



War Bonnet Region

War Whoop

**News and Events from the Region
August 2014 - September 2014**

Calendar of Events

AUGUST

9 Autocross

Another Saturday Autocross! - 8 am.
Sheriff's Training Center - NE 36th and Air Depot.

15 Poker Night

Texas Hold'em and Pizza - 7 pm.
Louis Lackey's Poker Table.

16 Car Show

Another Hooters Car Show!
South Hooters Location. Show starts at 11am.

23 Porsche Tour

Join us for a drive to Eischens! 10am
Meet at NW 39th and Portland.

SEPTEMBER

7 Autocross

Back on a Sunday! - 8 am.
Sheriff's Training Center - NE 36th and Air Depot.

11 Board Meeting

Help us come up with some events! - 6 pm.
McNellies Pub House.

13 Club Meeting

Breakfast at La Baguette! - 9 am.
Meet at 7408 N May.

19 Poker Night

Texas Hold'em with more than one buy in! - 7 pm.
Louis Lackey's Poker Table.

20 Car Show

Bricktown Charity Car Show
Downtown OKC. Check Website for more details.

OCTOBER

4 Club Meeting

Come Have Breakfast at Ingrid's - 11am
Now at a later time!!!

11 Autocross

Another Saturday Autocross ! - 8am
Sheriff's Training Center - NE 36th and Air Depot.

17 Poker Night

Texas Hold'em - 7 pm.
Louis Lackey's Poker Table.

18 Porsche Tour

Join us for a drive to Lucilles in Hydro.
Meet at NW 39th and Portland at 9am.

C O N T E N T S

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On the cover - Porsches at the
Twin Peaks Car Show

Photo by Austin Miller

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Editor's Notes



Brian Miller - War Whoop Editor

This issue is a little larger than the last couple issues mainly because Brian Swope has written a Tech Tip article concerning brake pad replacement in most Porsche models. Glen Hoskins has also written his annual article about his time at the National Porsche Parade. He always includes great pictures to accompany his article and reading it almost made me feel I was at parade with him.

I was also contacted by Oklahoma Foreign earlier last month and they were wanting to place an ad in the newsletter. They gave me the text of the ad and I simply put a picture behind the text and placed it in this issue. Hope it is close to what they were wanting and they can always send me a pdf of any ad they would like to place and it would work.

We had a great time at the Twin Peaks car show last month. The weather was perfect - not too hot and a little breezy, and slowly the cars started to arrive. My son was wanting to take the pictures for this issue so I gave him the camera and sometimes it is interesting to see what he decides to shoot pictures of. I saw 5 or 6 pictures of the waitresses driving their three wheelers around the parking lot but he did take several good pictures of the cars. I

included one that he took as the cover for this issue and another picture on the opposite page. We had a great time at the car show and the food is always really good.

We have several events coming up that I am looking forward to. The Hooters Car Show in August is coming up as well as the Bricktown Charity Car Show in September. We have a drive to Eischens coming up and a drive to Hydro to Lucille's coming up in October. Should be a great time and real good driving weather.

I want to thank Brian Swope for helping me install the CV Boots in my car last week. It was the messiest job I had ever done and I really don't think I could have got it done without him. Thanks!

Be sure to check out the calendar on the inside cover of this issue and find an event or two for you to attend. We have shows and drives and autocrosses for you. So come out and enjoy your club!

Porsches at the Twin Peaks Car Show



Photo by Austin Miller

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President's Podium



Grady Buckhalter - War Bonnet President

July is at a close and fortunately we have not had the blistering summer weather that Oklahoma is known. As the first half of the year comes to a close we have the second half of the year to look forward to not only for cooler weather but the many opportunities for members, new and old, to interact with each other and enjoy our vehicles. At the July board meeting we discussed making more changes to the breakfast schedule to accommodate members that wish to participate in Cars and Coffee. The Cars and Coffee gathering is not an officially supported PCA event, but it is a great opportunity to meet other Porsche owners that may not know anything about PCA and the people that make PCA what it is today. It also gives us the opportunity to meet owners of other brands and to learn more about those vehicles.

