

## On The Cover

This is Dipl.-Ing. Michael Rauser testing the performance of the radio-controlled car used in this years "Weissach" contest. Michael set up a difficult course that was quite tight. There are additional photos on page 16 of the contest in action. Betty Jo Turner the Editor of Panorama was a participant in the autocross. Her time was not fast enough to win one of the Porsche parts, but she did receive the radio-controlled car as a reminder of the contest.

Editor : Glen Hoskins

3833 N.W. 32nd

Oklahoma City OK 73112

405/942-3743 Work; 405/947-6375 Home

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 15th of any odd numbered month. Associate regions, by this statement, are authorized to use material in this publication provided proper credits are included.

Advertising rates:

Full Page \$30.00 per issue

Half Page \$20.00 per issue

Design and concept of add. *call for quote*

Forward advertising inquiries and all other material to Glen Hoskins 3833 N.W. 32nd Oklahoma City, OK. 73112 or call Glen Hoskins at the phone numbers listed above.

## Table of Contents

Page 4	From The Editor
Page 6 & 8	Indy 500 Weekend
Page 10	From the President
Page 12	Crab 18 Flyer
Page 13 & 14	Norm Hunddecki
Page 15	Holbert Memorial
Page 16	Tech 21 Photos
Page 18	Ozark Weekend
Page 20	The Weissach test
Page 21	Shifter problems
Page 22	Things of intrest.
Page 23	Parade Flyer
Page 25	Feista Challenge
Page 26	Calendar of events.

1989

War Bonnet Region  
**OFFICERS AND CHAIRMEN**

**President**

Al Lang  
P.O. Box 20766  
Oklahoma City OK 73156  
405/755-0208

**Membership**

Glen Hoskins  
3833 N.W. 32nd St.  
Oklahoma City OK 73112  
405/942-3743

**Vice President**

Rob Lewis  
10408 Ryecroft Rd.  
Oklahoma City OK 73162  
405/722-2050

**Activities**

Rob Lewis  
10408 Ryecroft Rd.  
Oklahoma City OK 73162  
405/722-2050

**Treasurer**

Bob Miller  
4504-C West Gaylord Dr.  
Oklahoma City OK 73162  
405/752-5032

**Secretary**

Don Scott  
2631 Cedric Circle  
Lawton, OK 73505  
405/355-7144

**Past President**

Kai Gerkey  
P.O. Box 8574  
Oklahoma City OK 73154  
405/848-9558

**Historian**

Greg Hack  
3890 Whispring Hts.  
Edmond, OK 73034  
405/340-0000

**Autocross Chairman**

Kai Gerkey  
P.O. Box 8574  
Oklahoma City OK 73154  
405/848-9558

**Tech Registrar**

Cathy Trapp  
315 NW 15th  
Oklahoma City, OK 73103  
405/524-6262

# Greeting's War Bonnet Region PCA members

*from*

Bob Moore Porsche / Audi  
Your Factory Authorized  
Porsche / Audi Dealer

## **Bob Moore**

*is one of the most respected names in the Automobile industry. Our sales staff is new to Porsche, but our service and parts department is one of the most experienced anywhere. Please accept our invitation to come in and let us meet you. You'll be glad you did.*

*Respectfully,*

**Bob Moore** PORSCHE / AUDI

13th and N. Broadway

405/ 232-3521





# From the Editor

Once again this year Tech was a success!! This was our 21st Tech Session, and after all the work, I'm relieved that it is over. Now I guess it is time to get started working on next years Tech. If you have any interest in helping or participating in the next Tech session PLEASE contact Al Lang, Bob Miller, or myself.

Greg Stell and Rob Yasek have joined the Tech committee, but we can certinally use more help. We need new ideas as well as more workers. One of our biggest needs is for a treasurer trainee, someone to take over the duties of Treasurer for 1990. Bob Miller is currently the Zone 5 Representative, Co-Chairman of the Tech Committee, and War Bonnet Region Treasurer. As you can see he is overworked, and needs some relief. He can teach you the ropes, and show you the routine.

For those of you who were not able to make it to Tech you missed a good time. Read the Presidents message, on page 10 for more about Tech 21, or the article on pages 13 and 14.

Since we're on the subject of Tech Dr.-Ing. Ulrich Bez had to cancel due to "really compelling reasons and other binding obligations which came quite unexpectedly". Dr. Bez also said "with regard to next year's War Bonnet Technical Session I shall do my best to keep the promise I gave for this year."

On to the next subject, I have received a few comments about the Turbo Phone. The first question is invariably, "Why did I get two Turbo Phones?" Well the answer is just inside the cover of the Turbo Phone. Did you read your Turbo Phone?

