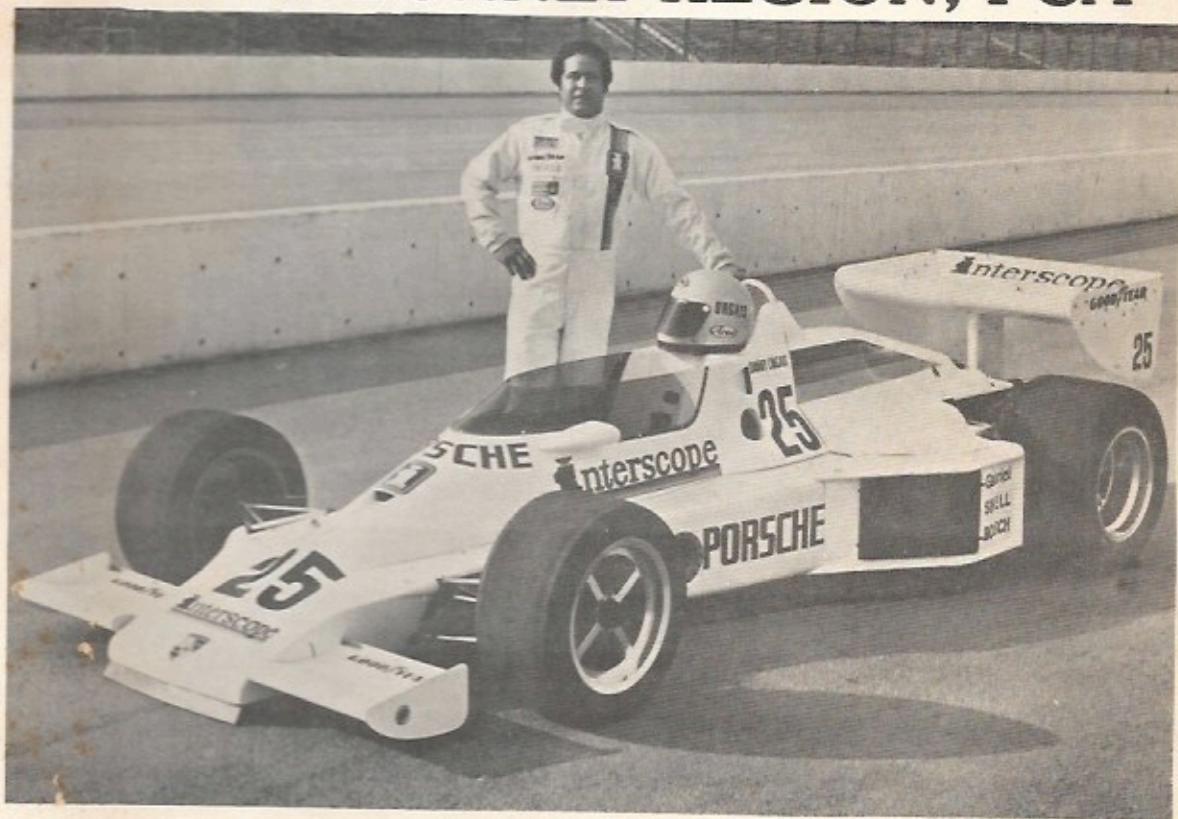




WAR WHOOOP

WAR BONNET REGION, PCA



JANUARY · FEBRUARY 1980

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12504 Arrowhead Terr.
Oklahoma City, 73120
405/755-1646

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Oklahoma City, 73116
405/840-4748

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329 NW 40th St.
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8161 E. 114th St.
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Bob & Andy Hess

War Whoop Staff

WAR WHOOP ADVERTISING

Mike Cooperman - 6907 N. Independence, OKC, OK 73116

WAR WHOOP is the official publication of War Bonnet Region, Porsche Club Of America. Opinions expressed herein do not necessarily represent the official position of the region or PCA. All material submitted for publication received by the 15th of the month will be included in the following issue. WAR WHOOP is published bi-monthly. Send material to WAR WHOOP, 5000 SE 51st Street, Oklahoma City, Oklahoma 73135.

