



War Bonnet Region

War Whoop

News and Events from the Region

February 2010 - March 2010

Calendar of Events

MARCH

- 6 Club Meeting** **Breakfast at Jim's - 9 am.**
At NW 39th and Council.
- 10 Board Meeting** **Everyone is welcome - 7 pm.**
At Glen Hoskins Home.
- 13 Drivers Ed** **Drivers Training and Education. - Free !! 11 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 14 Autocross** **Come hit some cones - 11 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 19 Poker Night** **Texas Hold'em at its finest! 7pm**
Richard Davis' Poker Palace.

APRIL

- 3 Club Meeting** **Breakfast at Baluu's - 9 am.**
At NW 10th and Council.
- 10 Rally/Member Appreciation**
Rally starts at NW 39th and Portland - 3pm.
Dinner at Hideaway Pizza in Edmond - 6pm
- 11 Autocross** **Come hit some cones - 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 16 Poker Night** **Texas Hold'em at its finest! 7pm**
Richard Davis' Poker Palace.

MAY

- 1 Club Meeting** **Breakfast at Java Dave's - 9 am.**
Have some breakfast and watch the trains !
- 5 Board Meeting** **Come for the free pizza !**
Randal Goodman's House - 7pm.
- 15 Car Show** **4th Annual Hooters Car Show.**
Hooters on NW Expressway - 11 am.
- 16 Autocross** **Who is dragging a cone? - 11 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 21 Poker Night** **Guys and Gals are welcome! - 7pm.**
Still at Richard Davis' Poker Emporium.

C O N T E N T S

Inside this issue



On the cover - Porsche 911 at the Autocross

Photo by Austin Miller



Matt Herndon is in the spotlight. -- Pg. 14

Event Flyers

Special Events3

Departments

CalendarInside Cover

Editors Notes2

Presidents Podium4

Roster Report6

Between Cones8

Board Minutes12

Treasurers Tid Bits14

In the Spotlight16

Classifieds19

Board of Directors20

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EDITOR

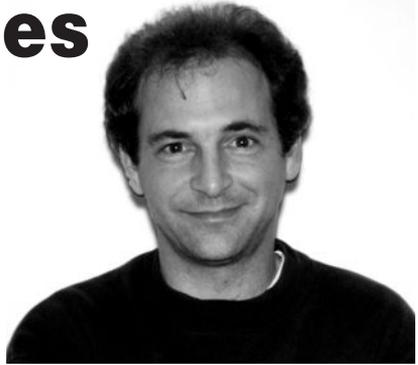
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Editor's Notes



Brian Miller - War Whoop Editor

We have been having a horrible time getting these War Whoops out to everyone in a timely manner. As I prepare this issue, it appears the last issue is just now getting to the printer, so hopefully you will get that issue by the middle of February! We get a real good deal from our printer and in exchange for us to get that great deal, they agree to print the issue when they have the extra time to print it. Sometimes it only takes a week or so and sometimes it takes a while longer. The last issue took a while mostly because of the holidays and the printer had extra work which bumped us to the bottom of the list. All of us on the board have addressed this issue and hopefully the Whoops will start getting to everyone on time once again.

I have also been working on the Turbo Phone, our annual membership roster phone book. You will be receiving two copies - one for the home and one to keep in your car. Please take a moment to make sure your information is correct and if there are any changes needed, please let me know.

In this issue, our member in the spotlight is Matt Herndon. He has a 928 with several hundred thousand miles on it and he routinely shows up

on poker night and contributes his buy in each month to the eventual winner. He reminds me a lot of myself when I was younger and he is a lot of fun to play poker with, even though he does give me a hard time each month for beating him. I hope he gets his "Risky Business" 928 back on the road soon and I am glad he is the member in the spotlight this issue.

There are a few events I would like to emphasize on the calendar of upcoming activities. First is the Driver Tech coming March 13th. You can get all the information you need on page 3 of this issue. Another is the Member Appreciation/Rally on April 10th. I have written about that in my Roster Report in this issue. Lastly, I would like to point out that the annual NW Expressway Hooters Car Show is coming May 15th! We will be having lunch and the Hooters waitresses will be judging their two favorite Porsches.

