this is a good safety practice yet it opposes what the gentleman I spoke of earlier told me. The key to understanding the two different points is knowing when to apply them. While dealing with a touchy throttle on a car that can get tail happy power oversteer, I definitely recommend being very cautious with throttle movement while in the bends. In my 914 though, I give it more gas because I can't make enough

power to break the rear loose while turning not to mention it helps plant the rear.

As you can see, and as you have certainly read elsewhere, advice on driving changes with individual style, approach, vehicle, setup and course. But don't take my word for it. Come try for yourself.



Route 66 Tour
to the
Rock Cafe
July 16, 2011
Meet at Pops at 10am



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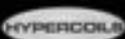
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Roster Report

Here are the new members for this issue: Bill Thomas has transferred here from Rocky Mountain Region. I will get an update as the model of Porsche he drives in the next issue. I would like to welcome him to the War Bonnet Region of the Porsche Club !

On May 14th we held our Annual Hooters Car Show on Northwest Expressway. The weather was a little breezy and cool in the morning but by the time the show started, the sun had come out and started to warm all of us in attendance.

We parked our cars along Northwest Expressway and as the Porsches began to show up, we took up the entire front of the restaurant. Our two waitresses which also served as our judges came out to check on us and offered us drinks. After about an hour of googling over everyone's cars, we went in for lunch.

Most of us ordered the wings, and a few ordered a burger or a chicken sandwich, but Glen Hoskins ordered the shrimp platter. The waitresses must have really wanted to take care of us because when she delivered the shrimp to Glen, she even offered to gently remove the tails for him so he wouldn't get his hands dirty. He really enjoyed the extra service and I took a picture of the smile on his face as they removed



Brian Miller - Membership Chairman

the tails. After we all ate all we could of wings and burgers, it was time for the waitresses/judges to go judge the cars.

Each judge was to pick out their two favorites and come together and choose the two best in the show. I parked my car in the shade to hide the faded paint, but they were quickly lured over to Floyd Carter's Boxster. His Boxster was the only cabriolet there with the top down, and I overheard the judges saying that they liked the convertibles.

By the end of the show we had our two winners and each owner of the two cars were awarded anything they wanted from the Hooters gift shop. I was able to get pictures of the two winners along with the judges and then we all posed for a group picture. Everyone there had a great time and we are all counting down the days until the next Hooters Car Show in August. The next one is at the Southside Hooters on I-240 and is scheduled for August 13th at 11am. Be sure to mark you calendar today!