Because so many people enjoy these events we are adjusting the dates or times for some of our breakfasts. For the remainder of the year some breakfasts will be on the second Saturday of the month or will be held on the first Saturday of the month but at a later time that morning. I hope that you can make it out to one of the Cars and Coffee events and follow it up with our meeting. This is an example of how

the board takes the input and suggestions from our members and makes an attempt to incorporate them into the club. We are always looking for new ideas from our members and if you have one please contact any member of the board directly or through our club website.

August closes out the summer months with quite a few events. On Saturday, the 16 of August is our South Side Hooter's Car Show. Wash your vehicle and show up for a relaxed atmosphere of appreciating other's vehicles and getting to know other members. On Saturday, the 23 of August, we have our lunch drive to Eischens for chicken. We will meet at NW 39th and Portland Ave at 10 am for the start of the drive. If you've never been to Eischens, I recommend making time for the drive as the restaurant is well known in Oklahoma.

Check out the calendar of events on the inside cover for all the events in the upcoming months. See you at an event!



President
Joe Ray

June 20, 2014

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Louis Lackey
War Bonnet Region PCA, Inc.
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Oklahoma City, OK 73013

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Dear Louis:

On behalf of the Board of Directors and staff of Sunbeam Family Services, I want to thank you for your generous, unrestricted gift in the amount of \$1,000.00 (check# 10219) which will be used to support the children, families and seniors we serve through our Counseling, Early Childhood Education, Foster Care and Senior Services. We are very grateful to be the beneficiary of your Annual War Bonnet Porsche Club Car Show.

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Please accept our heartfelt gratitude along with our promise to continue to work hard to deserve the confidence you have invested in Sunbeam Family Services.

Sincerely,

Ray E. Bitsche, Jr.
CEO

Thank you for your generous support!

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Thank you so much for continuing to love and support those we serve at Sunbeam! We had so much fun at the car show. Photos were attached. Carolyn J.



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Between the Cones



ost people don't think much of their tires until they walk out to the car and see one with a flat spot on the bottom of the tire. Then all they can think about is where they were that they might have picked up a nail or screw that is responsible for the current deflated tire. But every driver should periodically think about simple things like what the tire pressure is and what is recommended for their car. They shouldn't rely on the TPMS (tire pressure monitoring system) to keep track of their tire pressure. The TPMS is a great novelty that protects your tires from a forgetful or inattentive driver.

Tires are an important part of every car and should be taken care of by the driver. At this point I would like you to take notice that I have been using the term 'driver' and not 'owner'. The reason for this is simple; whoever is driving the car should be responsible for the simple checks that should be made periodically when you drive a car. This does not mean a rigorous inspection each time you get in the car but a periodic inspection like once a week or once a month to catch items that if left unchecked become expensive or major problems.



Matt Herndon

As stated before, tires are an important part of your car and require a basic understanding of what they do for the car and how they should be selected. One of the most important concepts that should be understood for Porsche owner, or any high performance car, is the speed rating of the tire. Tread wear index, load rating, and other ratings fall behind the speed rating letter. This rating is the speed at which the tire can operate for an extended amount without failing. All tires will operate at speeds above their rated speed as long as certain conditions are met; such as traveling in a straight line and for a short time frame.

The speed rating is the rating that speed can be driven safely under 'driving' conditions that you experience in the real world on real roads. It is advised that you never obtain a speed that is higher than the rated speed for your tire. Also, your tire must be in good condition. That rules out tires that have been plugged or patched, has cuts or gouges and tires that are old and exhibit

age. This includes tires with uneven wear or minimal tread.

Porsches and all other cars do not handle well at 150 mph on three tires or less. Tires that have the correct speed rating but that are under inflated will fail at sustained high speeds and stressful cornering. Even though the tire is rated for the given speed, if it is under inflated it will build up internal heat that leads to tire structure break down and catastrophic failure usually resulting in a dramatic wreck. The tire pressure for all vehicles is listed somewhere on the vehicle along with the correct tire and wheel sizing.

There are usually more than one inflation pressure listed. Read this information carefully to obtain the proper tire pressure for your given condition. Tire pressure should be taken on 'cold' tires only. Warning: never remove pressure from a hot tire. This leads to separation of the plies that result in tire failure even at normal

speeds. Another question is 'should I use nitrogen in my tires'. The answer is simple. Pure nitrogen cost money to put in tires. Air is 80% nitrogen. Simply ask yourself if the cost to displace 20% of the air with nitrogen is worth the cost you have to pay.

