



War Bonnet Region

War Whoop

News and Events from the Region

June 2013 - July 2013

Calendar of Events

JUNE

- 8 Rally** **Time for another Rally - 9am.**
Meet at NW 39th and Portland.
- 15 Rt. 66 Drive** **Drive to Lucille's on Route 66. - 9am**
Meet at NW 39th and Portland.
- 21 Poker Night** **Texas Hold'em and talk like Sling Blade night - 7 pm.**
Louis Lackey's Poker Table. See page 21.
- 22 Driver Tech** **Learn how your car performs - 8am**
Sheriff's Training Center - NE 36th and Air Depot.
- 23 Autocross** **How many cones did you hit? - 8am**
Sheriff's Training Center - NE 36th and Air Depot.
- 29 Car Show** **Come to our first annual car show at Twin Peaks - 11am**
Twin Peaks on Memorial. See page 7.

JULY

- 6 Club Meeting** **Breakfast at Baluu's - 9 am. See page 3.**
At 7925 NW 10th St.
- 10 Board Meeting** **Come tell us of an event you would like to see! - 7 pm.**
Grady Buckhalter's Home.
- 12 Poker Night** **Texas Hold'em with more than one buy in! - 7 pm.**
Louis Lackey's Poker Table.
- 13 Rt. 66 Drive** **Time for our annual drive to Rock Cafe!! - 9 am.**
Meet at NW 39th and Portland.
- 20 Autocross** **Is it hot out here or what?! - 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 27 Out & Back Drive** **Details are being worked out.**
Watch your emails for any updates.

AUGUST

- 3 Club Meeting** **Breakfast at Charlies - 9 am.**
At I-35 and North 122nd.
- 10 Autocross** **Is it ever going to get cooler? - 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 17 Car Show** **Time once again for the southside Hooters Car Show.**
South Hooters - 11 am. See page 19.

C O N T E N T S

Inside this issue



On the cover - Second Place at the Hooters car show.

Photo by Grady Buckhalter



Brian Swope is back, and he is back in a Lamborghini

pg. 8

Event Flyers

Special Events ... 3, 7, 19, 21

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Editor's Notes



Brian Miller - War Whoop Editor

Well winter is finally over and that means spring has arrived and with that has come the tornadoes. Hope everyone made it through the recent tornado outbreak without too much loss. We simply loss power for a little bit here, but unfortunately some of us lost much more than that and I know that our prayers are with them while they attempt to get their lives back to normal. Lets all hope that we have the last of the tornadoes at least for a while.

The New Member Dinner was a big hit and we had several new members attend. We once again held the event at Hideaway Pizza in Edmond and they had the side room reserved for us. We filled the room and then ate all the free pizza and soft drinks we could while we welcomed the new members to the club. A great time was held be all and we will once again hold this event next April as we welcome the newest members.

The big event in May was the Hooters Car Show. I won't go into too much of the event here because Grady Buckhalter has written about it in his article in this issue. Robert Wilson won best at the Hooters Car Show with his 1952 356 which is the oldest Porsche in the United States. Be sure to check out

the picture of him and his Porsche on page five. The Hooters Car Shows are always big events and we will be holding another Hooters Car Show in August at the Southside Hooters. If you were unable to attend the last show, be sure to make it out to the one in August. You will certainly have a great time.

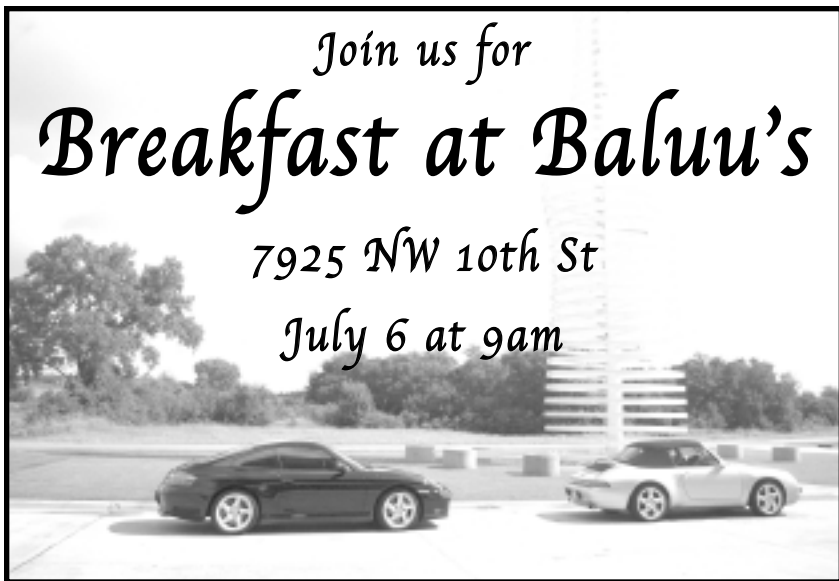
Be sure to come out the Twin Peaks car show on May 29th. The manager there has reserved a whole section of the parking lot for us and he is going to have the entire waitstaff be the judges of our cars. From talking with him, I am sure we will have a great time at the Twin Peaks show. Remember, it is at the Twin Peaks on Memorial, not the new one down on I-40.