From The President

A new year has arrived and so has a new set of officers. We have a good group, a mix of new faces with new ideas, and some "old timers" to help lend some continuity to the things we do.

The events calendar for the year is pretty well complete and is listed elsewhere in this issue. The most notable change from years past is the addition of more driving events. I have had many people ask why we don't have more autocrosses, etc? Well, we will have them, so you drivers, mark your calendar. Of course, our purely social events will continue. Mark Nance, our activities chairman, is raring to go. Should any of you have any suggestions or want to help with a particular event, let him know. In reference to events, let me pass along one fact of life. Inflation has driven food (entertainment) costs up along with everything else. Gone are the days of the club being able to put on a nice sit-down dinner with drinks for \$10.00.

As I said, this is a fact of life. If we are to have this type of event, the membership must be prepared to see higher event fees. We have a policy of

just trying to break even on events so don't feel like you are being charged more than actual costs because you are not. Let Mark or myself know how you feel.

Financially the Region is sound. The treasury has been reduced somewhat due mainly to the Christmas Party which was partially subsidized by the club.

Preparations for Tech '80 are very nearly complete. This will no doubt be the best Tech Session ever. If you have never been to Tech you are doing yourself and your car a disservice. It is undoubtedly money and time well spent. Make plans to attend.

I would like to take a moment to give a tip of the hat to last years officers. They did a fine job in what is a very demanding task, as I am finding out. It takes a great deal of time, making numerous phone calls, appointments, planning parties, board meetings, and in general being available to the membership's questions and inquiries.

In closing there is one more thing that needs mention. Should any of you have any complaints or feel like the club is not being responsive let one of the officers know. It is important that we know how you feel.

All the officers are excited and look forward to 1980 and what it holds for War Bonnet Region. Happy New Year everyone!!

Chris

PORSCHE PACES THE RACES

PORSCHE RUN IN SCCA CHAMPIONSHIPS

Two generations of Porsches raced at the Sports Car Club of America's recent national championship runoffs. And when all was said and done, the oldest Porsche was a winner, and the newest finished second in its debut at the annual Road Atlanta event.

Robert Overby's rapid 1958 Porsche 356 captured the E Production national championship, while Chris Kennedy picked up a second place in the Showroom Stock A class.

Overby, of Jacksonville, Fla., has qualified for the world's largest sports car racing event for four straight years and previously picked up a fourth- and two second-place finishes.

After qualifying on the pole for this year's event, the Porsche mechanic led every lap to out-distance a field that included three

potent factory MGBs and some strong private entries as well.

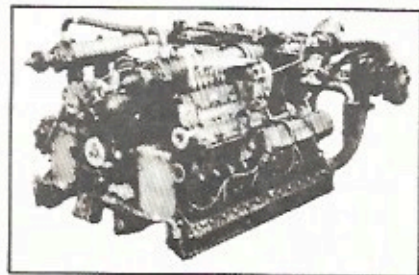
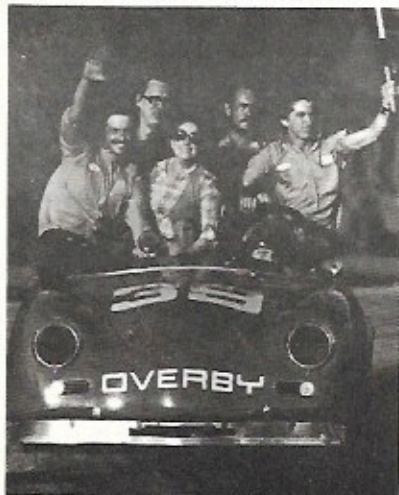
"We broke the qualifying record by 0.8-second, and the car performed flawlessly throughout the race," says Overby.

Eight years ago, the red racer was a street car. Then it began competing in autocrosses and now has become a national champion.

Overby has hopes of campaigning a Porsche 924 next year, but if he doesn't, he'll be back in his trusty 356.

Technical Update

If there is one engineering development that counts most for Porsche's recent motor racing successes, it is turbocharging. Since their introduction in 1972, Turbo Porsches have won the Can-Am, Trans-Am, IMSA and World Manufacturers' championships, as well as capturing the prestigious 24 Hours of Le Mans.