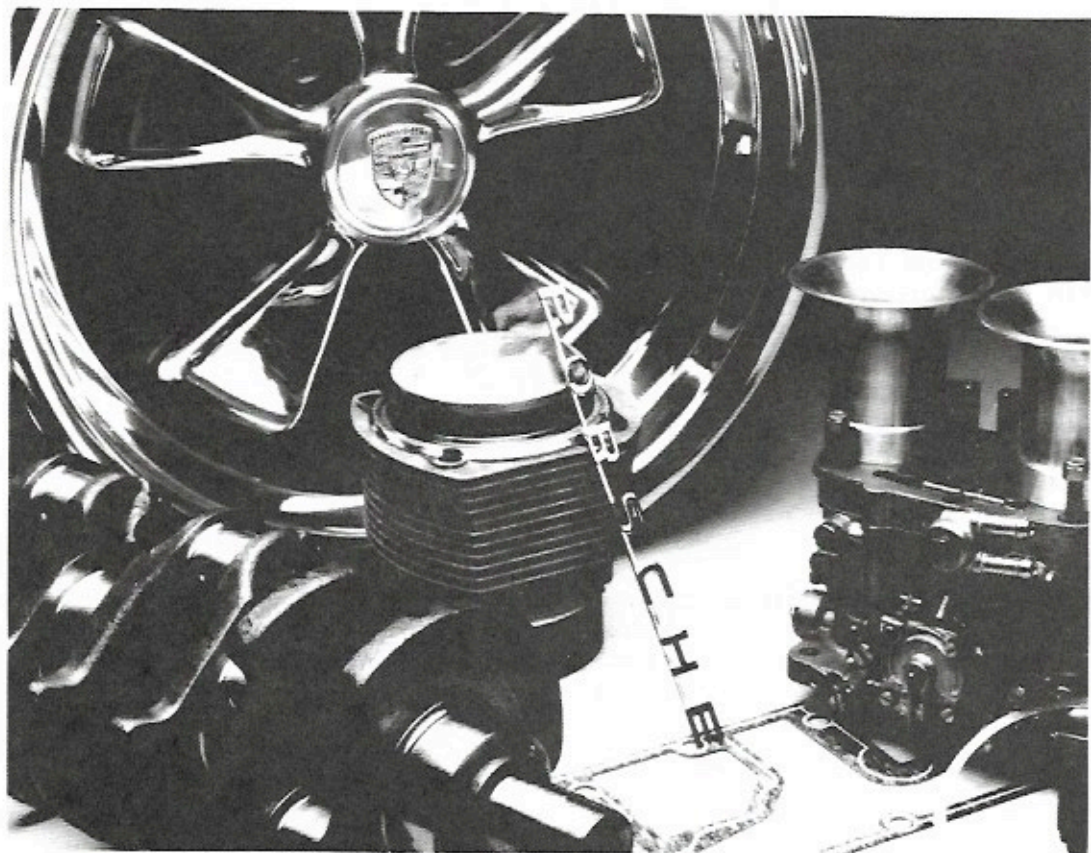
You received two Turbo Phones because the postage to send two at the Bulk rate is so much cheaper than sending one at first class. The savings in postage was applied to the printing bill, we printed more copies, and could mail them for less. Thus I sent two copies to everybody. One for your car and one for your house. It was actually cheaper to print the extra copies, and mail at the bulk rate than mail at first class for half of number of copies. Only active members of the War Bonnet Region received a Turbo Phone.

One other point of interest, some of the members of the region received a copy of the Turbo Phone with pages in the wrong place. Only a few (I hope) copies went out like this. If you have one of the few (I hope) copies of a Turbo Phone with out of place pages, call me. We can disassemble your Turbo Phone, and re-staple it in the proper order.

**News flash!** PCNA announces a price reduction on all 944 models. Cost reductions at Porsche AG and improved earnings for the first half of the fiscal year have resulted 5.6% to 8.6% drop in prices. All 944 models for 1989 come with ABS brakes and revised body styling. Prices are

Model	New Price	Old price	% change
944	33,245	36,360	-8.6
944 S2	41,900	45,285	-7.5
944 Trb	44,900	47,600	-5.7





**NEW AND USED PARTS FOR ALL MODELS  
SAME DAY SHIPPING**



**Bosch  
Authorized  
Service**



**AUTOTECHNIK**  
PORSCHE SPECIALISTS

- MAINTENANCE AND REPAIR
- GASOLINE FUEL INJECTION
- ELECTRONIC SYSTEMS
- FOUR WHEEL ALIGNMENT
- PARTS & ACCESSORIES



**1804 RELIANCE PARKWAY • BEDFORD, TEXAS 76021 • (817) 267-4451**





3-21-89

As president of the Central Indiana Region, I would like to ask a favor. We are presently registering people for our biggest event of the year, the Indy 500.

As we did last year, we will be headquartered at the Holiday Inn at the Pyramids, the same as PCNA, Porsche AG, and Quaker State. We will have a hospitality area set up so we can mingle. A banquet is planned for Saturday evening with Porsche PR Director Manfred Jantke as our guest speaker. Last year we had over 150 people attend the dinner.

We will also have police escorted buses to and from the race. With well over 200,000 people going to the race, escorted buses are the only easy and painless way to get there. But what might interest your members the most is that we also have race tickets if they register for the banquet or shuttle buses. Most of the tickets are on the outside of the front stretch for a good view of passing and pit action.

If you could get this information out to your members as soon as possible (I realize we may have missed your current deadline), it would help us and I think interest some of your members who would like to attend the race but did not know how to get tickets. We also have hotel information available.

Anyone interested can contact our registrar Brett Johnson at 317-841-7677 for a registration form or information about the event.

Thank you,

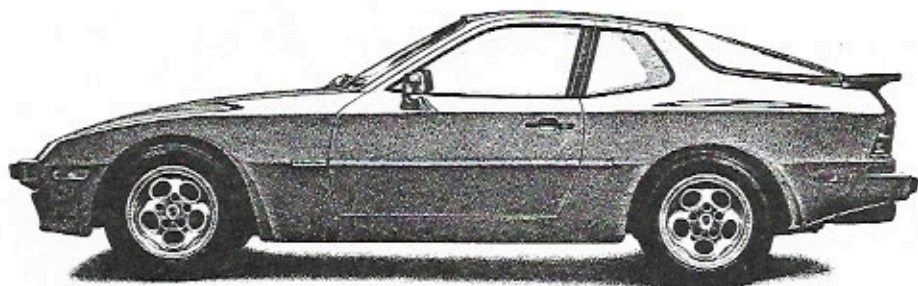
*Mark Haab*  
Mark Haab,  
CIR President

CENTRAL INDIANA REGION PORSCHE CLUB OF AMERICA

## Oklahoma's newest PORSCHE dealer.

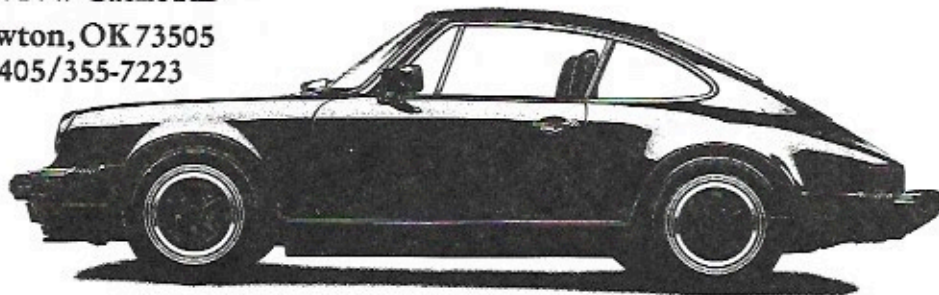
Professor Ferry Porsche designed the first car to bear his name in 1948. Since then, nothing much has changed. Every Porsche is built with the same devotion to innovation. With the same uncompromising approach to engineering. And with the same design objective: undiluted driving exhilaration. All of this will become thrillingly clear when you test drive any of the new Porsches at your authorized Porsche dealer. And whichever car you finally choose, you'll inevitably come to the same comforting realization that every Porsche driver comes to: Porsches may change. What makes them Porsches doesn't.

