



War Bonnet Region

War Whoop

**News and Events from the Region
August 2009 - September 2009**

Calendar of Events

SEPTEMBER

- 5 Club Meeting** **Breakfast at Cafe 501 - 9 am.**
In Edmond.
- 9 Board Meeting** **Time to start working on next year events!**
Sonic in Bricktown - 7pm
- 13 Autocross** **What was your time on that lap? - 8 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 18 Poker Night** **Texas Hold'em at its finest! 7pm**
Richard Davis' Poker Palace.
- 26 Porsche Tour** **Tour to Jakes BBQ!**
Meet at NW 39th and Portland - 9am

OCTOBER

- 3 Car Show** **Sonic All European Charity Car Show ! See page 7.**
Sonic in Bricktown- 11am - Staging starts at 10am
- 4 Autocross** **Charity Autocross - 8 am. \$10 to participate.**
Sheriff's Training Center - NE 36th and Air Depot.
- 10 Club Meeting** **Breakfast at Ingrids**
Starts at 9am.
- 11 Autocross** **Time for the autocross again! - 8am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 16 Poker Night** **Better than on TV- 7pm.**
At Richard "All in with a 7-2 offsuit" Davis's home.

NOVEMBER

- 7 Club Meeting** **Breakfast at Cattleman's - 9 am.**
Park your horse in the back for some steak and eggs !
- 8 Autocross** **Who is dragging a cone? - 1 pm.**
Sheriff's Training Center - NE 36th and Air Depot.
- 11 Board Meeting** **Time to pick new board members !**
Louis Lackeys House - 7pm.
- 20 Poker Night** **Guys and Gals are welcome! - 7pm.**
Back at Richard Davis's home. See page 6.

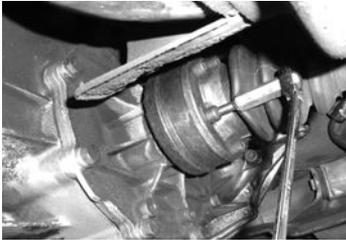
C O N T E N T S

Inside this issue



On the cover - Porsches take a stop along Route 66.

Photo by Brian Miller



Tech Session - 944 Transmission Swap

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EDITOR

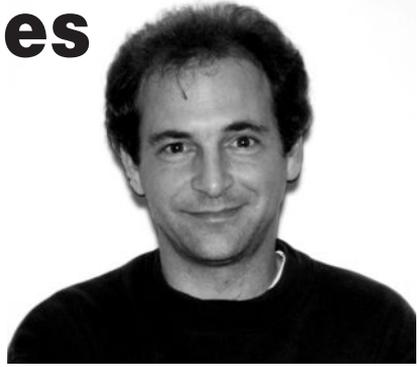
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Editor's Notes



Brian Miller - War Whoop Editor

It is hard to believe that it is now August and soon, the kids will be going back to school and the summer months will be over. But before the cooler weather hits, there is still time for all of you to come out to some events and share in some of the fun activities we have been planning.

On July 11th, we had our Annual Route 66 Tour to Gar Wooley's. We met early in the morning at NW 36th and Portland and headed out to Pops just outside Edmond. Once at Pops, we met up with Jay and Jane Hanas and we all enjoyed hanging out at the restaurant. Now for those of you who don't know, or have never been there, they have I would imagine over 300 different types

of sodas available for purchase. Also, on the Saturday morning we were there, there seemed to be some available seating for breakfast so maybe, someday soon, we will plan a breakfast out there soon.

After our needed rest at Pops and tasting as much soda as we possibly could stand, we all headed back out to the parking lot and started off down the road to the Round Barn. The Round Barn is just a little over a mile or so

A Pit-Stop at Pops



Photo by Brian Miller

Porsche's at the Round Barn



Photo by Debbie Miller

from Pops, but it was fun to just drive down the road and all of us stop again and check out the Round Barn.

A lot of us checked out the gift shop and a few of us actually went upstairs into the round barn itself. My wife opened one of the windows and shot a picture of all the Porsche's stopped below. After the break at the Round Barn, we all were eager to get to Gar Wooley's for lunch.

The trek to Gar Wooley's is just another half hour or so from the Round Barn and we never got off of Route 66. When we got to Gar Wooley's, the first thing that was on most of our minds was getting one of their home made milkshakes in our hands. They also

have the best Indian Taco's you have ever tasted.

This short drive is starting to be one of our favorite drives of the year and we will be planning another one next year.