Hope everyone is having a great spring and be sure to check out the calendar of events on the inside cover of our newsletter. You will be sure to find any event you are interested in and be sure to come on out to an event. We would love to see you at an upcoming event.

Join us for
Breakfast at Baluu's

7925 NW 10th St

July 6 at 9am



New Member Dinner was a hit



Photo by Katie Goodman

President's Podium



Grady Buckhalter - War Bonnet President

Summer is just around the corner and typical of Oklahoma weather things are beginning to heat up outside and for club activities. April and May offered many activities which were all well attended by members. The new member dinner was a success as always and the following day was our monthly autocross at the Sheriff's Training Center. We reserve one day every month for our club autocrosses and unless the weather is entirely uncooperative we brave the elements and run the autocross. An additional opportunity, in April, was an invitation from the President of the Corvette Club of America, Russell Smith, to attend their "Fun Day" at the Sheriff's Training Center. That day was unusually cold for late April but several of us braved the weather to join the Corvette owners and have fun. Russell and I had an opportunity to talk about more interaction between the clubs. He will continue to invite us to their Fun Days and I invited their membership to join us at our autocrosses. We agreed that while our choice of vehicles may be different, ultimately both groups derive the same enjoyment from their cars.

The month of May kicks off our car shows and this year's event at the Hooters on Northwest Expressway was

the largest gathering in my memory. Nineteen cars showed up for the show and we were able to fill most of the front parking, a first for the event. The winner of the event was Robert Wilson in his 1952 356, which is officially the oldest Porsche in North America.

May also had the first progressive dinner that the club has hosted in many years. The night began at Steve and Denise Hintze's home for appetizers followed by the main course at John and Erma Leaton's home with dessert served at Pete and Janie Holcombe's home. This was the first progressive dinner for most of the attendees and we may have another one in the fall if there is sufficient interest.

May was definitely a warm up for the number of opportunities for club participation compared to June! Our breakfast will be at First Watch on Saturday, June 1. A rally is scheduled for the following Saturday, June 8 which will begin at 9 am on the corner of NW 39th and Portland Ave. The Route 66 drive to Lucille's is on Saturday, June 15 beginning at the

same time and location as the rally. The weekend of the 22nd and 23rd of June is all about car control. Saturday, 22 June will be a Driver Tech at the Sheriff's Training Center and the next day, Sunday, 23 June will be our monthly autocross. On Saturday, 29 June our first car show at Twin Peaks will begin at 11 am. Brian Miller has been working with the manager and they are very excited for us to bring our cars.

I always end these articles with mentioning the website and Facebook pages for the club. We have several members that post events, articles and questions routinely on the Facebook page. The board definitely wants to hear from our members. Please contact any of us with questions you have about events or ideas for the club.

Robert Wilson wins first place



Photo by Grady Buckhalter

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11am*



Outside the Cones

By Brian Swope

In the last article I wrote as the outgoing autocross chairman, I mentioned I was going to spend more time with my family and then also do some big track events. A year has passed and boy do I have some news to share with you all.

First of all, if you see me and notice me as a bit more grey-headed, slouched over and withered, that would be because I have two teenage kids who are beginning to drive. Ten years ago, letting them begin driving would have been almost a joy, a freedom for me. Talking and texting while driving nowadays is more dangerous than drunk driving, so I am not getting a car for any teenagers anytime soon. I think they can have a car when they can afford to buy one and insure it themselves. Sound mean? If you agree, just pat me on the back when you see me and then I will understand what you have already experienced.