### Wilmes Imports



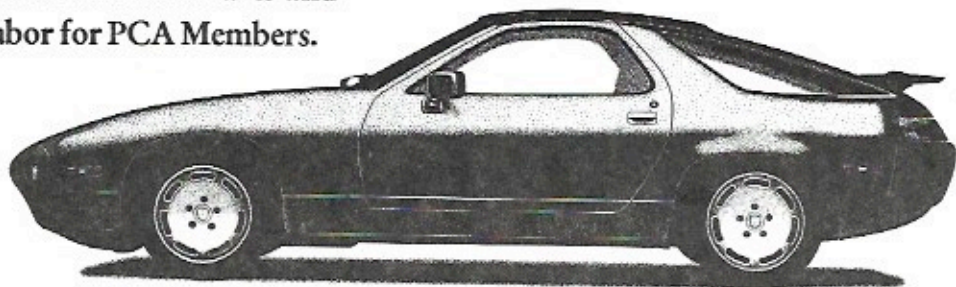
*Porsche 944S*

4330 NW Cache RD  
Lawton, OK 73505  
405/355-7223



*Porsche 911 Coupe*

10% discount on Parts and  
labor for PCA Members.



*Porsche 928S4*


**CENTRAL INDIANA REGION**  
 Indianapolis, Indiana

**PORSCHE CLUB OF AMERICA**  
 May 26-29, 1989

Name \_\_\_\_\_ (How Your Nametags Will Read)

Co-Registrant(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Day ( ) \_\_\_\_\_ Evening ( ) \_\_\_\_\_

Accommodations: Do you need hotel information? \_\_\_\_\_

If you have hotel reservations what are your planned arrival and departure dates \_\_\_\_\_

Where are you staying? \_\_\_\_\_

Race Tickets: \_\_\_ We've got 'em (go to "Will you be driving?").

\_\_\_ We need 'em. Enter us in the drawing (see below).

On March 22 we will take all registrations with ticket requests postmarked prior to March 15, 1989 and randomly draw the number of registrations for which we have available race tickets. All participants will be notified of the outcome by return mail. If your registration is not selected you have the option of either a total refund, a refund of the race ticket money with retention of the registration or we can keep you on the waiting list for tickets filling requests in the order received. Tickets for the race are always available in the Indianapolis area. Recognized brokers sell them at approximately three times face value. They are also widely advertised in the classifieds of *The Indianapolis Star* and *The Indianapolis News*. If you are a gambler, you can always find tickets at the track on the days prior to the race and the day of the race, as well. If you are not selected in the initial drawing, shall we:

\_\_\_ Refund all money? \_\_\_ Refund ticket money but not registration? \_\_\_ Keep you on the waiting list?

Will you be driving? \_\_\_\_\_ If Porsche, give model and year. \_\_\_\_\_

Complete registration package includes: Goody Bag, Door Prizes, Hospitality Room Friday and Saturday, Saturday Banquet, Secured Parking on Race Day, Shuttle to and from Track and After Race Party (w/ cash bar).

___ Complete Registration Package with Race Ticket (1 per person)	\$115 ea. _____
___ Complete Registration Package without Race Ticket	60 ea. _____
___ Additional Banquet Tickets	25 ea. _____
___ Shuttle Only Option	30 ea. _____
___ Box Lunches for Race Day	5 ea. _____
___ 500 Festival Parade Tickets (Starts at 12:30 pm Saturday, Downtown)	8 ea. _____
___ Commemorative T-Shirt ___ M ___ L ___ XL	9 ea. _____
	Total _____

Make checks payable to CIR/PCA

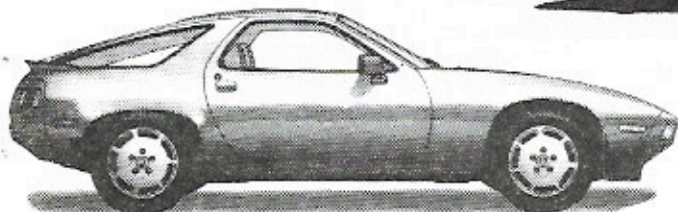
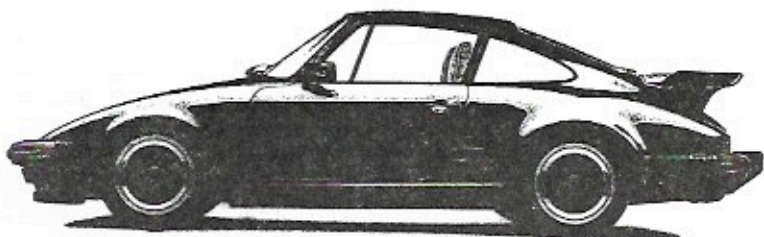
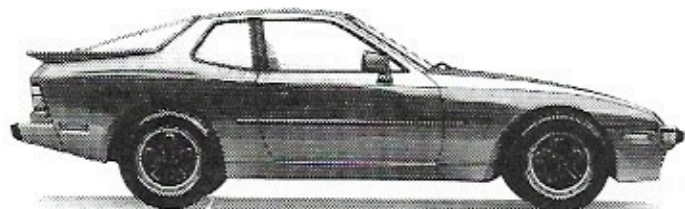
Send to: Brett Johnson, Registrar, 7510 Allisonville Road, Indianapolis, IN 46250 (317) 841-7677

To avoid late registration fee, postmark must be before April 1, 1989

In the event of an official race rainout, an additional \$10 per person will be collected for those wishing to return to the track on Monday, Memorial Day. No refunds will be processed after April 25, 1989. \$10 per person cancellation fee. All tickets, t-shirts etc. will be distributed at registration.



# B·R·I Imports



## Specializing in Porsche Sales and Service since 1970

10 % discount on most Parts and  
labor for PCA members.

We want your business!