But you don't have to wait until next year to enjoy some of our events. By the time you get this issue, the Hooters Car Show II will have been completed but there is still the Goodman Cookout on August 29th, the Jake's BBQ Tour on September 26th and the Sonic Car Show on October 3rd. Mark your calendars today and plan to attend one of these events. After all, winter will be here soon...

President's Podium



Louis Lackey - War Bonnet President

June was a busy month and attending Porsche Parade capped it off. It was nice to be able to take some time from work and attend my first, but hopefully not last, Parade. I made the goal of having my car ready to drive to Colorado. Thanks to Cory and company at Planet 911, the engine (and car) ran well for the 2000 mile trip. With the fresh paint all buffed and shiny, I headed to Colorado. I intended to leave Sunday, drive most of the way, and finish Monday. Whether you call it fate or coincidence, when I woke up Sunday and looked over at the alarm clock, it read "9:11". Seriously!

I enjoyed the Colorado scenery, taking in Loveland Pass and Mt. Evans during the week. I really enjoyed the Concours also. I had never seen a 959 or a GT1 in person. The weather was fantastic since we had been used to 95+ temps prior to leaving. It was good to hang out with fellow WarBonnet members that also made the trip. While it may be a few years before we have another one as close, I suggest to any Porscheophile that it is a great event to attend at least once. I did have two casualties for the week. My gas gauge quit working during the first travel day. After a frantic stop for the nearest gas station; "Did I fill the tank at the last stop, or

did that second Monster warp my brain?", I discovered that it would show either full or empty - nothing in between. I began using the odometer and saved it for a weekend repair when home. The second casualty was the newly painted front bumper cover. I have heard that rock chips and Colorado go hand in hand but this is ridiculous. I was really bummed upon arrival at the first car wash. I saw the Dr. Color Chip stand at Parade and decided to give it a try. I just received the kit upon writing this article. Stay tuned.

Many events await for the remainder of the summer and fall. Please check the calendar for events you may be interested in. We are currently planning the WarBonnet/Sonic car show for Saturday, October 3. The last poker night was a fun event, partially because I won for a change. It was battle for chips between Brian Swope and I at the end. I guess if I can't ever beat him at Autocross, I have poker bragging rights for another month.

Louis Lackey's 911 on the top of the world

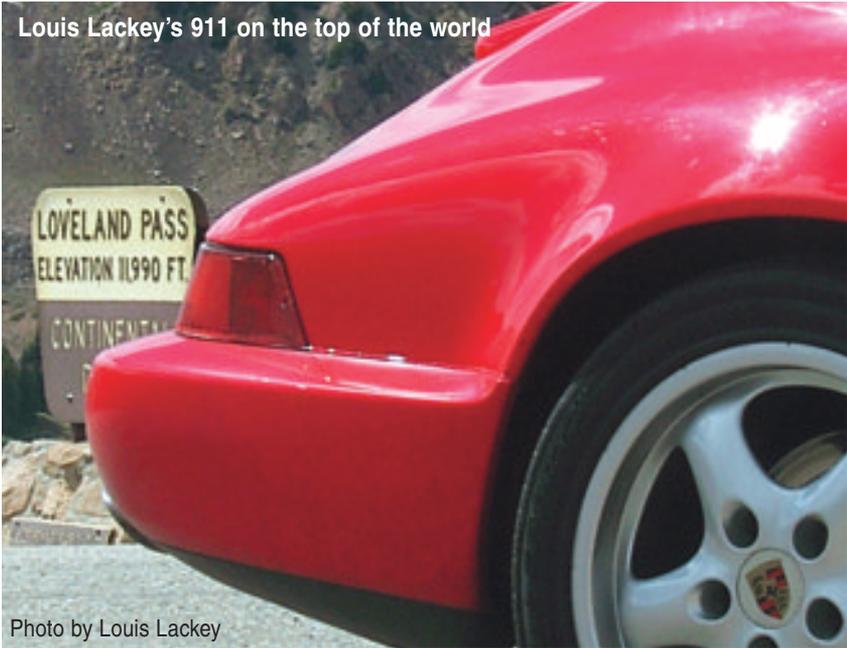


Photo by Louis Lackey



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MEMBER FINRA AND SIPC

Roster Report

We are now slowly wrapping up the summer months and it feels nice that fall will soon be here. For me, October and November are the nicest months here in Oklahoma and I am looking forward to the cooler weather.