WAR BONNET
12 TECH 80

MARCH 1 & 2, 1979

OKLAHOMA CITY, OKLAHOMA

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HOW ABOUT YOU?**

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... and ...

A COMPLETE LADIES PROGRAM

A fun filled, exciting Saturday has been planned. Transportation will be provided for a 1/2 day shopping trip to Oklahoma's largest and most beautiful mall. Other new activities include a delightful presentation on the art of fine cooking by one of the southwest's finest gourmet chefs.

Susan Lang

P.O. Box 20766
Oklahoma City, OK. 73120
(405) 755-3847 after 5 p.m.

WAR BONNET TECH

Tech '80 is coming up sooner than we realize, in fact it will be here in less than two months now.

This years speakers promise to be better than ever., with some of the familiar faces you have seen and heard in past years with new and different subject matter.

A couple of the new faces on the Tech scene will be Bob Garrettson and Bruce Anderson of Garrettson racing fame, speaking on "Racing The 935". Lou Marable will present his views on "Buying a Used Porsche", Chuck Stoddard, "Der Porsche Meister", Bob White, PCA Technial Chairman, Roger Chaney, Technial Editor of Panorama, speaking on Basic Maintenance, Al Zim and Ed Mayo, Porsche Specialists full of vauable technial information from Bedford, Texas, Bill Jones, Restoration expert and owner of Jone's Autowerkes, San Antonio, Texas, Gladly Clay with another of his witty Tech Quizes, Fred Heyler, Public Relations Manager of Porsche-Audi,

Mike Rogers of Robert Bosch Corp. with the latest on K-Jetronic fuel injection systems, Russ Scholta from Quaker State Oil.

Dewey Dykstra, O.S.U. Physics Proffessor will be on hand to explain "Automotive Oil Evauation".

There will be even more Trade Fair participants with larger displays. They will have items that you would normally see only in national publications.

So, make your plans now to attend the 12th annual War Bonnet Tech '80 on March 1 and 2 , 1980 in Oklahoma City at the Hilton Inn West.

Robert Fillmore



WAR BONNET REGION

PORSCHE POTPOURRI

WAR BONNET T SHIRTS Medium and small sizes. A must for the next event.	\$4.00	PANORAMA BINDERS New blue vinyl . Holds 12 issues	2/\$11.00
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Club Store will be open at all events.

For more information, contact:

Linda LaSorsa
1591 Swan Drive
Tulsa, Ok. 74120
918/585-9320



On The Cover

FROM:

Fred Heyler
Porsche+Audi Public Relations

ENGLEWOOD CLIFFS, N.J.-
The new Interscope Porsche will be driven by Danny Ongais in the 1980 Indianapolis 500-mile race.

Porsche's first car for Indy competition will be entered in cooperation with the California-based Interscope racing

team. The chassis has been developed jointly by Porsche and Interscope, and the engine is a turbo-charged version of the production 911 powerplant.

As USAC's Rookie of the Year in 1977, Ongais drove the fastest lap recorded at the Indy 500 and led the field during the 1978 season for a new record total of 870 laps.

From The Editors

Editing the War Whoop for the last two years has been a lot of fun and very educational. It has also been two years of meeting many, many good and long lasting friends. But like all good things it must end somewhere. So, Linda and I want to take this opportunity to express our gratitude for all the cooperation the members of War Bonnet Region have given us. Editing the War Whoop was very special to both of us and the rewards far outweighed the work.

The good news is that Bob and Andy Hess are now editing the War Whoop for 1980. They had experience doing newsletters for other regions, so they are not strangers to this job. Please give Bob and Andy your full cooperation, just as you have us and we can keep the War Bonnet tradition going strong.