**6920 N. Broadway Ext.  
Oklahoma City, OK 73116  
405/848-1961**

## From The President

---

War Bonnet Tech 21 is history now. In some ways it was one of the best the region has produced. This year our guest from Germany was Dipl.-Ing. Michael Rauser, who manages Aerodynamics and Thermodynamics for Porsche A.G. His talk on aerodynamics was great and we had a chance to see the "new generation" that will be running Weissach. From appearances, the changes at Weissach are broad and deep. Time will show the effects of the retirement of Dr. Bott.

Hal Crossland talked about 911 engine disassembly and checkout, Bill and Bob Jones had a question and answer session on restoration, Al Krenz from Robert Bosch Corp discussed ABS in detail and reviewed K-KE-L-D Jetronic systems. Hans Struffert from PCNA gave a presentation of the new Carrera 4. (It only "looks" like a 911), Mike Valentine showed the G-Analyst and how it could help the "hot shoes". There were a lot more, but my time didn't allow me to catch much of their talks.

In listening to Hans Struffert talk about the new Carrera 4 and some of the things that have to be done during maintenance and listening to ideas of where the car will be priced made me realize that the car that many people have had a love affair with for so many years is constantly slipping beyond their reach. To change the bottom

sparkplugs, (two plugs per head) or to adjust the valves, the heat exchangers must be removed! The good news is this is only required every 50,000 miles. This car has 48 electric motors, eight microprocessor-controlled electronic systems and five conventional electric systems.

We no longer have an "entry" level Porsche on the new car sale side. The entry level Porsche is a "used" Porsche. This means that the "enthusiast" that can't get up to the purchase or lease of a new car is going to be looking for the better examples of the model of his interest and price range.

There is a normal attrition of cars from accidents and other occurrences, so the number of cars available will continue to dwindle as individuals hold on the best that they can get as the value goes up. Many of the cars we own today are going to be collectors cars tomorrow.

The principals of the War Bonnet Tech session will become more visible. Tech attempts to pass on information that will enhance an owners enjoyment of the car by being able to preserve, restore and maintain the car himself or at the least know when someone that he has entrusted the car with is doing a good job.

Al Lang

# MIRROR *Finishes*

*Exclusively* **Porsche**

Downdraft Spray Booth  
for Dust-Free Paint

We use Glasurit Products  
The Original Porsche Paint

Complete or partial refinishing  
Expert Color Matching



Hard or light collision repair on  
Blackhawk equipment  
The Factory Authorized System

Conversions  
and  
Restorations

References Available Upon Request

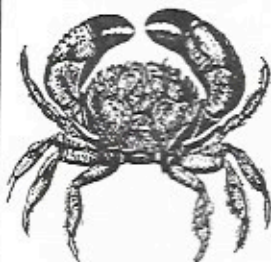
Mike Lindsey

530 N. Meridian  
405/947-4330

PCAMember



# CRAB



# 18

## The Premier PORSCHE WEEKENDER SVR-PCA

### April 21, 22, 23, 1989

The registration fee is \$100.00 per couple, \$75.00 single. It includes a welcome cocktail party, gymkhana — fun — autocross, tour, rally — more fun — dinner dance, beer & brat picnic — a lot more fun — unique trophies, door prizes, great people, and (you guessed it), a whole lot more fun!  
CRAB 18 Headquarters - Sacramento Red Lion Inn.

This your official registration form. Please complete, attach a check payable to PCA-SVR, and mail to:

**CRAB 18**  
**Stan Breyfogle**  
**3700 Trapper Court**  
**Sacramento, CA 95842**  
**(916) 334-1426**

Name(s) \_\_\_\_\_

Name(s) \_\_\_\_\_

(Each person wishing to participate in any event must be an entrant)

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_ PCA Region \_\_\_\_\_

	COUPLE	\$100.00	_____
SINGLE (or each additional family entrant)		\$75.00	_____
Pre-Paid Additional Guest Diners*	@ \$40.00		_____
Additional Beer & Brat Lunches	@ \$10.00		_____
Special CRAB Name Badges	@ \$5.00		_____
<b>TOTAL ENCLOSED</b>			_____

\*Guest dinners will be \$45.00 at the event if available.

We/I plan to participate in the following activities (please indicate the number of participants in each event).

TOUR \_\_\_\_\_ AUTOCROSS \_\_\_\_\_ RALLY \_\_\_\_\_ GYMKHANA \_\_\_\_\_ BEER/BRAT \_\_\_\_\_

Indicate Porsche model & year \_\_\_\_\_ Zone 7 Autocross Class (if known) \_\_\_\_\_

Your autocross run time will be scheduled as your registration is received. Please indicate your order of preference for each run group (i.e., 1, 2, 3, 4):

9:00-11:00 \_\_\_\_\_ 11:00-1:00 \_\_\_\_\_ 1:00-3:00 \_\_\_\_\_ 3:00-5:00 \_\_\_\_\_

Requested car Number \_\_\_\_\_ between 19-200. If your number has already been assigned, the next available number will be assigned.

How many CRABs have you attended? \_\_\_\_\_ I will need \_\_\_\_\_ CRAB name badges (extra charge-see above); Names \_\_\_\_\_

**REGISTRATION DEADLINE APRIL 1, 1989**  
**No Refunds AFTER April 7, 1989**

# Norm Hudecki on Oil

By Al Lang

This year at War Bonnet Tech there were a number of new speakers. This article is about Norm Hudecki, the Associate Director of Automotive Product Application Laboratories for Valvoline Oil Company.

There is no way to compress a full hours talk into this article, so I'll hit the highlights. Oil is the only thing between moving parts and disaster, I have a turbocharged car, which I know, puts additional demands on engine oil. Expecting a good talk I was not disappointed with Norm Hudecki.

The first thing that got my attention was when he said "When you turn off a turbo charged engine the oil flow and oil pressure go to zero, leaving a thin film of oil on the bearings of the turbo charger. This film of oil is exposed to temperatures exceeding 600 degrees (F) for about 20 minutes after you turn it off." It causes breakdown in the oil with a result of cooking. This leads to turbo charger failure.