We have been having a steady increase in our membership and are now over 165 members strong. We are still averaging about 3 new members per month, but are retaining more members now than we have in the past. I think it is because of the events and we are getting more and more new people at the events as well.

One of the big events of the year is going to be the Sonic Car Show on October 3rd. We are inviting other European car clubs to join us and we have already got replies from the Jaguar club as well as the VW and Mercedes clubs. It is going to be held downtown across from the ballpark in the Sonic parking lot from 11am to 2 pm. We will start staging the cars around 10 am, so get there early and you will get a parking spot close to the street. The cost to enter is 10 dollars and all the money from the car show is going to charity. Sonic will also be selling lunch and all the proceeds from the lunch will go to charity as well. We are also thinking about having a poker run after the car show where we all end



Brian Miller - Membership Chairman

up at the south side Hooters for dinner. It promises to be a lot of fun, and like I said before, the October weather should make this even more enjoyable.

Not only are we having the charity car show, but on the 4th of October, we are holding a charity autocross where anyone who registered for the car show will be able to run the autocross for another 10 dollars. All of which will be donated to charity.

Don't forget we have poker, usually the 3rd Friday of each month, as well as the monthly breakfasts held on the first Saturday of each month. Just come on out and enjoy your Porsche with others just like you.

Here are the new members for this issue: Kevin Hanley has joined in his 2003 Boxster S and Randy Lewis is in the club with his 2002 911. Scott Bever has joined in his 200 996 and Dennis Hansen has joined in his 1984 Porsche. Our newest member is James Bourie in his 1985 911. I would like to welcome all of them to the War Bonnet Region of the Porsche Club !



Sonic
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Charity
Car Show
October 3rd
11am-2pm

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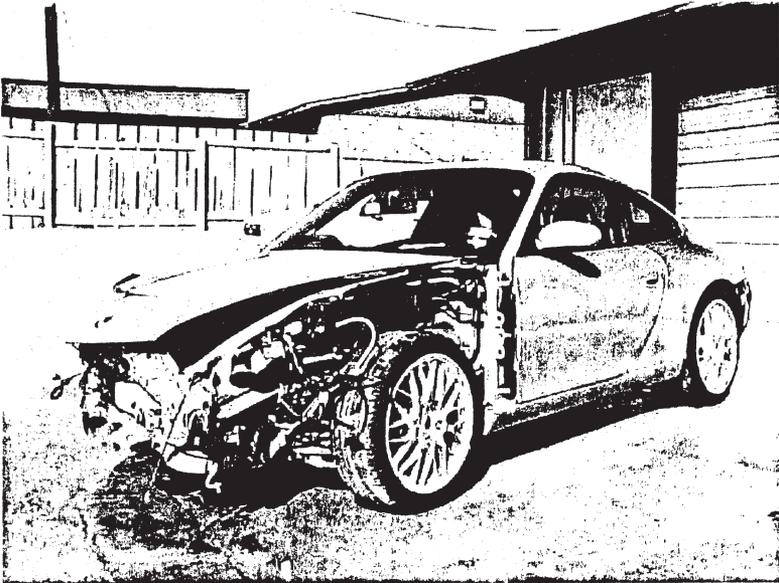
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Between the Cones



orsche Parade, in Keystone, Colorado was an opportunity for me and my family to escape the Oklahoma heat, cross the plains and panhandle of Guymon, top the mountains around Vail and Breckinridge and traverse all points in between. Sharing the open road may not have seemed so special to my daughter Lacey at the time but I hope she will look back at the adventure fondly in her later years. Both Laura and I already appreciate the trip now, especially since it was 105 degrees the day we came home. All the memories were great but I am most proud of how well War Bonnet Region members did at the national autocross.

Our treasurer, Glen Hoskins a.k.a. The Pirate, competed in one of the toughest categories at the autocross. He drives a 1985 911 Carrera, showroom stock, no modifications and competed with every other 911 Carrera in the same model and year range. That is a tough bill considering the 911 Carrera makes a big percentage of the cars offered by Porsche, not to mention, a lot of his competitors wore sticky tires or some other modifications that were still legal for his category. And he finished 12th overall, incredible!

Chad Goodman, the safety coordinator



Brian Swope

for our local autocross was against the fiercest foes across America while driving his late model 993 Cabriolet. I'm not as familiar with his category but let me tell you, my guess at the number of late model cars at Keystone had to be at least 50 percent. And there were over 800 cars registered this year. Chad ran off an amazing 2nd place time. The only driver faster than him was the same guy who beat him out of the top spot last year.