We have a lot of events coming up so check out the calendar and plan on attending some of our activities!

War Bonnet Region DRIVER TECH

Performance Driver Training Course

Saturday, March 13th, 2010

War Bonnet Driver Tech is a driver training course designed to improve the skills of every driver from beginner to seasoned racer.

War Bonnet Driver Tech is instructed seat time learning and practicing smoother, faster, better car control through a series of challenging behind-the-wheel exercises in your own car. These exercises will focus on proven techniques for; threshold braking, skid control, corner entry, mid-corner dynamics, and corner exiting.

War Bonnet Driver Tech will be at the Oklahoma County Sheriff's Training Center on the Saturday before the March autocross. This lets drivers apply what they've learned the next day at the autocross.

Bring your helmet and remove all loose objects from your car. If you don't have a helmet a few loaner helmets will be available.

For more info about War Bonnet Driver Tech check the web site or call Richard Davis, 819-5305.

Space is limited. Please register on-line through the March calendar listing on the War Bonnet web site, www.warbonnet.org.

President's Podium



Louis Lackey - War Bonnet President

Those of us that have interest in sports, GT, collector, or racing cars have all become aware of the term. It usually applies to the idea of starting a project with a scope and budget in mind and discovering hidden problems or just 'nice to have while I'm in there' modifications or repairs. Since my own 911 project is still fresh in my mind, I am fully aware of the trap one can fall in.

If you survey the automotive landscape today, you can see the same process evolving. The horsepower wars have been progressing for some time. Travel back in time to the big block days of the 60's and early 70's. You could walk into a dealership and

buy 400 horsepower without much of an issue. Of course - you accepted the 8mpg that went with it as well. Then came the gas crisis of the 70's. The Ford Mustang became a small 4 cylinder commuter car. It was difficult to buy any excitement, at least domestically. A perfect example is the early 80's Corvette; what, maybe 175 horsepower?

Today's marketplace has most certainly changed. My 1991 911 was a front line performance car in its day, and in the

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hands of the right driver, still is. But one can buy a Toyota Camry with nearly identical engine performance and with greater gas mileage. Granted, most Camry drivers will never see the rpm that it takes to deliver said values but it takes some of the bragging rights away from us older 911 drivers. What of the future 5 or 10 years distant? Do we really need a Camry or Accord with 400 horsepower? I say no. But what will it take to stop or slow the slippery slope automotive engineering is on? The "one up-man-ship" will surely continue and approach such levels. The current Ford Taurus SHO is stated at 365 horsepower for Pete's sake. With new technologies as direct injection,

"green" turbo-diesels and others will surely keep the race active.

As enthusiasts, we each appreciate certain aspects of automobiles for our own reasons, and we will continue to do so. While I probably won't be the guy telling his neighbor about his new 400 horsepower Accord, I will continue to enjoy my older, classic 911 because of one thing - it still makes me happy.

I'm looking forward to enjoying another year of Warbonnet PCA activity and a second year as your club President. May your roads be smooth and curvy and may your Porsche always make you happy.

Roster Report

Well, it looks like winter is slowly working behind us and soon, hopefully, it will be spring. January was a horrible month in that we had ice, snow, wind, more ice, and even more snow. Definitely not the kind of weather to bring out the Porsche!

Our membership at the end of this month is at 160. We are retaining more members now than in the past, but we are only averaging one or two new members per month.

I have sent out the 2010 Turbo Phones for this year and it should include all of our members that are current as of January 2010. Please take a look and check to make sure your address, phone number and email addresses are correct. Also, check to make sure that I have your correct Porsche listed as well. I didn't realize that I still had my 924 listed and I lost that car over 3 years ago. If there are any changes to be made, please let me know and I will make the corrections for the 2011 issue.

The biggest event that I would like all of you to be aware of is the Rally and Member Appreciation Day. On April 10th, we will be meeting at 3pm at NW 39th and Portland for a fun rally prepared by the Goodmans. If it is anything like the last couple of rally's, we are all in for a lot of fun! The rally will end at Bob Moore Porsche in



Brian Miller - Membership Chairman

Edmond where all participants of the Rally will gather and the awards will given out.