Hudecki was involved in the engineering that produced the Valvoline Turbo V oil which has better thermal and oxidative characteristics than other oils. I felt we had made a good choice of speaker and the longer he talked the more he proved it. We had the man that A.J. Foyt, Michael Andretti and Neil Bonnett consult with, to give us the best of what he knew. Many of us have used Valvoline racing oil (the same oil used in Indy 500 cars, is available on store shelves) and Hudecki admitted that it was the best they made and the Turbo V oil was second best. However given their high viscosity rating, it is not advisable to use a racing oil in a particularly cold climate.

Questions were raised about multi viscosity oils. His response was that they are perfect for any car when you choose properly. The 5W30 oil simply means that the flow of the oil at cold temperatures will get the oil to the critical parts (the 5 in 5W30) more quickly than say a 10W... and the 30 refers to the viscosity the oil will have at operating temperatures. The W in 10W30 stands for winter! So with a 30 weight oil on a hot summers day, some 911's appear to show no oil pressure. Well the factory says that the engine only needs 7psi to maintain proper oiling. The other thing going with a lower viscosity oil is that there is less drag on the engine with a 30 than a 40 weight oil. This offers more horsepower and better gas mileage. That is the reason many compact cars owners manual insist on 5W-30 or 10W-30 oils. Test show that 5W-30 and 10W-30 viscosity grades offer at least one percent more fuel economy. One percent in the 45 to 50 MPG range can be a significant savings.

The other good point about running the proper oil for particular conditions is in cooling. The driver that has a 50W oil in the engine is going to run hotter oil temperatures than the driver running a 30W or 40W. So the right viscosity for the climate is a plus, and over kill is not always the answer.

In contrast, between the 928 and 944 drivers, the 944 engine has to turn twice the rpms as the 928 to get down the road. Running all of the power accessories takes some of the horsepower away and you press on the gas a little harder to keep the same speed, and this translates into hotter temperatures, up to 100 (F) over a V8. The oil companies are adding friction



modifiers, anti-wear agents, dispersants and detergents to their oils.

As Hudecki put it, motor oils don't wear out, they simply run out of additives, such as dispersants (these keep particles of carbon, dirt, etc. suspended apart from each other) and can't do their job properly. Hudecki added that most motor oils were 80% base stock and 20% additives. The composition of oils varies from one maker to another. The quality of base stocks varies widely, which he said was a good reason to choose your oil carefully. He further added that the best base stock (when properly refined) was used motor oil, because most of the volatile parts have been dissipated previously.

Here are the common additives he mentioned and their purpose. Viscosity-index improvers keep oil from becoming too thin as it gets hot. Dispersants keep contaminants in suspension and off of engine parts. Detergents help keep the engine free of varnish and sludge and the build up of carbon around piston rings. Anti-wear agents get in the tight places to keep engine parts apart. Antioxidants keep oil from reacting with oxygen and becoming thick and tar like. Rust and corrosion inhibitors neutralize acids (the result of combustion) and seal surfaces against water. Friction modifiers improve the oil's ability to reduce engine friction. Pour-point depressants reduce the temperature at which wax crystals form in the oil, and foam inhibitors help collapse air bubbles in the oil from the constant churning of the oil by the engine.

Another caution about overkill. If a manufacturer recommends a 10W30 for example, a 10W50 might just cause some problems. Some viscosity index improvers decompose into a carbon-like substance that can make piston rings stick or break. The greater the spread in SAE numbers such as 10W50, the more viscosity index

improvers are added. So its good to stick to the narrowest range recommended.

Antioxidants in oil are critical. They give themselves up, reacting with oxygen in a harmless way to spare the motor oil. Otherwise the oil turns to tar. In time the oil runs out of antioxidants and in extreme heat the oil will start its reaction with oxygen.

A question was raised about synthetic oils. Hudecki put it rather simply, "Some are as good as the best petroleum based oils." He felt that most people are not willing to spend the money the buy synthetics. The average driver wants the cheapest oil he can find. He will not spend the money on the one thing that will in some ways assure him good engine life and less expensive maintenance.

One last question asked of Hudecki related to additives owners can put in their oil. (like STP) Hudecki remarked that if an owner was burning oil that an increase in the viscosity would do about as much good. Adding this to the oil in a good engine could upset the balance of all the additives previously mentioned and cause problems.

Hudecki left a parting comment as follows. "In America one of the great printing efforts goes unread. The cars owners manual." I'm sure this is true with the vast majority of Detroit car owners, but I'll bet I can think of a few Porsche owners that can cite chapter, verse and page of their manual.

In addition to his informative talk, we saw a video tape of oils being tested at cold temperatures. Included was a engine that self destructed from a lack of oil. On a cold day it can take 20 seconds to get oil to critical areas, and that is as good a reason not to get on the gas with a cold engine as any. One final comment: Only use the oil grade recommended in your owners manual.





# FINE GRINDING CORPORATION

241 EAST ELM STREET, P.O. BOX 421 • CONSHOHOCKEN, PENNSYLVANIA 19428  
PHONE: (215) 828-7250  
FAX: (215) 828-2584

April 3, 1989

Mr. Glen Hoskins  
3833 NW 32nd Street  
Oklahoma City, OK 73112

Dear Mr. Hoskins:

On September 30, we lost a truly great man. Al Holbert's tragic death at the age of 41 was a tremendous loss to his friends, his church, the racing community, and, most importantly, his family.

Al stood for the highest ideals in everything he did. His lifestyle was one that took him many places, but he never allowed it to make him lose sight of his values. This kind of commitment influenced the people who came in contact with him. They treasured his quiet friendship and strength.

Following Al's death, I know a lot of us felt a desire to do something. We can't bring Al back, but we can keep his memory alive. Through the gifts of several individuals and firms, the foundation has been laid for the Alvah R. Holbert Memorial Scholarship at Lehigh University. This endowed scholarship will support young men and women who wish to pursue a career in mechanical engineering at Lehigh just as Al did. It's something we can do that will last forever through generations of Holbert scholars.

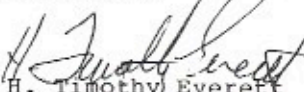
I hope you will join us in this effort. Our goal is to raise \$135,000 which will permanently endow the Holbert Scholarship. This effort, which includes Al's family, fraternity brothers, classmates, members of the racing community and friends, will help us all to make something good out of tragedy by helping to provide an education for deserving young men and women in generations to come.