Laura Swope, the Tower Lady, a three year veteran of helping me run the timing equipment at the Sherriff's training center ran off an outstanding first place. I guess I can't make fun of her driving skill anymore.

My turn came around and I sat patiently in the pre-grid area. It was a gravel parking lot located about 1 mile from the race course. There we were, sizing up each other, wondering who had the better car, more handling capability, more power, more knowledge on how to make it all work. Surprisingly, I was not nervous as I looked on to the veterans

who come every year, who compete as if it was their rite of passage. No, I simply just wanted to run the course and be satisfied with my own performance because after all, I had brought the 944 Turbo affectionately named Eden. This was not the car I had intended on bringing. It was generally stock, save the straight pipe, Lindsey boost enhancer and chipset I had developed. No, my reservations for Porsche Parade were for the blue 944 Turbo I call Vanessa.

Vanessa was bred to become an autocrosser, force-fed a turbo double the size Weissach intended, with coilover suspension and tires the size of Rhode Island: a complete package yet to see the thrill of the big track I have built her for. Sadly, a bad alternator just a few hours before we were scheduled to drive away left her alone in the garage.

To prepare Eden for the task, I formulated a plan that I hoped would give me the secret edge over all those in my category. First, I removed all the heavy carpet excluding what was glued to the floor. I purposely let the spare tire and jack remain in the back to help keep the rear in check. I inflated the front tires and deflated the rear ones. This was done to give me more tread pattern on the ground meaning more grip. The front tires were going to do a lot of eating pavement so I blew them up to keep them tight and hungry. After that, I considered the altitude versus the performance of the engine. You see, we were nearly 2 miles higher than sea level and the air fuel mixture being regulated automatically by Eden, couldn't adjust

well. Everyone else had the same problem so this was level. To tip the scales though, I put half a tank of 10 percent ethanol in her belly which injects a little more oxygen into the cylinders which were starving for air. Last but not least, I pulled the air filter.

Now it was race time. This was a super tight course, far removed from the typical layout I setup and it was strictly 1st gear all the way. This played to my left-foot braking advantage as I never lifted either foot from either pedal to work the clutch. Left, right, left, right, steer as fast as you can and a minute later I was done. Each driver had three chances to achieve their best time and mine came on the last run. To my surprise, I had finished 1st.

The applause came from the crowd of onlookers and one of my competitors gave me a big thumbs up sign. The others had better suspension as I need new shocks for this old lady. The others probably thought this kid from Oklahoma doesn't even know how to tie his shoes but I came out on top. Pardon me a moment for being so proud but against the best drivers across the nation, The War Bonnet guys and girls did great. Congratulations fellow autocrossers on a job quickly won.

TECH SESSION

Transmission Swap - 944 Written by Brian Swope

B

oard member David Tichenor gave me a call a few months ago and said “Guess what?”

“You arranged for the Swedish Bikini Team to wash my car?” I replied.

“No, I bought a transmission from Cory Jump at Planet 911,” David retorted.

He then asked me about hosting a technical session and soon we were well into the planning stages of getting his black 944 back on the road. Just two weeks later, a fine bunch of repair volunteers showed up at David’s house to perform the removal of a poorly working transmission and the installation of a good one.

Our tools list:

- 8 mm allen socket
- 10 mm allen socket
- 17 mm standard socket
- 19 mm standard socket
- 13 mm wrench w/closed and open end
- 8 mm star driver for half-shaft bolts
- 3/8 drive socket wrench
- 6 inch socket wrench extension
- Standard flathead screwdriver
- Axle grease
- Transmission jack

The first thing we did before getting started was the inspection of the new transmission. I wanted to verify this was a transmission that would fit and bolt right into place. The car was then chocked under the front wheels and the emergency brake engaged. The car was jacked up directly under the transmission and jack stands were placed under the trailing arms to support the car. Once the car rested on these stands, the driver’s side wheel was removed and stage 1 was complete. We were ready to begin removing the transmission.

Stage 2: Remove Shifter

Now that the car was stationary, we began removing the leather shifter boot by prying up the edge between the boot and the console to reveal the linkage to the transmission shaft. I pried the small clip ring from the end of the shifter. It is important to remove all the heat and sound guard from around the shifter at this point. We then pulled the shaft completely forward and removed the shifter to make this easier.