As far as driving experiences go, this has been an awesome year! We took a Los Angeles vacation this past summer which included a trip to the Peterson Automobile Museum and then for Father's Day, I drove a Lamborghini on the Las Vegas Raceway against other supercars.

The Exotics Raceway was suppose to have the Superleggera ready for me but

the brakes needed to be replaced so that forced me to drive the Gallardo instead. After a lengthy driver's meeting, four drivers including me, took a parade lap in a Porsche Cayenne. Once we returned to the paddock, we began to suit up and prepare for "GO" time. The three other driver's were released and then I screamed off the start last. The first turns were an "S" type with a hard right hander before a straight. I followed the racing line and then went high to the outside and hit 130 mph just before the first high speed turn. I was worried the car might spin as I was braking extremely hard into that corner but the Gallardo soaked up my every input and made me look like a pro. Within only 2 laps, I passed the Audi R8. Now I am feeling confident, working those flappy paddles and putting to use all my autocross knowledge. Before I knew it, I had approached the Ferrari Scuderia...and passed it too. The mental high fives were making my brain do cartwheels and I nearly ran too wide on the backside sweeper. In another lap, I could see the Cayman R attacking the apexes like a winter fox pouncing on mice running under the snow drifts. With the same fervor and alacrity, I came around him too just in time to finish ahead of them all.

I don't remember the Lambo or its howling engine as much as I remember seeing those other exotics in front of me and then seeing them in my mirrors. The feeling was more than satisfying, akin to telling someone "I told you so" . On the other hand, the Japanese drift champion for the last few years was on hand in a new Z06. Shredding a set of tires every 20 minutes was kinda neat but I was most thrilled knowing that he NEVER had a chance to pass, like they said he would.

Although I had no understanding of the other driver's talent level or where Mr. Drift King was, it felt like an incredible victory. To loosely quote Ferris Bueller talking about a Ferrari rather than my Gallardo, "It is so choice, I highly recommend picking up one".

Another event I attended was a private track day at Hallett. This outing consisted of a few BMW's, a Ferrari, a super Audi TTs and R8, a 650 horsepower Evolution and some awesome Porsche's, turbos and 2 Caymans, one was a very quick R. I had the honor of instructing a session in a M6, very nice. Side note here (contact me for entry to private track day coming up soon).

So, I have had a taste of the big tracks this year. Autocrossing taught me how to react to sudden movements of the car and how to settle it at speed. I also learned that fine tuning your tight course skills makes for a rewarding big track experience. Although I have sold the 914 and the blue 944 turbo, I plan to attend some autocrosses this year. I need to research for a new Porsche!

Brian Swope in a Lamborghini





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April 10, 2013

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Between the Cones



s some of you have noticed, I do my own work on my cars and love every minute of it. So when I found out that my mom's 04 Cayenne was leaking antifreeze it made me think about an article that I read about the plastic tubes that came stock on at least the V8 motors on the 04 and earlier models. These models were prone to start leaking coolant and when that happens it's time to buy a kit from the dealer and replace them.

So my father and I made a trip to Indiana one weekend to start on the replacement of all four of the plastic cooling tubes. To start out, you will have to drain the radiator of coolant. There is a blue drain plug in the bottom of the radiator which is the same plug that the 928 uses, which I thought was weird. When I got through draining the radiator we took the air filters and housing out of the way. The next thing would be to take out the air plenum (which is the inter locking tubes on top of the engine).

When removing it, it's best to leave the fuel injectors on the plenum and just loosen the fuel line on the firewall. Also when you pull the plenum off with the injectors you need to unplug the wiring harness from the plenum. Also, the



Matt Herndon

metal clips that hold the harness to the injectors are almost the same design that my 928 uses but upgraded and easier to use and remove.

Now that all of that is removed, you will see three of the four plastic tubes. When trying to remove those three tubes, which are connected to rubber hoses in the rear of the engine bay, I found that the easiest way to remove them is to just break them off. Then you can simply remove the two O-rings out of the aluminum housing. Once those are out of the way you will see the last and biggest tube to remove. To remove that tube you need to cut it in half. Yes, cut it in half unless you would prefer to remove the engine to take the tube out. I've found that the easiest way to cut it is with a carbidecutting string which you can slide back and forth until the tube is in half.