The black 944 sure was nice



Photo by Brian Miller

The judges liked the turbo

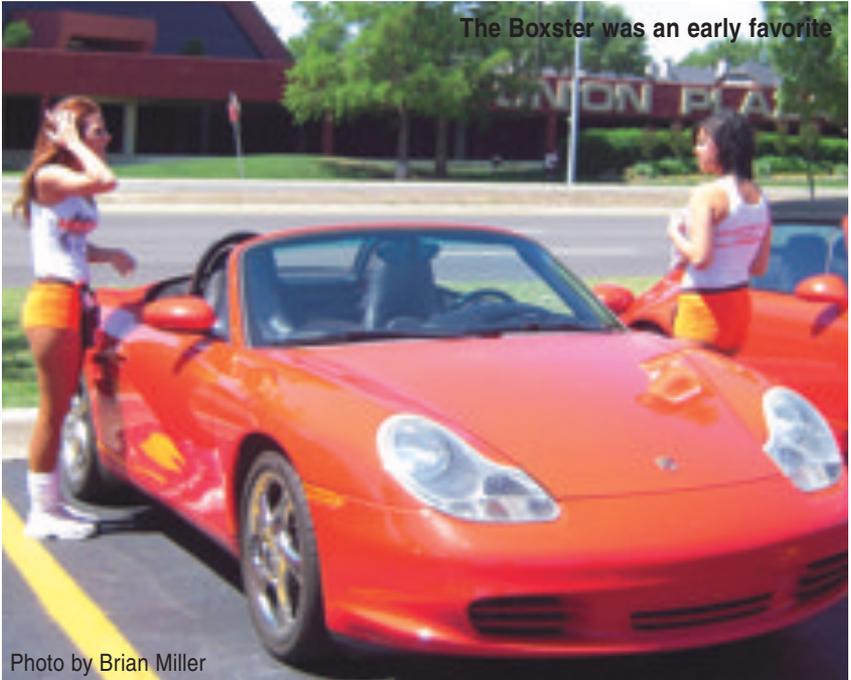


Photo by Brian Miller



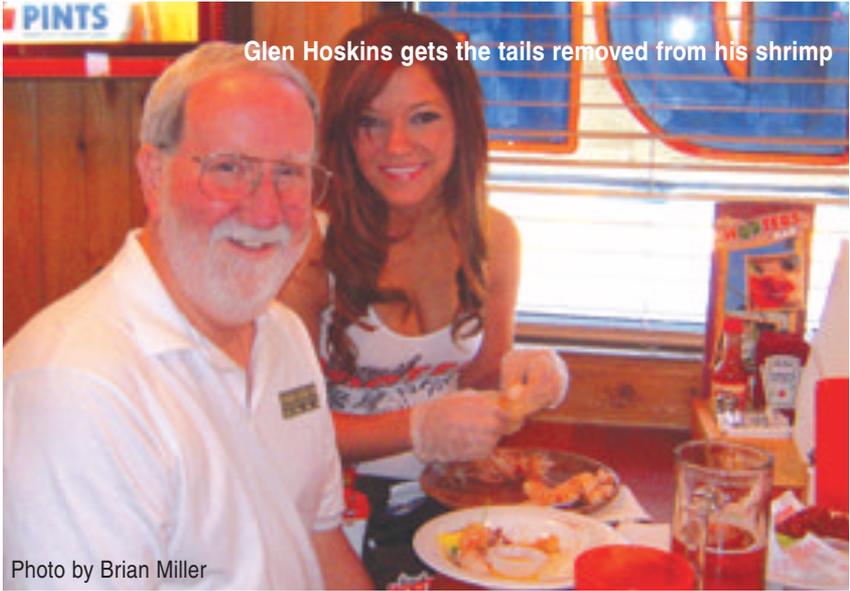
The two winners are chosen

Photo by Brian Miller



The Boxster was an early favorite

Photo by Brian Miller



Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The club continues to be in excellent financial shape. I have mailed checks to the new print company that is printing the War Whoop promptly and is doing a high quality job. It is great to have the War Whoop delivered on time. I will be sending out invoices to the advertisers soon.

One of the electrical switches that adjust my driver's side seat stopped working. The seat would go up but not down, and the bolster adjustments did not work at all. One switch controls all four functions. The exact same switch

is used on the many different Porsche models from the 80s to early 90s. After reading up on possible fixes, the only real cure is to replace the switch.

To replace the switch you first must remove the seat from the car. To remove the seat, just remove the bolts that hold the seat to the rails. On my 911 there is just one bolt per rail in the