Robert and Linda Fillmore



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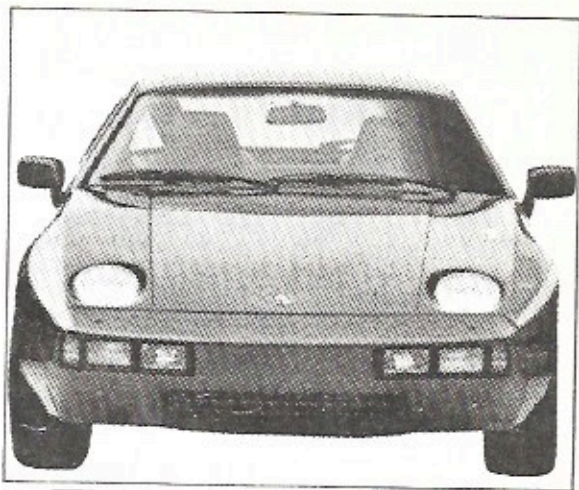
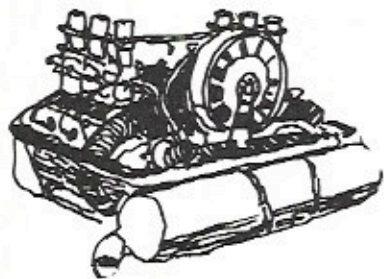


Tech Tip

1. Never let a wet or damp bra remain on the car. In only a few hours, the trapped moisture can discolor the paint.



2. Brake systems should be completely bled once a year (regardless of mileage). This is the best prevention against premature failure of master cylinders, calipers, and wheel cylinders. Moisture build-up leads to rust in the piston bores, which rapidly wears out seals and causes leakage.



**THE PORSCHE 928
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jack robbins

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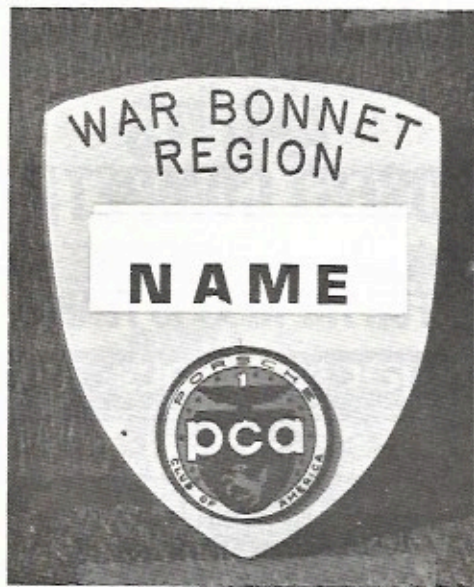
Tech Tip

NAME TAGS

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73118



If you buy parts in plastic wrappings from your local Porsche dealer take them out of the wrapper and check for damage. The dealers have a 30 day limit for returning parts, damaged or otherwise. While most Porsche dealers, keeping in mind the high quality that surrounds the Porsche car and its' dealer network, would gladly have you return damaged parts, there are some that are not parts or service oriented. Case in point: recently a War Bonnet Region member bought windshield trim in conjunction with windshield and paint repair on his car. While the car was being repainted, the magic 30 day limit on parts return expired. When ready to reinstall the windshield trim it was found to be severely scratched even though sealed inside a thick plastic wrapper. The dealer refused to accept return of the damaged part, leaving the frustrated owner with almost \$100.00 worth of brand new, damaged Porsche parts. The moral? "God" may have built your Porsche but he left the sales and service to the frail and unpredictable human being.

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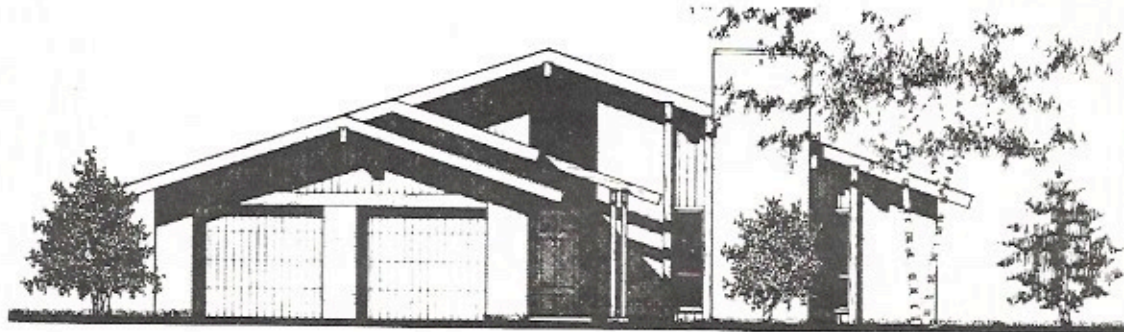
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Christmas Party

December 1st proved to be a record breaking day for the War Bonnet Region...largest turn-out ever for a Christmas party, largest amount of martinis and pina coladas ever consumed between OKC and Tulsa and the largest rolling headache ever to travel from Tulsa to OKC.