After that, we will all be going over to Hideaway Pizza in Edmond for some free pizza. For those of you who are not interested in the rally, but would still like to attend the member appreciation party, you can simply show up at around 6pm at Hideaway Pizza for some free pizza. This has been one of the most attended events of the year and we will be having some members of the board call some of the new members to encourage them to come on out and show up for some free pizza. If you have not attended an event before, this is the perfect opportunity to come out and see what your club has to offer!

Here are the new members for this issue: James Bozarth has joined the club in his 1984 911 and Steve and Cindy Halpern have joined in their 2008 Boxster. I would like to welcome all of them to the War Bonnet Region of the Porsche Club !

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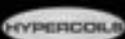
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Between the Cones



Christmas Day is December 25th, a date which conjures up images of joy and laughter. It is a time of year full of spirit and goodness, hope and joy. It is also the only time of year I can hang a piece of mistletoe and get a smooch from all the cuties.

This time of year can also be quite sad. Think of those who may have lost someone or don't have a home in which to even place a tree. Think of those so under-privileged as to feel as if they have no hope or reason to go on living.

There is an organization right here in Oklahoma which does think of those people in need. This group offers an attentive ear and trained professionals who understand and can help those who are thinking of committing suicide. This group is called HeartLine. For those contemplating suicide, they can dial 211 and have someone to listen and offer help.

It was brought to my attention that HeartLine was in need of some help of their own. You see, they experienced a flood which ruined much of their lower offices including desks, phones and computers.

I suggested we take the proceeds of our Christmas party and let the party



Brian Swope

continue. The members of your Warbonnet Region concurred and we gave HeartLine \$500.00 to aid in their recovery. Pictured on the next page is Tonya Wiley and Tom Taylor II receiving our donation.

A gigantic, herculean "Thank You" goes out to the generosity of those who contributed to our Christmas auction items. These companies gave us their products which allowed us to offer outstanding buys for everybody who purchased items at the Christmas dinner. The best way to thank them is to go see them, buy from them, and keep the cycle of giving going.

Companies like: Bob Moore Porsche, Lindsey Racing, Red Carpet Car Wash, Renaissance Spa, Dumont' Porsche Repair, Stillwater Designs Kicker, and Shepherds Automotive.

I want to thank all of you in the PCA because you all make a huge impact in my life. Without these Porsche Club supporters, we may have never been able to help HeartLine and all the folks there, helping people live another day.

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Brian Swope presents donation to Heartline



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January 4, 2010

War Bonnet Region PCA

Glen Hoskins

3000 NE 130th Street

Edmond, OK 73013

Dear Glen,

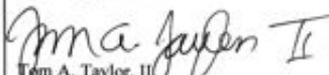
Thank you for the generous contribution of \$500.00.

HeartLine is celebrating its 38th year of being available to the community. Current programs include the 24/7 CareLine; our Suicide Prevention and Awareness program, (HELP) Healthy Education for Life Program which speaks to the youth at the middle and high school age, and (HALT) Healthy Aging Living Transitions, directed toward the elderly population of our community.

HeartLine is central Oklahoma's 2-1-1 provider. 2-1-1 represents an easy to remember three-digit number that gives the caller access to resources for health and human services. During current difficult economic times, 2-1-1 is more important than ever to Central Oklahoma.

I am excited about the opportunities to provide our vital services to the people of Oklahoma in these challenging times. Thank you for your help in making HeartLine's presence possible for those in need.

Gratefully,


Tom A. Taylor, II
Executive Director and CEO

No goods or services were given in exchange for this contribution.