I have covered only two aspects that you should be aware of for tires and only on the surface. There is a lot more that can be said about pressure and tire ratings but we only have a limited space to talk about it here. There are pages that could be written about other subject such as tread wear that gives an insight to the tire compound and its ability hold to the road. Profile and contact area also give insight into road holding ability. Then you can get into really serious topics about vector forces and where they should be directed through the tire. For right now, let's concentrate on speed rating and proper tire pressure.



Treasurer's Tid-Bits



Glen Hoskins - Treasurer

The club treasury continues in sound shape. My standard opening line is still accurate. We have had some recent large purchases. We finally did upgrade Brian's computer for producing the War Whoop. The old computer display was too old to upgrade and the display was almost impossible to read. With the new software and everything else it was a little over \$1000.

We also had to have a new timer display for the autocross. The old display had died and the new one cost us over \$1,500. Since the autocross is the big money maker, that was a necessary purchase approved by the board. The War Whoop you are holding is another necessary expense.

That is enough about the club spending. I want to discuss my recent trip to Monterey, Ca for the 59th Porsche Parade. The trip is just over 1,600 miles each way. The first day on the road I drove 900 miles to Flagstaff, AZ. I asked online friends for advice on a good place to eat. They recommended a downtown brew-pub and I forced myself to sample the products and had a great meal at the Beaver Street brew pub.

The next day the drive into Monterey took me to the very western end of I-40. The interstate quits and California highways begin. Driving through Boron and Needles CA is not the image people have when they think of California. The scenery is horrible and the traffic is even worse. Eventually the road leads to highway 101 north and into Monterey.

View from the highway



At the Concourse



Monterey is a wonderful destination. The temperature was never above mid 70s and in the evening it was very cool, jacket weather. The Concourse was at the main hotel on the golf course. It was the largest Porsche Parade ever and the largest PCA Concourse ever. I can't even begin to really describe it and you will see more in the Porsche Panorama. My wife Jeanette cheated this year and flew into San Jose Monday morning. I just drove the 65 miles to the airport and picked her up. We returned in time to make the Concourse lunch and wander around some more.

Tuesday morning we made our way to the meeting point in a parking lot near the hotel. Our first day's drive was a fun trip driving Highway 1 considered the most beautiful roads in the country, if not the world. It is a twisty road almost all the way. Ideal Porsche driving roads. We did the Big Sur

Driving tour the first day and ended up at the Ragged Point Inn for lunch. Peter Porsche was along on this tour and was the typical very approachable and friendly man we have come to know. Many people were getting his signature and posing for photos with him.

On Wednesday we drove to the Hurst Castle and took a tour of the castle. Once again the Hurst Castle is beyond description by me. I suggest you check out the castle on the internet. We drove down highway 101 for most of that trip to make time to spend more time at the castle. The road from 101 to Highway 1 had some construction delays and had signs that said to expect a delay of up to one hour. We got lucky and got through with just a 15 minute delay. We decided to return to the hotel via Highway 1 and enjoy the curves one more time.

On Thursday we took our final tour,

the drive to the crash point for James Dean. The tour took us to Hunter's Ranch golf course for lunch, then to the crash site just a few miles down the road. The actual crash site intersection is a few hundred yards down the road but the memorial site is a parking lot at a restaurant where it is safe to pull off and mingle. That actual intersection is right on the road I traveled to get to Monterey and I used that same road for going home.

Jeanette had to be back to work on Monday, so on Friday morning I took her back to the airport in San Jose for her flight home. I returned back to the hotel and went looking for a place to eat lunch. My one rule was no chains or franchise restaurants. I went down to the bay and found a parking place about a mile from the piers. I walked down to the piers and picked a local restaurant on the water and had a great lunch. I then zipped over to the Laguna

Seca race track to check out the track. I found the people that would be running the Drivers Education drive for the weekend. I then discovered they were indeed going to require long-sleeved cotton shirts and long cotton pants. I had some Jeans so that was OK, but I had not packed a long-sleeved shirt. I had to find a local mall and found a long-sleeved shirt.