It all started at 4PM in OKC when 13 couples and Glen Hoskins (Better luck next year, Glen!) boarded a Mexican Bus Lines reject and roared off toward Tulsa in a cloud of diesel smoke and martini fumes. Chris Trapp, resident tourguide and bartender, assured everyone of their safety by pointing out the fact the engine was in the rear "just like a Porsche". The toilet was in the rear too but it wasn't working that well either. Al Lang sat in the back hoping Chris was wrong and the engine was really in front...Anyway, after a mass violation of the Oklahoma Open Container Law, the OKC group arrived at the Harvard Club in Tulsa to be greeted by the rest of the Region members to commence the 1979 Christmas Party.

The evening started out with drinks followed by a great steak dinner. Each member had a small gift at the table

greatly adding to the Christmas atmosphere. Then came the official goodbyes and hellos to the region officers. We'll completely cover the presentations to the outgoing officers in the next War Whoop pending the great "Photo Monster" coughing up our pictures. In the meantime...the important part of the gathering was the formal change of Presidents. After accepting a 1979 photo montage and a huge tool chest from the members, Lynn Sumner presented Chris Trapp with the War Bonnet Region charter. It was a pleasure to see two of the region's most enthusiastic members exchanging the region leadership. Thanks to Lynn and good luck to Chris!

The group then spent the remainder of the evening drinking, dancing and getting further into the holiday spirit. (By that time the OKC group was really into the holiday spirit!) The new officers spent time exchanging ideas with the outgoing officers and left feeling the region was in good health. Speaking of leaving, at 11PM a large silver "pumpkin" pulled up to the front door...Chris herded the OKC group aboard for a fast return trip to OKC. (Probably trying to get back before midnight when the "pumpkin" would turn back into a bus...) →

INDY PORSCHE

The Interscope Porsche is powered by a turbo-charged racing version of the production 911 engine. Originally developed for the factory's Le Mans winner, the Indy Porsche engine features four valves per cylinder--operated by

four gear-driven camshafts --and a hybrid cooling system. The crankcase and cylinders are air-cooled and the cylinder heads are water-cooled, which makes for a relatively light-weight engine with plenty of cooling capacity for the high-power application.



INTERSCOPE PORSCHE INDY CAR



2/3 Size

Car Badges

War Bonnet Car Badges are back in the club store. Good looking brass colored with black background, 3-1/4" round, perfect for use as coasters or paper weight as well as a car badge.

contact Linda LaSorsa,
(918) 585-9320

Tech Tip

Don't leave any loose paper or cloth lying around your engine compartment (such as a rag to wipe your oil dipstick), or it can be sucked through the cooling fan and block engine cooling.

Also, if you park your PORSCHE under a tree that is shedding its leaves, cover the engine grill. They could be sucked into the engine also.

Everyone agreed, though, that the 1979 Christmas party was a resounding success. For that we thank our hostess, Bonnie Monson for her time and effort in putting on a most memorable occasion. We all look forward to this year's activities and the chance to end them with another enjoyable evening such as Bonnie provided for us. Happy New Year!