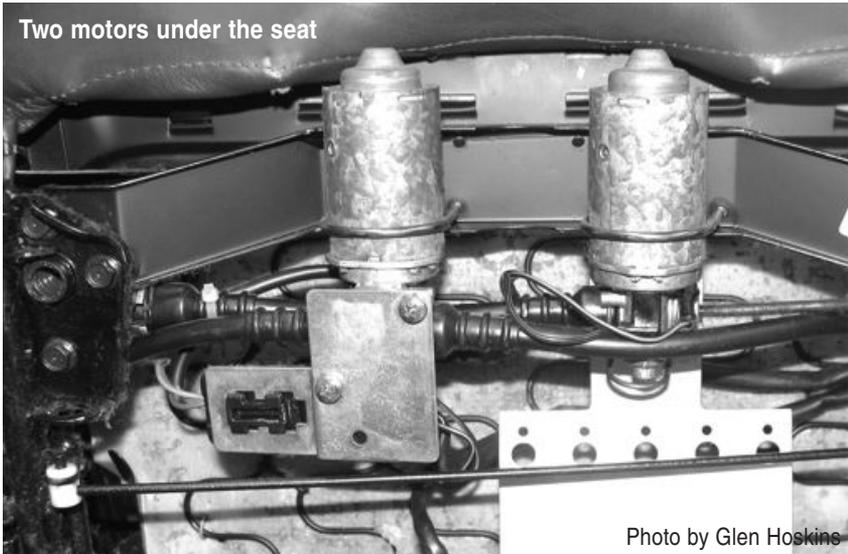


Photo by Glen Hoskins

Seat switch slides out of the metal bracket

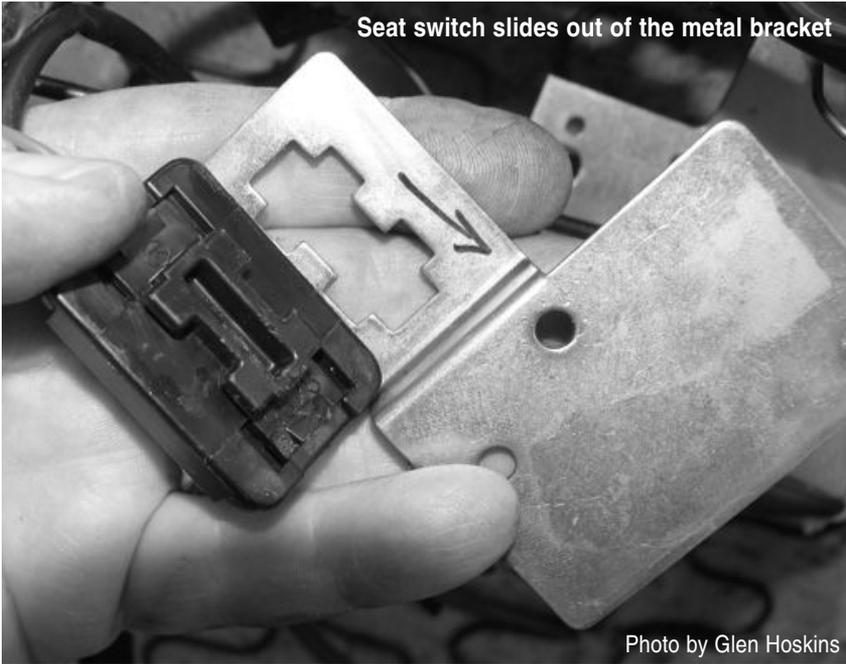


Photo by Glen Hoskins

front and two on the back. To remove those 6 bolts, be very careful with the wrench you use. The bolts are typical Allen head bolts, but they are fairly soft. Be sure to use a quality tight fitting Allen wrench, as it is easy to strip the bolt heads. Once the bolts are out, disconnect the wires under the seat and put a towel down on the door sill to protect it. Just lift the seat out of the car and place it upside down on your workbench.

The switch itself is held in place with a couple of screws, and it just pulls out of the side of the seat. Once the wires are disconnected, just pull the wires through the opening in the side of the seat. It is a tight fit but not particularly difficult. Take a lot of photos of the

wires and connectors so you will know how to get the new switch into position. Just disconnect the wires from the old switch and remove it. There are several plastic zip ties holding the wires up and out of the way. Be sure to use new ties to keep the new wires in place.

The new switch comes with the entire wire harness needed to hook up it up. You will see the standard push on connectors on the back of the motor, a very obvious two-wire connector that is keyed to go together only one way. The only unusual connector has two round pins soldered on at a 90 degree angle. Those pins go into the main seat connector.

You will see the two electrical motors near the front of the bottom of the seat. Next to one of the motors is a multi-pin connector that is where the unusual pins go. There is a small tab that you can press and the plastic switch will slide out of the metal bracket.