I showed up at the track bright and early and got ready to run. When I registered months before, they asked about my previous driving experience. They decided I was qualified to run in the middle of the five run groups. Each group is made up of drivers and cars of roughly equal experience and speed. The total newbies ran in the green group. The blue run group was people with some experience on tracks but still fairly new. Both of those run groups were required to have instructors ride in the car. My run group was the white



At Crash Point of James Dean



group. All of the other drives in my group had much newer and faster Porsches or track day specials with no interior and race tires. Some of them had instructors but I did not. I had asked for an instructor at least for the first session just to show me the line, but no instructor was available for me. The next faster group was the yellow run group which was very experienced drivers with experience at Laguna Seca and the top group was only the instructors.

The track at Laguna Seca is on the bucket list of almost anyone that loves driving their car on a track. The track is just over 2.25 miles long with a lot of elevation changes and the infamous “Corkscrew” corner. At the apex of Turn 8 (the lefthander and entry to The Corkscrew), the elevation change is a 12 percent drop. By the time a car reaches the apex of Turn 8A (the righthander), the elevation is at its steepest – an 18 percent drop. The Corkscrew drops 59 feet between the entrance of Turn 8 to the exit of Turn 8A—the

equivalent of a 57 story drop—in only 450 feet of track length. From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories.

The simple translation, done right, it is an absolute total blast, done just a little wrong and it is terrifying and scary. There are many tire marks going off track in bad ways. I really was trying hard to not add any more bad tire marks. I managed to stay on track at speed and enjoyed the track a lot.

I had four sessions that were 20 minutes each. I used almost a 1/2 tank of gas in one hour of driving. My face hurt from grinning. My tires were tortured and the brake rotors turned blue from heat. The brake rotors are back to normal and the tires were smoothed out on the 1,600 mile trip home.

My car ran like a Porsche all the way, no issues at all. I rolled 156,000 miles a few days after arriving home. Next year is an easy drive to French Lick, Indiana.

Tech Tips - Brake Job

By Brian Swope

Changing the brake pads on your Porsche is a relatively simple procedure. On a scale of 1-10 with putting fuel in your car representing a level 1 difficulty and a 10 being an engine rebuild, this is rated a 3.

To begin, park your car in a comfortable spot where you can easily and safely jack it up and pull off the wheels. You will begin by identifying the calipers and looking inside to see the retaining clip, pads and sensors (if your model is equipped).

1. Locate the retaining rod and safety pin, remove pin and push rod out of caliper

2. Identify the pad sensor harness and release the clip to allow you to remove its plug

3. You will not reuse the brake pad sensor so it is fine to cut it in half to make removal easier

4. Now that you have the retaining clip and sensor removed, you can access the pad and use any prying tool to expand the caliper fully. I have found a small pry bar with a wide head works well. The fancy caliper tools don't work as well for me.

5. The beauty of race-inspired design is now evident as you with simply be able to pull out the worn pads and slide new ones into the same slot.



Photo by Brian Swope



Photo by Brian Swope

6. Add a bit of grease to the inside flat piece of metal. This is a squeal deterrent.
7. Replace pad keeper clip before inserting the new pad sensors, followed by the rod and safety clip.
8. Pump your brakes a few times to bring the pressure back
9. Clean the inside of those dirty wheels, rotate if able and remember to torque those nuts.
10. To break in the pads, do 3 stops from 25 mph, 3 from 45 mph with alternating harder stops.

You might see several internet videos of this procedure rendering reading this as somewhat boring but I have cut

out all the superfluous crap. This procedure was done on a 2007 Cayman S using Hawk pads and featured the front calipers only. I torqued my stock wheels to 98 lbs. as recommended by Porsche. Your model may differ slightly so I do recommend consulting your owner's manual.

This was a fun and enjoyable 45 minute project. Pad replacement can be done much quicker, in about 15 minutes, if you aren't taking out the trash in the middle, changing the music from Hall and Oates to Sammy Hagar and getting a cold one.

Formula One Focus

JOCHENRINDT

By Brian Swope

Born April 18th, 1942, Karl JochenRindt would grow up to become Austria's 1st Grand Prix World Champion. Coming from Mainz, Germany, Jochen spent his childhood with his grandparents once his parents had lost their lives during a WWII bombing raid. Like many F1 drivers, he would lend his life to racing and began carting early. He was successful early on and ended his F2 career by winning the London Trophy in 1964 by beating the likes of Jim Clark, Denny Hulme and Graham Hill.