Contributions can be sent to:

Alvah R. Holbert Memorial Scholarship  
c/o Patricia Boig, Alumni Memorial Bldg. 27  
Lehigh University, Bethlehem, PA 18015

Thank you for your consideration.

Sincerely,

  
H. Timothy Everett  
President



Top Left: Michael Rauser administering his test.  
Middle Left: Al Lang and Michael posting times of the Autocross, while Betty Jo Turner looks on.  
Bottom Left: A few of the cars in the parking lot.  
Top Right: The first place winner, Ron Hund of Wichita

Region, accepting his trophy.  
Middle Right: Bruce Anderson accepting his speakers award from Bob Miller.  
Bottom Right: Another interesting car in the parking lot.



# Bob Dumont

"We Service Porsches Only"



**704 West Reno, OKC**  
**405/232-6497**



OUT-OF-TOWN?  
CALL TOLL-FREE  
1-800-522-8553

# PIPKIN CAMERAS

*"Photography spoken here since 1947"*



You can have what you need from Pipkins for as little as \$25.00 per month! Pipkins also features the finest quality One-Hour or Overnight processing of your color print film at big savings!!



**CLASSEN**  
2700 N. Classen  
524-1461

**S. Penn Ave.**  
5620 S. Penn.  
685-3343

**Village Store**  
9402-C N May  
755-1336

**NW Expressway**  
6444 NW Exprsw.  
721-6444



1989 OZARK WEEKEND

BY THE KANSAS CITY REGION PCA

May 12, 13 and 14

SPRING IS IN THE AIR - "the time when a young man's fancy turns to ....."  
OZARK WEEKEND!!

The Kansas City Region of the Porsche Club of America announces its twenty-third consecutive annual pilgrimage to the Ozarks. We invite you for a weekend of Porsches, fun, Porsches, new friends, Porsches, competitive events, Porsches, Porsches and more Porsches.

Our activities this year will start with the usual Friday evening welcoming party in the hospitality room. On Saturday the competitive events will include a top-side only concours, a challenging rally and a tech quiz. The day will wind up with a cocktail party and awards banquet. The autocross will be on Sunday morning at a new large paved location which promises to be a challenge to all the "hot shoes."

Our base of operations this year will be The Inn at Grand Glaze, Osage Beach, Missouri. Their facilities include a heated pool, electronic game room, gift shop, secured parking, wash area for concours participants, boat rental, suana, over-sized whirlpool and a host of other amenities one would find at a new modern recreational facility.

Accommodations available include:

1. "Lake front" or "parking lot" view rooms with choice of either two double beds or one king for \$50 (Sunday night option \$25)
2. Equipped one or two bedroom Condos are available at \$75 of \$100 per night.

It is suggested that your reservation be made early by contacting The Inn at Grand Glaze (314) 348-4731 or 1-800-348-4731.

Registration for Ozark Weekend is \$60.00 payable by check to K. C. Region, P.C.A.

Please complete the following form and mail, including entry fee payable to Kansas City Region, Porsche Club of America, to: Peter Granat, 5315 West 99th Street, Overland Park, Kansas 66207. (913-642-8952).

ENTRANT \_\_\_\_\_

CO-ENTRANT \_\_\_\_\_

ADDRESS \_\_\_\_\_

ZIP \_\_\_\_\_

PHONE (\_\_\_\_) \_\_\_\_\_ REGION \_\_\_\_\_

PLAN TO ENTER \_\_\_ CONCOURS \_\_\_ RALLY \_\_\_ TECH QUIZ \_\_\_ DRIVING EVENT \_\_\_\_\_

# Lawton and Saturday Morning

---

WILMES PORSCHE, 4330 NW Cache Road in Lawton will be the site of coffee and donuts the second Saturday of each month. Bring your mirror glaze, wax, P-21S, Armor All, Hide Food, or whatever you please, and we will sit around and have good fellowship, tell war stories, have coffee and donuts, and spend a little time being productive with our Saturday morning. The wash rack will be open and there is plenty of shade for cleaning that "baby" of yours (and don't forget to include the spouse). This will be an excellent time to invite all of the Porsche owners you know to come on out and get to know each other. Starting time will be at 10:00 AM- BE THERE!!!

Contact Don Scott at 405/355-7144 if you have any questions.



**Oklahoma  
Foreign  
Inc.**



Dealers in Wrecked, Stripped &  
Theft Recovery Porsche Automobiles

South on I-35 P.O. Box 6676, Moore, OK 73153

**799-0645**

Open

Mon-Fri 8:30 to 5:30

Saturday 9:00 to 1:00

Out of State call  
1-800/462-2446

## P O R S C H E C O N T E S T

Name and first name: .....  
 (in printed letters please)

1. What had the first car exceeding 100 km/h in common with the first cars constructed by Ferdinand Porsche ?
  - 4-wheel-drive
  - torsion bar suspension
  - electric drive
  - air-cooled gasoline engine
2. Who found out the basic aerodynamic shape used for the design of the VW Beetle, the Porsche 356 and the Porsche 911 ?
  - Prof. Kamm
  - Paul Jaray
  - Count Riccati
  - Erich Rumpier
3. By comparing Rumpier's "Drop Car" and the Porsche 356 A "Ferdinand", which one has a considerable higher  $C_D$  ?
  - Porsche
  - Rumpier
  - both are equal

## Aerodynamics

4. Which value is important for the actual drag of a car ?
  - $C_D$
  - $C_D \times A$
  - $C_L$
5. Which value is important for the handling of a car ?
  - $C_D$
  - $C_D \times A$
  - $C_L$
6. Assuming the aerodynamic drag of a car at 55 mph is 50 lbs, which drag is measured at 110 mph ?
  - 75 lbs
  - 100 lbs
  - 200 lbs
  - 400 lbs
7. What is the physical background of the ground effect underneath a car ?
  - accelerated air produces higher pressure with resulting downforce
  - accelerated air produces lower pressure with resulting downforce

8. What is the reason for vertical rear fins on record cars ?
  - ground effect
  - better styling
  - more longitudinal stability
  - more vertical stability

9. How is Porsche trying to have a better road simulation in the wind tunnel ?
  - moving groundplane
  - boundary layer suction
  - open-jet test section
10. What is the reason behind the extendable spoiler of the Porsche 911 Carrera 4 ?
  - less rear lift
  - more rear lift
  - less front lift
  - more front lift