Stage 3: Detach long shaft from transmission

This part of the removal is done under the car now so the official dirty work begins. The long shaft is connected with a set screw that has a hole in it. Wire is

Removing the Shifter Boot



Photo by Brian Swope

ran through this so we carefully removed it but it broke anyway. Once that was removed, we slid the long shaft back towards the front of the car. A rubber piece attached to the bell housing was removed and we could now see the coupler. A bolt on both ends of this piece must be loosened before you can slide it onto the transmission. Take note that the coupler must go onto the transmission and not remain on the shaft. Another small rubber piece must be removed to reveal the second bolt. The shaft will have to be rotated slightly to allow access.

Stage 4: Back-up lights and gear selector switch

You can't forget the small stuff. We unplugged these items and let them dangle just out of the way. Now it was time to bring in the heavy equipment.

Stage 5: Transmission jack in place

I wanted to have the jack ready to support the weight of the transmission as we all took turns removing the half-shaft bolts. Remember to belt this guy in because it is heavy.

Only the shaft ends which attach to the transmission need to be removed. Then the bell housing bolts should be removed. Tip: Spray these nuts and bolts with a loosening agent like WD-40 and take a lunch break. This is when we washed off and had a pizza break.

Remove the bell-housing bolts, 2 on top and 2 on bottom and make sure the transmission jack is secure. Don't worry, we aren't done yet, it won't fall. Two little nuts and bolts are still holding tight at the top of the transmission. They go through a hard



Removing Rubber Piece from Bell Housing

Photo by Brian Miller

rubber mount thus making this a “floating transmission”.

We removed the last two bolts and wiggled the transmission backwards until it came free of the bell-housing. Lowering it came in stages as we had to

move backwards and then down a little at a time until we cleared the rear bumper.

Stage 6: Now we threaten to leave unless David buys cokes for us all.

The new transmission is already prepared and clean for reinstallation. It was strapped in and bolted up basically in reverse

order. We remembered to spread axle grease on the shaft and coupler to make it slide together easier. Some more grease was applied to the half-shaft bolts as they went back together with the cv joints.



Removing the Half Shaft Bolts

Photo by Brian Swope

Ear to ear was the grin upon David's face as he watched his car come together and when it was lowered, he practically ran to the driver's side to try out his ride. He took it around the block and pats on the back all around were in order for the rest of us.

It really was rewarding to take part in this tech session as it gave first-hand knowledge to all those who helped but most importantly, it gave David Tichenor his 944. He has since driven it to work every day, to my house for the desert



Photo by Richard Davis

party and then to the Saturday morning drive. From all us grease monkeys, we are happy you are back on the road.

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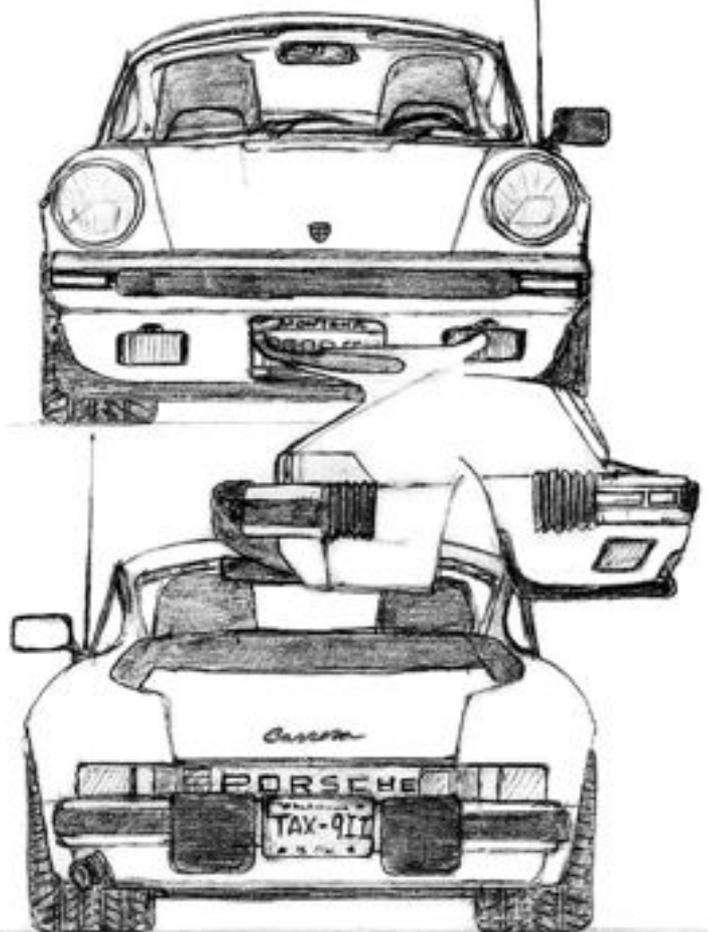
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Board Meeting Minutes



Jane Hanas - Secretary

War Bonnet Board Meeting: July 8, 2009 at home of Brian and Laura Swope.