Rindt would transition into F1 by starting with the Rob Walker Racing Team in 1964's Austrian Grand Prix. Although his first year was unsuccessful, he showed great prowess behind the wheel. He would go on to win the 24 hours of Le Mans the next year with an American named Masten Gregory. He was a hugely-talented, heir to a spice fortune, racer but he rarely had a team and equipment to match his skill. This pattern would be his career for 4 more years until his stunning performance in late 1969.

JochenRindt did not finish 6 out of his first 7 races of the year but made 2nd, 3rd and 4th place finishes before leading 99 laps and winning at Watkin's Glen in America.

1970 was when it all came together. His first victory came at Monaco while attrition had depleted the field, Jochen pounced on the opportunity and turned up the heat by pressing hard to catch up to Jack Brabham. Rindt's elevated determination had him turning laps 1.5 to 2 seconds faster than his qualifying runs and this constant ferocity forced Brabham into a mistake. Jack Brabham pressed upon slower traffic and misjudged a corner, going straight off which allowed Rindt to pass onto the final straight to take the checkered flag. Rindt's Lotus 72 would not finish in Belgium but he would win the next 4 in a row. His Lotus retired before the finish of the following race and then came the 1970 Italian Grand Prix.

Following the lead of Jackie Stewart and Denny Hulme, Jochen and team had decided to forego the aerodynamic wings to gain speed for the Monza GP. It was proven that this move would net a 10 mph advantage in the previous race. Rindt is quoted as saying "almost 800 rpm faster on the straight". On Rindt's 5th lap of the final practice session, Sept. 5th 1970, his car weaved slightly then swerved sharply left into the Armco crash barrier. The impact split part of the barrier at a joint,

forcing the front end into the staunchion head on and then spinning to a stop. Jochen had a habit of not fastening the crotch belt, leaving only 4 points of 5 to hold him. He believed this would allow him to escape a fire much more quickly. He slid under the belt and sustained fatal chest and throat injuries. As in all racing deaths in Italy, an investigation ensued and a court concluded the car's right front brake shaft failed but Rindt's death was caused by a poorly installed crash barrier.

JochenRindt had built a sensational points lead having won 4 of his last 5 races. It was not an insurmountable lead as Ferrari's Jackie Ickx could still win out to take the title. Emerson Fittipaldi would drive on to win at Watkin's Glen, effectively knocking Ickx out of the hunt. The end result would make JochenRindt the only

posthumously awarded Grand Prix World Champion.

Jochen spent most of his F1 career knowing he could win, chasing his dreams yet rarely having the best of teams and equipment behind him. He was still able to manage a 1 in 3 ratio in front row appearances. Even more impressive was his final run to the title. All 6 of his wins came within his last 11 of 60 starts. For not the misfortune bestowed upon that fateful practice session, the world may have seen him have several more wins and titles as Champion. Although we can never know what else may have come for Jochen, we can say with definite pride that he was truly the greatest in the end



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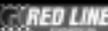
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Roster Report

The way that I get updates for the membership has changed. It used to be that once a month, the national office would send me an email with a list of all the new members, everyone who has renewed and those whose membership has lapsed as well as any address changes. Well I didn't get the email for June so I asked if they would send another one. I got a response that they no longer send emails and that I need to log in to the website and get membership information that way.

So I logged in and there is no way I can get simply a list of new members. I have to compare my list of members to the list on the computer and see if there is someone on the computer that is not on my list and assume this person is a new member. I am sure I will find a quicker way of doing this but I sure liked the old way better. It took forever to find any address changes and if someone forgot to renew, they weren't even on the computer list. I am still playing around with it, but I am sure there is an easier way.

Be sure to let me know of any address changes and I will continue to check the website for membership updates. Even if your membership lapses, I keep your information on my list for 6 months because I get a lot of people



Brian Miller - Membership Chairman

who renew their memberships late.

Our membership has raised just a little and we are exactly at 170 members. Be sure to renew your membership when you get the renewal notice in the mail. This will ensure that you will continue to receive the Panorama and this newsletter which keeps you informed of the local happenings.