You will now find that there is a metal stiffening sleeve inside the plastic tube. This is the hardest and most time consuming part of the whole retrofit. In retrospect, I think it would have been

very simple if I could have gotten a bar behind the tube piece and simply pulled the chunk of tube out. Now that everything is out of the way, it is time to start putting everything back together with all of the new aluminum tubes.

When putting it all back together, make sure that you grease up the O-rings with a white lithium grease. That way they will slide in easier and will last for a long time. If you use a solvent like WD40 it will make the o-rings brittle and they won't last very long. First, you will need to put the small hub in the rear of the engine. Next place the rubber sleeve and hose clamps on the long tube so that it can be placed in the front of the engine. Once it is in place, move the sleeve over the two tubes and tighten the hose clamps. Now that you have that tube in and secure, it is time to place the assembly in that takes the

place of the three individual tubes. After securing the assembly in place you can connect all of the rubber hoses back to the three outlets on the assembly.

Now that you have that all done, get the plenum and injectors back on the engine with the new gasket that is also included in the kit and put the air boxes back. Then you put the drain plug for the radiator back in and unfortunately the Cayenne's takes special Porsche antifreeze. Either buy a couple of gallons from Porsche or go to a parts house that carries Pentofrost SF and mix it 1:1 with water. Now that everything is topped off; you are ready to start driving and enjoying your Porsche once again.

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Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The treasury continues in sound shape. We made the donation to the Sunbeam Family Services. I am sure the story is somewhere else in the War Whoop so I will not discuss it further.

I have been busy with a big project on my 1985 911. I will be driving it to Michigan and even Canada in June. I have never driven in a foreign country before and Canada is the only logical option. Travers City, Michigan is the site for the 2013 Porsche Parade. Canada is just 200 miles further.

To get ready for the trip, I was checking out my 911 and noticed a plethora of small oil leaks, and some were just too big to ignore. The only logical way to fix the leaks is to drop the engine and transmission. And the most expensive phrase in Porsche repair pops up. "While I am in there" I might as well replace the clutch and of course the fuel lines on the back of the engine, and replace all those leaking oil lines.

Of course the sheet metal should get painted, and a lot of clean-up work on the engine bay. Of course to get the fuel lines off, one needs to remove the intake. If the intake comes off, while I am in there I should replace all the rubber hoses and vacuum lines. Of course while I am in there and the injectors are off the intake, they should be cleaned and flow tested. A local shop can do that and now the injectors

are all clean and flow at the same rate. The intake has all new gaskets and the injectors have new seals.

Of course while the engine is on an engine stand, it is the perfect time to adjust the valves. The chain covers come off for new seals, and since the thermostat comes out for a new seal, it is the perfect time to just put in a new thermostat.

The good news is the internals of the engine are fine so the engine stays together. Of course since the transmission is out of the car and just sitting there, it would be a great time to open it up and replace the synchronizers and a few bearings. All of the transmission internals are in great shape except a few of the bearings and the 4th gear synchronizer. I am replacing all five of the syncros while I am in there.

In the end the transmission will be refreshed, all the oil leaks will be history. The clutch will be new, the intake and fuel lines are fresh and clean. I should be good for another 146,500 miles and 27 years. Get out there and drive your Porsche!



Porsche Club Presents Donation to Sunbeam



Glen Hoskins in the engine bay

Photo by Jeanette Hoskins

Roster Report

Our club continues to grow in membership and we are now at over 160 primary members. We have had a lot of new members join, but we have recently had a several members not renew. If you have received notification from national, please renew so we can keep your information up to date.

I am looking forward to the several route 66 tours we have set up for this summer. This year we will have our usual drive to the Rock Cafe, but we are adding a drive to Lucille's which will occur on June 15th. We will be meeting on NW 39th and Portland at 9am and then head out together down route 66 for a Saturday of fun. We will also have a trip to Gar Wooleys on October 19th. We will meet at Pops in Arcadia and then we will all drive to Gar Wooleys for some excellent shakes and some great food.

We will also have a drive to Eischens for some of their famous chicken. That drive is set for August 24th and if you have never had the chicken at Eischens, you are definitely in for a treat. Be sure to mark these drives down now on your calendar and join us for a fun day of driving and eating.