After a delicious passion fruit cake (by Laura), ice cream, and pizza (in that order), the meeting commenced at 8:45 PM. The club received a very nice "thank you" card from Toni Johnson for the club's donation to the Salvation Army in the name of our former president Ken Johnson.

The Board is working full speed ahead toward our car show at the Sonic Corporate Headquarters parking lot in Bricktown on October 3rd. The event will be from 11-2 (car staging begins at 10) followed by a poker run/rally organized by the Goodmans. The parking lot is off Reno between Joe Carter and Charlie Christain Avenues. Entry fee (only if you are showing a car) and the charity autocross the next day (Sunday) will both be 10 dollars.

Sonic will serve a boxed lunch and drink for 4 dollars. Event tee shirts will also be available for purchase. Louis Lackey is heading the registration and advertising committee and Walt Kendall and wife Barbara are heading the calling committee for the event. The Board will have a car show organizational meeting August 5th at 7 PM at the Bricktown Sonic. All are welcome.

At the end of June into the first part of July, 15 club members attended this

year's Porsche Parade in Colorado and great fun was had by all in the beautiful Rockies. Your autocross committee headed by Brian Swope is trying to come up with a method to distribute autocross times in a blinded fashion so stay tuned for this important development that many autocross participants have been asking for.

The September 9th Board meeting will take place at the Bricktown Sonic at 7 PM to tie up loose ends for the October 3rd car show. September 26th the club will travel to a BBQ lunch at Jake's in Chickasha.

The July lunch trek up route 66 to Pops, the Round Barn, and Gar Woolys Café was well attended with 15 club members (including children!). Brian Miller will have lots of pictures in the next War Whoop. The Board also decided to give club members a nice Christmas present this year of 15 dollars toward your dinner at the December Club Christmas Party at Twelve Oaks.

Meeting was adjourned at 9:45 PM.



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Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The treasury is in sound condition. Same message as before. I don't know any clever way to put it. We are taking in more than we spend. All but one advertiser has paid for their War Whoop advertisement. If that advertiser does not pay by the next issue, the company will be named in my next article.

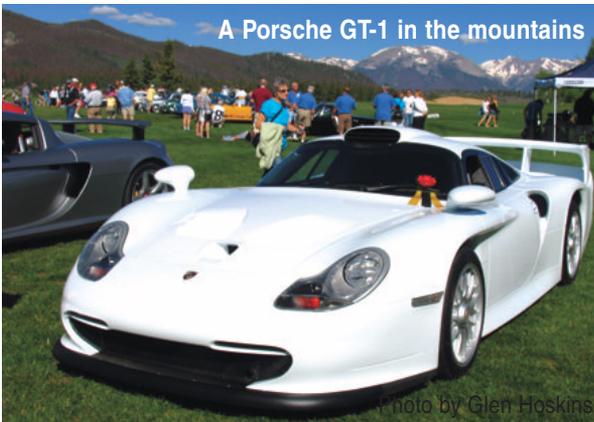
Since my last article, Porsche Parade 2009 has come and gone. Keystone, Colorado had some fantastic weather for us. Every day we awoke to low 40-degree temperatures. It never got out of the 70s for a high in the afternoon. On the 4th of July, Jeanette and I took yet another tour. This time we drove with another large group of other Porsches to the Rocky Mountain National Park. We were at 11,990 feet

and there were still big piles of snow on the ground. We ended up at the Stanley hotel on the exact day of the Stanley's 100th birthday. We drove on several different tours that week. That part of the world is very pretty in the summer.

The Parade Concours was the prettiest location for a car show that I have ever seen. Snow-capped mountains were in the background and a beautiful manicured golf course was the venue. Only at Parade Concours can one see a 911 GT1 next to a Carrera GT. There were two 959s and GT2s and several GT3s and a GT3RS. The historic display

was amazing. I will not even attempt to fully describe the Concours. Just check out the Panorama for much better coverage.

Some of the fun of Parade is the random meetings with other Porsche lovers. I went to the concours site early and Jeanette met me



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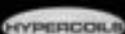
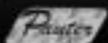
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