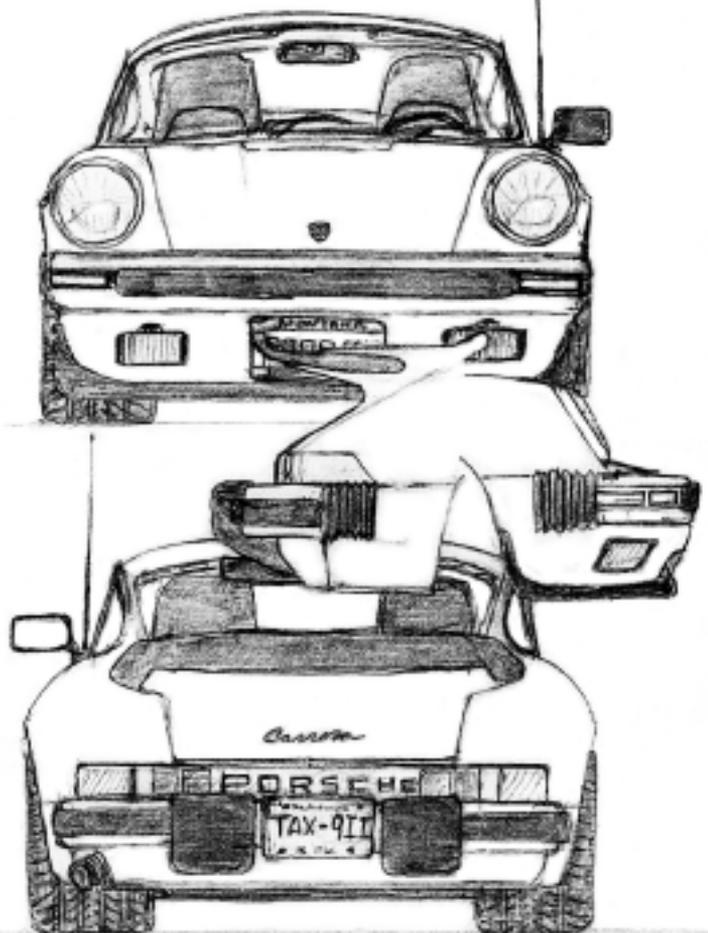
Here are the new members for this issue: Lawrence Davis has joined the club, John Mutz and Kent Maxwell are also members as well as Gary Grisson. Mark Bottrell is in the club as well as David Payne and Jim Nance. Michael Hawkins has joined and so has Harold Anderson. Our newest member is Scott Fussell. I would like to welcome all of them to the War Bonnet Region of the Porsche Club!

MICHAEL SAVUTO, CPA, P.C.

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Board Meeting Minutes



Louis Lackey - Secretary

Minutes – 7/9/2014

Meeting held at Steve Pistole's. Five members were in attendance: Grady Buckhalter, Chad Goodman, Steve Hintze, Steve Pistole, and Glen Hoskins. After a dinner of mexican food we discussed the upcoming events. Please check out the calendar on the inside cover to determine the events for the next several months.

We then discussed old and new business. Grady reported that Matt Herndon has tried several time to contact the Sheriff's Training center to arrange for repair of the fence posts taken out at one of the recent Autocrosses. They have not returned email or voicemail.

The board decided to table buying shirts to identify the board at events. Instead it was decided 5-0 to purchase name tags for the board members to help identify them to members at club events. Chad Goodman will be looking into this.

We then discussed the Bricktown European Charity Car Show. Steve Hintze is working on designs for t-shirts and flyers. Several people offered to contact other clubs to spread the word. No concessions will be offered this year since there are many close places to get food and beverage.

It was suggested we hold another Progressive Dinner. A volunteer is needed to coordinate this event for next year.

Chad Goodman suggested the club purchase a "Tailgating Flagpole" and Porsche flag in order to boost the club's presence at events. The board had questions regarding cost and portability that Chad agreed to look at further and present to the board.

Chad Goodman suggested the club collect toys at the December Monthly Meeting and Christmas Dinner to take to The Children's Center Rehabilitation Hospital in Bethany before the Christmas. Chad will contact them to get a list of suggestions closer to the event.

Next Board Meeting – September 10th at McNellie's Pub House (1100 Classen Dr, OKC)



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wires, new vacuum hoses,
transmission filter and fuel pump
with filter. Cooling system has been
converted to late model dual Porsche
928 electric fans. AC has been
converted to 134a refrigerant. Car is
well maintained with regulator
maintenance and oil changes.
Asking \$8500 Call Matt Herndon if
you have questions 417-529-9632.



Send your ad to:

War Bonnet Ad

5816 NW 82nd St.

OKC, OK 73132

or email it to:

brianmiller3732@att.net

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