## Triviality

11. Which Pop Star told us 1970 in a song about friends preferring cars from Zuffenhausen while she/he preferred cars from Untertürkheim ?
  - John Lennon
  - Aretha Franklin
  - Janis Joplin
  - Mick Jagger

## cg-Values

12. Mercedes-Benz Typ 720 55k, 1928
  - $C_D = 1.05 \dots 1.10$
  - $C_D = 1.00 \dots 1.04$
  - $C_D = 0.95 \dots 0.99$
  - $C_D = 0.90 \dots 0.94$
13. Porsche 356 A Speedster, 1955
  - $C_D = 0.40 \dots 0.45$
  - $C_D = 0.35 \dots 0.39$
  - $C_D = 0.30 \dots 0.34$
  - $C_D = 0.25 \dots 0.29$
14. Porsche 904 Carrera GT5, 1964
  - $C_D = 0.40 \dots 0.45$
  - $C_D = 0.35 \dots 0.39$
  - $C_D = 0.30 \dots 0.34$
  - $C_D = 0.25 \dots 0.29$



# 911 Shift Coupling Repair

by Mike Tarter

On the way to the 1986 Firewerksfest the shift pattern on my 1968 911 went crazy. I could scarcely find first gear and even when in a gear the shift lever had a lot of side to side and fore to aft wobble. I knew reverse gear was still in there because I ground some of the teeth off it several times searching for first. A similar problem had come up years before in a VW, the problem then was a worn-out shift coupling.

A quick inspection by taking up the floorpan tunnel cover confirmed this was the problem. The coupling between the transaxle and shift rod uses plastic bushings which surround a T-shaped shaft. These bushings had crumbled with age and use, leaving the 1/2 inch shaft in about a 1 inch size hole. That's where the wobble came from.

Terrific. I'm over 100 miles from home and it's Labor Day weekend so parts stores will be closed, even if they did have the part. And I was looking forward to autocrossing on Sunday.

My solution was to stop at a department store and buy a package of fast setting (5 minute) epoxy. Once at the PCA event I pulled the coupling out and formed a piece of aluminum foil around the outside of the coupling on one side. I centered the T-shaft on the other side in what was left of the plastic bushing and mixed up a batch of epoxy. I

poured the epoxy into the coupling, taking up the space left by the demolished bushing; the aluminum foil served as a mold to keep the epoxy from running out. After a few minutes in the Florida heat the epoxy had set up, allowing me to repeat the process on the other side. The reinstallation/alignment process took much longer, this cost me much aggravation, sweat, and snarling; mark the coupling and shift rod positions before removing the coupling.

The coupling as made by Porsche has a bit of space molded into the plastic bushings in front of and behind the T-shaped shaft. With the epoxy cast in place I had a virtually rigid coupling, but the cheap epoxy was still kinda rubbery. This provided some give along with what was left of the plastic bushing so it worked fine. I took first place in class at the autocross. (The rally I don't want to remember.)

These couplings are used on all 911's up to 1987 and all 914's also. If yours breaks away from home, remember this tech tip and you can get back. Then get even by visiting your dealership for a proper replacement part; the cheap epoxy stuff doesn't last forever and the remains of the plastic bushing continue to crumble.

reprinted from the *die Porsche Kasette*, Gold Coast Region PCA

## Things of Interest

If anyone is in need of Purolator PC260 oil filters for the 911, the Pep Boys Chain in OKC is selling them for around \$2.89 versus the normal price of \$14.00. Thanks to Tom Foley for letting us know!

Our only new member since the last War Whoop is,

Walter Kendall  
5116 NW 27th  
Oklahoma City, OK 73127  
405/947-6222  
75 911S

For those of you that have tried the test devised by Dipl.-Ing. Michael Rauser, (pictured at right) here are the answers.

1. electric drive.
2. Paul Jaray
3. both are equal
4.  $c_D \times A$
5.  $c_L$
6. 200lbs
7. lower pressure
8. more longitudinal stability
9. boundary layer suction
10. less rear lift
11. Janis Joplin
12.  $c_D = 0.90 \dots 0.94$
13.  $c_D = 0.40 \dots 0.45$
14.  $c_D = 0.35 \dots 0.39$

Rick Toms of Hill Country had the best score of 13 correct. He and 15 other participants raced a radio-controlled car through a course set up by Michael. Rick came in fourth place in the "autocross" and only won a piston from a 959 mounted on a wooden plaque. A beautiful fourth place prize. First place was a titanium wheel hub from a Porsche race car.





# JOIN US!



For a  
GREAT LAKES PARADE!!!

**34th PORSCHE PARADE**

GRAND TRAVERSE RESORT VILLAGE

TRAVERSE CITY, MICHIGAN

JULY 23 - 29, 1989

Contact: Francie Kish  
3517 Ormond Road  
Davisburg, Michigan 48019  
(313)887-7433



The Resort is a Mobil Four-Star/AAA Four-Diamond facility that will provide our Concours on site, Autocross within minutes and a Rally exit point into some of the most scenic rolling countryside you've ever traveled! The Resort offers tennis, golf (on "The Bear"- a course designed by Jack Nicklaus), racketball, pools, exercise rooms, hot tubs, and nine restaurants and lounges. Area activities include winery & cherry orchard tours, sand dunes, Mackinac Island, and sparkling white sand beaches for sailing, swimming, canoeing, fishing or even windsurfing! Come! Enjoy the first GREAT LAKES PARADE!!

**YES MICHIGAN!**

# **RED CARPET**

**TOUCHLESS  
CAR WASH**

**VISIT THE MOST  
ADVANCED TOUCHLESS  
SYSTEM IN OKLAHOMA!**

**6405 N. MAY**

**BRING THIS AD IN FOR  
ONE FREE CAR WASH.**

**Open 7 Days**

**Mon - Sat 8:30 - 6:00**

**Sun 9:30 - 6:00**



## FIESTA CHALLENGE '89



Dear PCA Member,

For the eighth year, the Longhorn Region-PCA, Inc. is sponsoring our annual "FIESTA CHALLENGE". This year's event will be on April 22nd & 23rd. All Porsche enthusiasts are invited.