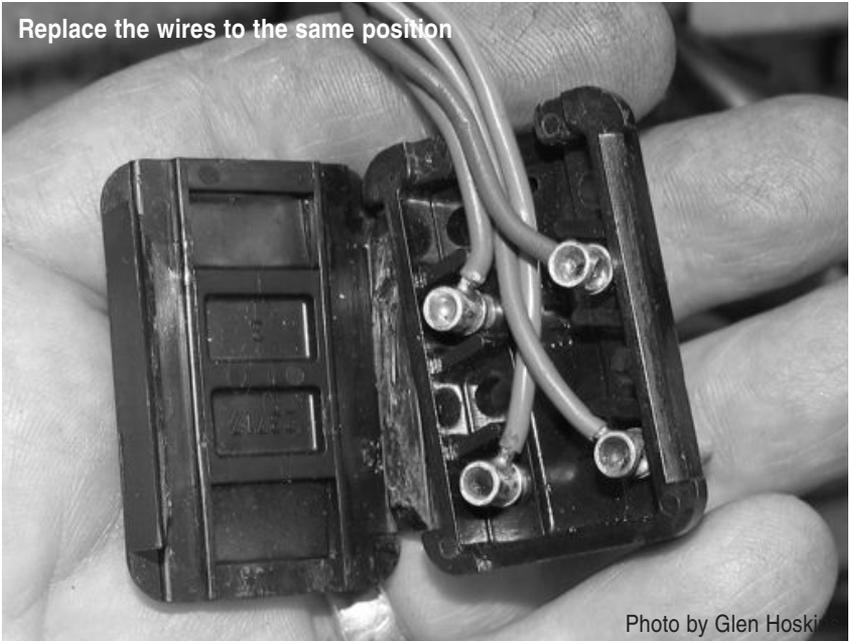
The sides of the connector have some small tabs that you will have to push in with a small screwdriver. The connector top will come off when the tabs are pressed in. Just replace the two wires and be sure to replace the same color wire to the same position. (See Photo3)

Snap the connector back together and slide it back into the metal bracket. Put the switch itself back into place and start using your zip ties to keep the

wires out of the way once everything is back in the car.

The entire process is not difficult. On a scale of one to ten with an engine rebuild as a ten and changing a light bulb as a one I would rate this as four. The most difficult part is getting the seat bolts out without stripping the heads of the bolts. Take your time and clean out the heads of the bolts before you try to remove them.

It is nice to have my seat functioning properly again. On my car, the multi pin connector uses only 4 of the pins. Vehicles with seat heaters or other options use more pins. Just be sure to replace the pins in the proper place.



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Board Meeting Minutes

War Bonnet PCA Board Meeting: May 4th 2011 at Randal Goodman's home.

Board members attending: Louis Lackey, Glen Hoskins, Brian Miller, Randal Goodman, Grady Buckhalter, Dave Tichenor, Richard Davis.

Members attending: Floyd Carter, Jay Hanas, Steve Hintze, Chad Goodman, and Mike Suvato.

The meeting commenced at 7:30 PM after pizza with lots of pepperoni, chocolate cake, and sodas. An important change was approved to this year's calendar. The Christmas Dinner originally scheduled at Twelve Oaks in Edmond for December 3rd was rescheduled to Saturday December 10th. The 3rd is when the OU-OSU football game was rescheduled so we did not want to have a conflict with that game and our Christmas Dinner. Festivities will commence at 6 PM so look for the Dinner menu and registration form in an upcoming War Hoop.