I am hoping to be able to make more events this summer but my 9 year old son is on a baseball team where we travel all over the state in tournaments



Brian Miller - Membership Chairman

and he will playing in the world series in Kansas City some time in July. But after that, my summer will be open for more events and I plan on enjoying my Porsche by going on as many drives as I can. Hope all of you enjoy the summer - winter will be here soon.

Here are the new members for this issue: Shane and Kara Kempton have joined in their 2008 Boxster. William Russell has joined in his 1974 911 and Rex Boatright is in the club in his 2012 Panamera. Stephen Garrett has joined in a 2010 Cayenne and Jeremy Neff is in the club in a 2002 Boxster S. Greg Paglini has transferred here from Maverick Region and he has several cars from a 2004 Boxster to a 2007 911. Our newest members are Daniel and Kimberly Bates in a 2001 996, and Richard Newkirk in a 2008 Cayman. Also joining this month is Eric Parks in a 2013 Boxster and our newest members are William and Christina Wilson driving a 2001 911. 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 May 2013 Board Meeting was held at Randall Goodman's house. Board members attending were Matt Herndon, Chad Goodman, Brian Miller, Steve Hintze, Glen Hoskins, Edwin Seda, and Louis Lackey. Club members also attending were Brian Swope, John Lathan, and Pete Holcomb.

The group discussed the upcoming club event schedule, starting with the 4 event weekend beginning May 17. A \$10 fee was determined to assist with the progressive dinner expenses. Grady will send out an email blast for details and the event registration deadline.

We also discussed at length the option of moving the Christmas Dinner to the Devon tower. A few of the board members toured the facility and liked the benefits that the change in venue offered. We will be able to handle a larger count of members to attend – up to 70. And the view will be excellent! A motion was made to bring the Devon tower location to a vote. The board voted to move the Christmas Dinner to

Devon. A date will be confirmed soon and details will be sent to the membership.

The annual Bricktown Car Show date is September 21st. Several board members volunteered to be the contacts for the other local car clubs. Stay tuned for more information.

The pizza was good but the threat of hail cut the meeting a little short....

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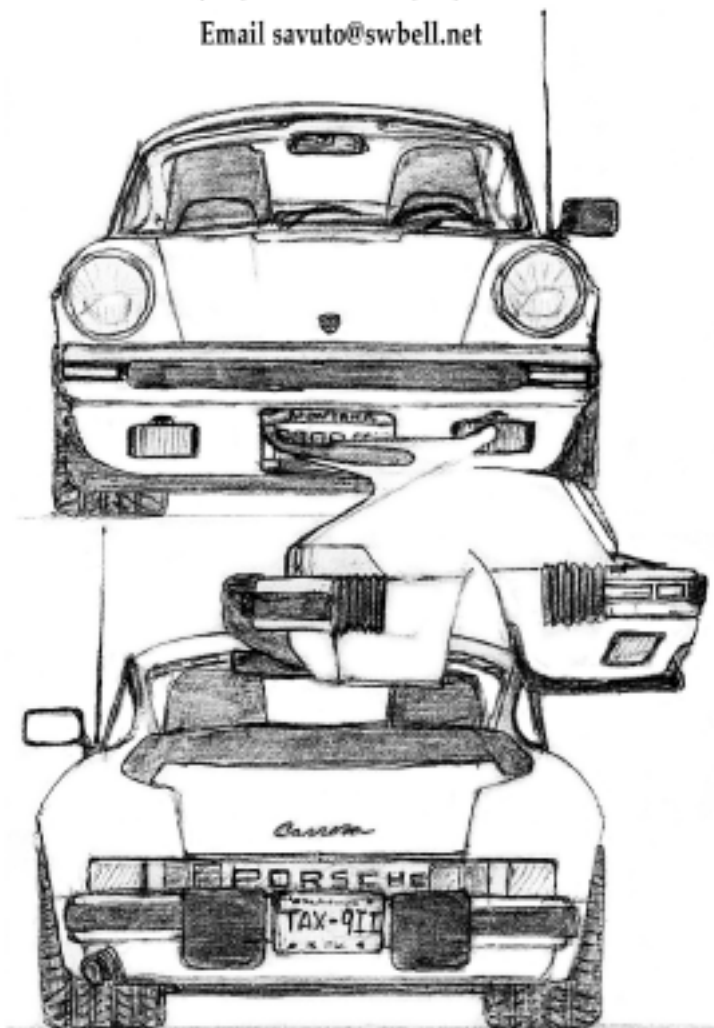
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