We'll begin on Saturday, April 22nd at the **GREY MOSS INN** located at 19010 Scenic Loop Road. Be there at 8:00am to give your car the final touch before the start of the **NORTHWOOD IMPORTS** sponsored Concours. (Running water will be available.)

Concours judging will get started at 10:am. The Concours will be a "top-only" event divided into three classes - plus a "Best in Show". The Concours score sheets will be from the latest PCA Parade Competition Rules (PCR's), and we will be judging exterior, engine compartment, interior, storage compartment(s), bumpers and wheels. The added twist is that *the judges will only be allowed to LOOK at your car, not touch it.* Our hope is that this form of judging will make the Concours more competitive for our guests from near and far. Carolyn Lusk, (512) 497-4657, is the chairperson for the event.

At noon, we'll remain at the INN for lunch and the Tech Quiz. While eating, you can test your Porsche knowledge with the Tech Quiz. There will be two classes: Men's & Ladies'. Daniel Dickey, (512) 692-7736, is the chairperson for the event. Concours awards will also be presented at this time.

At 2:00pm, you will receive your Rallye instructions from Doug & Lynn Walsdorf, (512) 523-0531, chairpersons for the event; and then you will head out into the countryside on a "Gimmick Rallye". The Rallye will end at a place to procure a cool beverage and/or supper. The Tech Quiz and Rallye trophies will be presented at that location.

Sunday morning, April 23rd at 10:00am starts the Registration and Tech Inspection at Blossom Athletic Center for the Autocross event. The first car out will be at noon following a driver's meeting conducted by Bill Carter, (512) 492-9931, chairperson for the event. Trophies will be awarded immediately following the event.

To those of you who live outside of San Antonio, many San Antonio Longhorn people would like to have you stay with them during FIESTA CHALLENGE. Please remember to check the appropriate block on your registration form. We have found that it's a great way to get to know other Porsche people (and to be sure you don't get lost by yourself on the way to an event.)

We look forward to having you celebrate with us our eighth FIESTA CHALLENGE. Fill out your registration form now and return it along with your check to Peggy as soon as possible. If you want lunch on Saturday, we must have your registration returned to us by April 19th.

See you at the events...

Bill Dexheimer, Chairman  
1707 Encino Rock  
San Antonio, Texas 78259  
(512) 494-8760

# The Calendar for 1989

---

## APRIL

1st (Saturday) Breakfast at Village Inn 9:00 AM  
15th (Saturday) Tech session for Women  
Tech session for Men  
Pig out Dinner April 22nd & 23rd  
Fiesta Challenge (see page 25)

## MAY

6th (Saturday) Breakfast at Village Inn 9:00 AM or  
Spring Tour to Western Arkansas 20th (Saturday)  
Drivers School and Pizza Dinner  
**6th & 7th Weissach Region Hallet Motor  
Speedway Weekend.**  
Contact Tom Tetherow 918/496-1192 for more  
info.

26th - 29th Central Indiana Region Indy 500  
Weekend  
27th - 28th Roadrunner Region Fiesta del Porsche  
Santa Fe, New Mexico

## JUNE

3rd (Saturday) Breakfast at Village Inn 9:00 AM  
11th (Sunday) Picnic at Red Rock Canyon  
11th Hill Country Region Little LeMans

## JULY

1st (Saturday) Breakfast at Village Inn 9:00 AM  
TBA Splash Party and Hot Dogs for the family  
22nd to 29th Porsche Parade in Mich.

## AUGUST

5th (Saturday) Breakfast at Village Inn 9:00 AM  
TBA Drivers School - Perhaps at night

## SEPTEMBER

2nd (Saturday) Breakfast at Village Inn 9:00 AM  
17th (Sunday) Betty Crocker Rally - Dinner 1st -  
3rd Whiskey Bay Region Cajun Classique

## OCTOBER

7th (Saturday) Breakfast at Village Inn 9:00 AM  
14th-15th Fall Tour 13th - 15th Maverick Region  
Round-Up

## NOVEMBER

4th (Saturday) Breakfast at Village Inn 9:00 AM  
TBA German Dinner

## DECEMBER

2nd (Saturday) Breakfast at Village Inn 9:00 AM  
TBA Christmas Party





War Bonnet Region PCA  
C/O Pro Photo Lab  
2700 N. Portland  
Oklahoma City, OK 73107

Bulk Rate  
U.S. Postage Paid  
Oklahoma City, OK  
Permit No. 1590

Forwarding and Address  
Corrections Requested



## Official Publication



**Ark-La-Tex;** Shreveport; Texarkana; Ruston  
Jay Pineau 318/251-2987  
David Neal 214/930-2621  
42 members

**Coastal Bend;** Corpus Christi Brownsville Tx.  
Peter Kendig 512/853-5350  
Dr. Anil Nath 512/887-8210  
25 members

**Hill Country;** Austin; San Angelo  
Jim Bob Bryant 512/835-1647  
Rick Toms 512/280-7425  
111 Members

**Lone Star;** Houston; Beaumont; Galveston  
Paul Vollmar 713/933-6906  
Rick Dryer 713/261-0244  
396 members

**Longhorn;** San Antonio  
Bill Lusk 512/497-4657  
Joyce & Bob Towsley 512/497-4306  
136 members

**Maverick;** Dallas; Ft. Worth; Tyler  
Bob Knight 214/349-1108  
Shane Beard 214-691-1626  
485 members

**Ozark;** Little Rock; Hot Springs  
Bill Canino 501/227-7777  
Jay Tucker 501/227-9077  
38 members

**Swampland;** New Orleans  
Michael Rappold 504/888-4236  
Phil Daigrepoint 504/464-1980  
144 Members

**War Bonnet;** Oklahoma City; Lawton; Enid  
Al Lang 405/755-0208  
Rob Lewis 405/722-2050  
118 Members

**Weissach;** Tulsa; Broken Arrow; Stillwater  
Bonnie Monson 918/627-3027  
Tom Charlesworth 918/455-8276  
150 Members

**Whiskey Bay;** Lafayette Baton Rouge  
James Broussard 504/344-8019  
Frank Camalo 318/856-9769  
97 Members

Your Zone 5 Connections



---

War Bonnet Region

---

# WAR WHOOOP

**March - April 1989**



**Porsche Club Of America**