Club President Louis Lackey and Board member Brian Miller attended the Zone 5 PCA meeting in San Antonio on March 25th. They reported that a number of national PCA subsidies are available for some of our club events including most notably our annual fall club car show that will be at the Bricktown Sonic again this year. Look for coming announcements about



Jane Hanas - Secretary

this popular event. Louis and Brian also reported that we will soon be able to hook into the national PCA website and order items with our local War Bonnet PCA emblem attached. Also Brian and Louis want to remind members that they will soon be receiving both the paper version of our War Whoop along with an on-line PDF version. If you decide you just need the PDF version please email Louis at louis.lackey@anheuser-busch.com and notify him concerning this. Hopefully enough members will decide the on-line version is all they need that the club will be able to save money on printing and mailings. We will continue to have a paper version of the War Whoop as our sponsors prefer that.

Other important events on the calendar include a drivers' education and tech outing at the Sheriff's training center on 36th street at 8:30 AM on June 11th. The monthly autocross will take place the following day Sunday also at 8:30. Also in June a grand tour is planned by members Steve Hintze and Chad

Goodman. Members will meet at Quail Springs Mall at 2 PM on Friday the 24th of June and then travel to Tulsa to pick up PCA members there. Then the group will travel and have dinner and spend the night in Rodgers, OK. The next day the 25th the group will head into Arkansas for a day of twisty traveling on the back-roads in that state including the famous Pig Trail Scenic Byway. The group will head back to OK and spend the night in scenic Talahina before traveling back to OKC on the 26th. You will be receiving more information about this scenic event.

Another important change in the calendar is the 9 AM July Saturday breakfast which will be moved to Okies

located at south 61st street and Western. July 16th Brian Miller and family will be leading a route 66 lunch tour to the Rock Café in Stroud. Meet at Pop's in Arcadia at 10 AM. The August 6th breakfast will be at Annie Okies at Wiley Post Airport, and be sure to remember the South Hooters Car show starting at 11 AM on August 13th.

The meeting adjourned at 8:30 PM with the usual camaraderie and bantering taking place afterwards.



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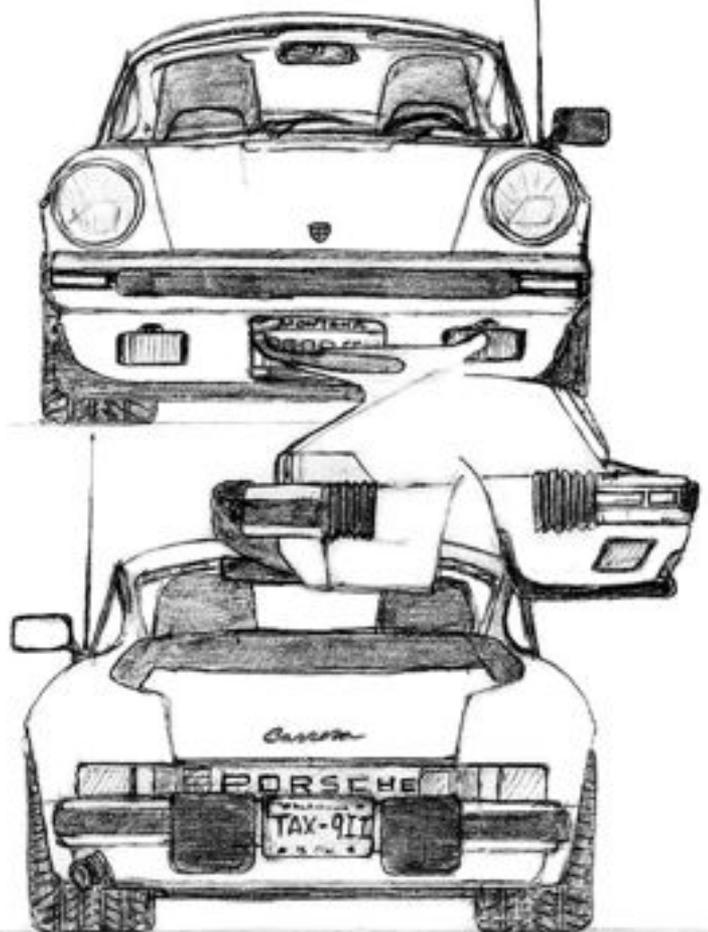
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