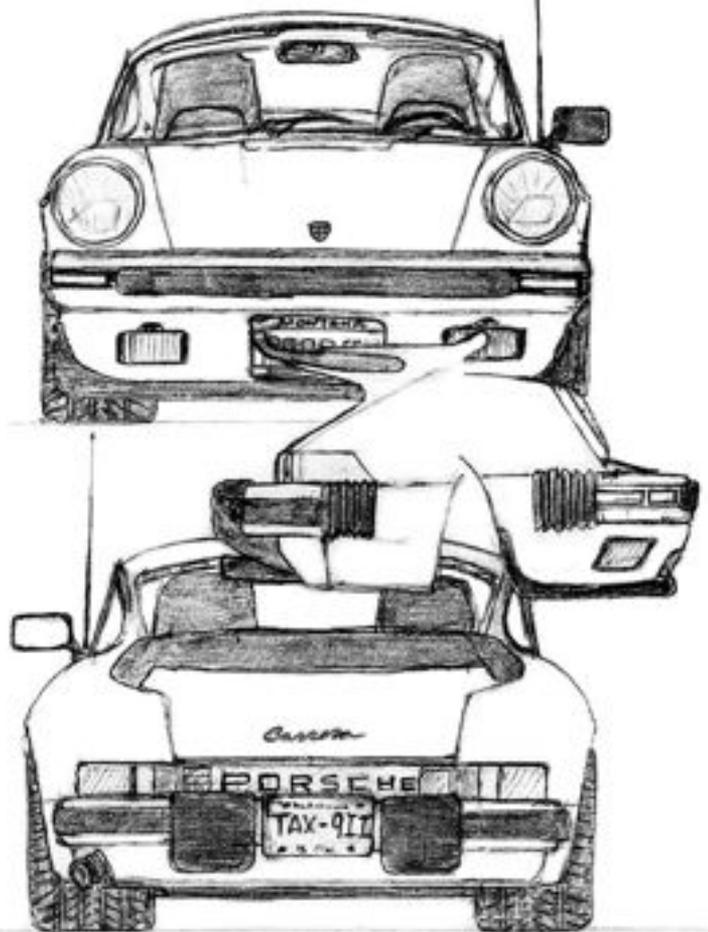


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Board Meeting Minutes



Jane Hanas - Secretary

War Bonnet PCA Board Meeting: January 13th at Louis Lackey's home.

Board members attending: Brian Miller, Dave Tichenor, Glen Hoskins, Chad Goodman, Randal Goodman, Sidney Johnson, Brian Swope, and Louis Lackey;

Members attending: Laura Swope, Jay Hanas, and Matt Herndon.

The meeting commenced at 7:30 PM after a pizza and courtesy beverage.

War Bonnet PCA has a certificate of deposit coming due, and the issue of what to do with it with respect to obtaining the best interest rate was discussed. Glen Hoskins indicated that 2% for a year was probably the best we could do right now and just hope rates rise next year. Chad Goodman, our financial expert and the other board members concurred.

Brian Miller indicated that the 2010 War Bonnet Turbo Phone book with all members phone numbers, email addresses, and Porsches driven will soon be arriving in the mail. The Board sincerely apologizes for not getting the War Hoop to members in a timely fashion and remedies for this problem are actively being sought.

Your club supports a number of charities during the year (e.g. Sunbeam Family Services, Heartline, Salvation Army). Board members decided that

we need a mechanism to allow more member input into suggesting which charities the club wishes to support in a given calendar year. Several mechanisms, including nominations by individual members following voting possibly by email, were suggested and more are encouraged. If you have any ideas for charity selection, please email Louis Lackey. A recommendation on this issue will soon be made by the Board.

The Brian and Laura Swope family were recently awarded the War Bonnet PCA Family of the Year. We have an additional award this year, the individual member of the year. If you would like to nominate somebody for this award, please do so by before March 10th. Again probably the best way to nominate somebody is to email Louis.

The meeting adjourned at 8:30 PM.



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Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The autocross for January was cold, but fun. The January 2010 autocross was my first autocross where the temperature was below freezing. I had just finished a rebuild of the front suspension the day before.

My 1985 911 Carrera has 130,000 miles and 25 years of use. The front suspension on the 911 was basically the same from 1965 to 1989. There are no conventional springs, just a torsion bar that twists to provide the spring action. That allows the mass of the spring to be very low in the car. It is level with the floor pan and keeps the center of gravity low. The factory used rubber bushings to isolate the torsion bar from the a-arm. The rubber wears and the torsion bar will start to rub on the inside of the a-arm. I took off every bit of the front suspension on my car, I replaced my bushings with factory-style rubber bushings.