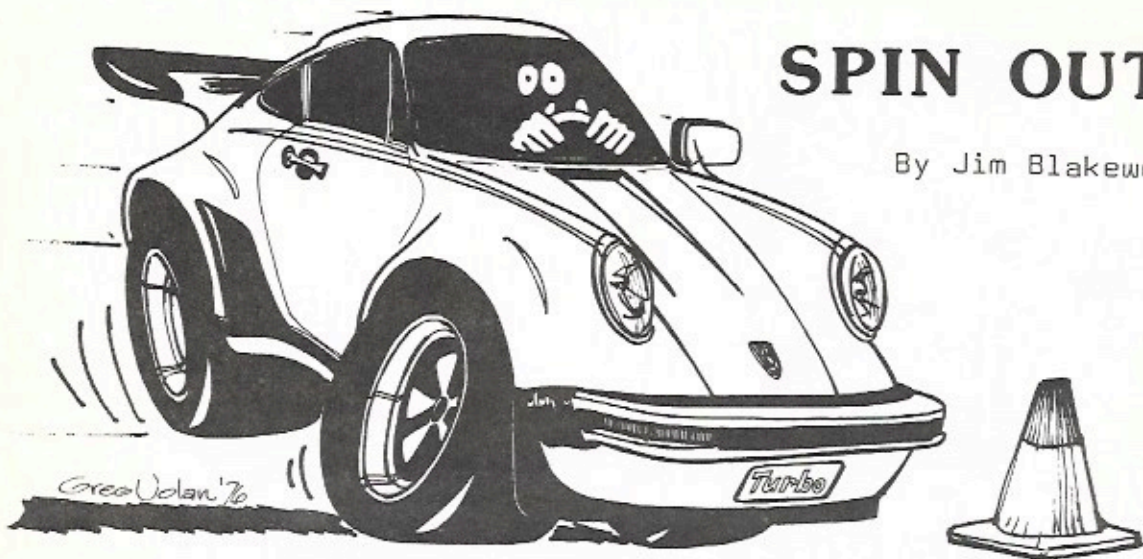
Bob Hess



If you say it, she's gonna write it down.

SPIN OUT!

By Jim Blakewell



If you have never auto-crossed before, now is your chance! If you can't get enough, we've got you covered! Announcing the War Bonnet Region 1980 Autocross Series-----
THE SPIN OUT!!!

That's right, we're going to have an autocross series, with trophies awarded at the end of the year for both women's and men's class champions. The series will consist of four autocrosses, with points accumulating throughout the year and trophies awarded at the Christmas banquet. Remember, you can't win if you don't race.

Seriously, folks, we hope we don't have to give you the hard sell. If you don't know what an autocross is,

it's "a safe, all forward motion, skill driving event with a flying start and finish, where cars are timed over a course laid out on a paved area." That's a quotation from the PCA Parade Competition Regulations (PCR's), which provide the rules for our series. We'll use the 1979 edition until the 1980 regs are printed.

The PCR's establish classes of cars according to engine size, year of production and any modifications that may have been performed. They also specify the minimal conditions for safety, such as at least 30 psi in street tires, a helmet and full shoes for the driver, and a prohibition of drug and/

or alcohol consumption before or during the autocross. The PCR's will be followed. Undoubtedly, we'll have to combine classes to have good competition, but a good course layout can equalize the cars strengths and weaknesses and make the driver the deciding factor.