We all know that "while you are in there" it would be crazy to not replace the shock absorbers, the brake rotors, upgrade to

the turbo tie rods and brake rotors. Further I decided to have the suspension parts powder-coated, and rebuild the brake calipers. It was a lot of work but not overly difficult.

I started my project the day before Thanksgiving and finished up the day before the autocross. My ride height is still too high and the brakes are not even close to being broken in. Once I get the front end lowered to the proper height and drive it a little more it should handle better.

The next project is to rebuild the rear suspension. From what I have read, the rear end is more difficult than the front. Once I have everything done and the ride height pretty close I will have my car corner-balanced and professionally aligned.

Old torsion bars with definite signs of rubbing.

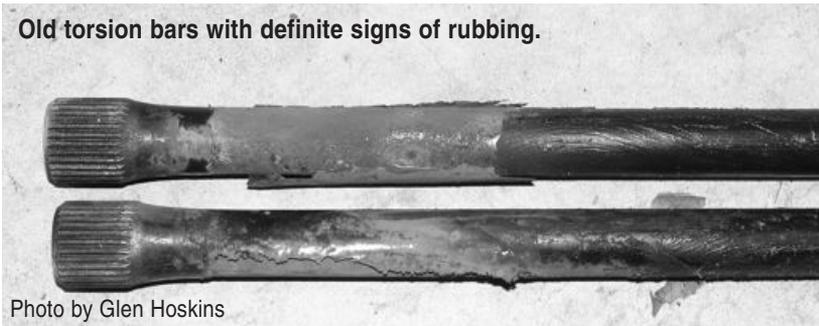
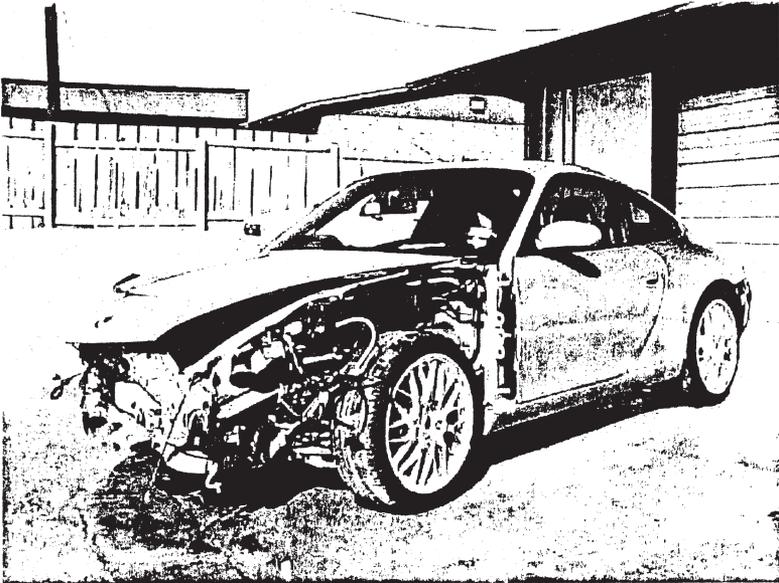


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IN THE SPOTLIGHT

Written by Matt Herndon

I first joined the Porsche club in January of 2009. The reason I joined the local Porsche club was because of Richard Davis, who told me to come out to the autocross. But there isn't a day that a Porsche has not been in my life. My father has owned many Porsches including 914s, 911s, 928s, and a Cayenne. Since I could walk, I have helped him fix up, work on, and learn how they are put together. My first Porsche, to call my own, would be a gold 1984 Porsche 928S. It looks a lot like the Porsche from Risky Business and I get asked all the time if it is the car that Tom Cruise drove in the movie. Even though my car was not in a

movie, I treat it like my pride and joy! I am in the process of replacing the engine and transmission which I rebuilt myself with some help from my father. One day, I hope to take over his Porsche collection and restore all of them to original condition. Rebuilding the Porsches is my favorite thing to do with my free time even though it takes all of my money.

Brian Swope would like to add that Matt is an incredible volunteer. He is dedicated to the autocross and has braved the cold as much as I have this year. Although his car has not seen the track in half a year, he has been there with me the whole time.



Matt Herndon working on his 928

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