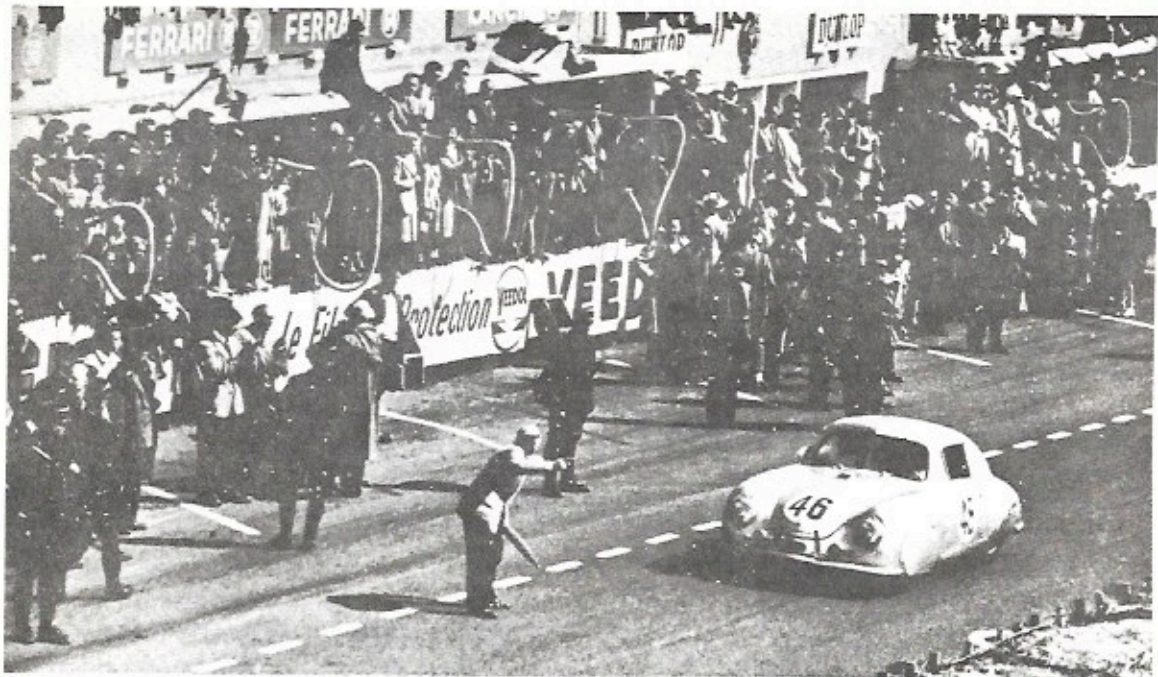
We plan to hold all four autocrosses on Sundays. Location will be affected by available sites, but we will try to make the distances driven even out over the year. Here is a schedule which we will attempt to follow:

- 9AM----Registration & Tech Inspection
- 10AM---Course Walk Through
- 10:30--Practice Runs (If possible)
- 11AM---Timed Runs Begin
- 12-----Lunch Break (Don't eat too much, it makes your reactions slow)
- 1PM----Timed Runs Resume
- 3PM----Timed Runs Complete, Pick Up Pylons, Clean Up Spectator Area
- 3:15---Award Of TTTOT (Traveling Top Time of Day Trophy)

That will give us $3\frac{1}{2}$ hours of driving, which will be four or five runs each, depending on attendance.

Larry Trowsdale is working on an electric timer, Scotty Roberts (Phone 918/258-6195) is coordinating the Tulsa effort and I, Jim Blakewell (405/840-4748 nights, 840-4477 days) am handling OKC questions and suggestions. Please call us if you want to help. We need registration, Tech inspection, timing and grid working people. And there will always be positions open for course workers. Register now and avoid the draft. Also, if you know of any good autocross sites (shopping centers, old airports or closed off Interstate Highways, for instance) give us a call. We would like to have a variety of sites. We'll announce the places and dates as soon as they are firmed up, and we hope you will plan to attend the whole series. Bring the whole family, something soft to sit on and a picnic lunch. There will be lots of time for socializing and swapping lies.

We hope you ladies will do your share of the driving. We'll have equal sized trophies and give equal track time. You will become more aware of the car's and your limits and that may be valuable later. Come on out and give it a try.



Porsche's first Le Mans car, a 356 coupe, won its class and finished 20th overall.

PORSCHE'S 28 YEARS AT LE MANS

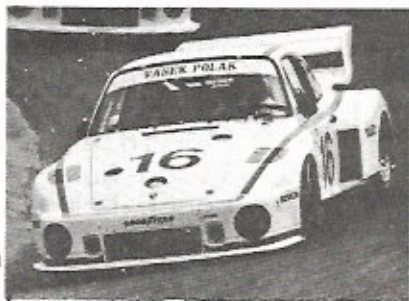
In 1951 the Porsche factory made the decision to enter a small 1100cc production coupe in the famed 24 Hours of Le Mans endurance race. The silver car, driven by two Frenchmen, did more than just win its class that weekend, it launched a tradition—Porsche at Le Mans.

For the next 28 years Porsches have been synonymous with success at the endurance classic, first winning the smaller-engined classes and then triumphing overall with the sleek 917, 935 and 936 models.

A major "return" was undertaken in 1964 with the introduction of the 904 GT coupe. Five brand new two-litre cars were entered at Le Mans and all five finished (7-8-10-11 and 12 overall). The next year the handsome cars did even better, finishing fifth overall and first in class.



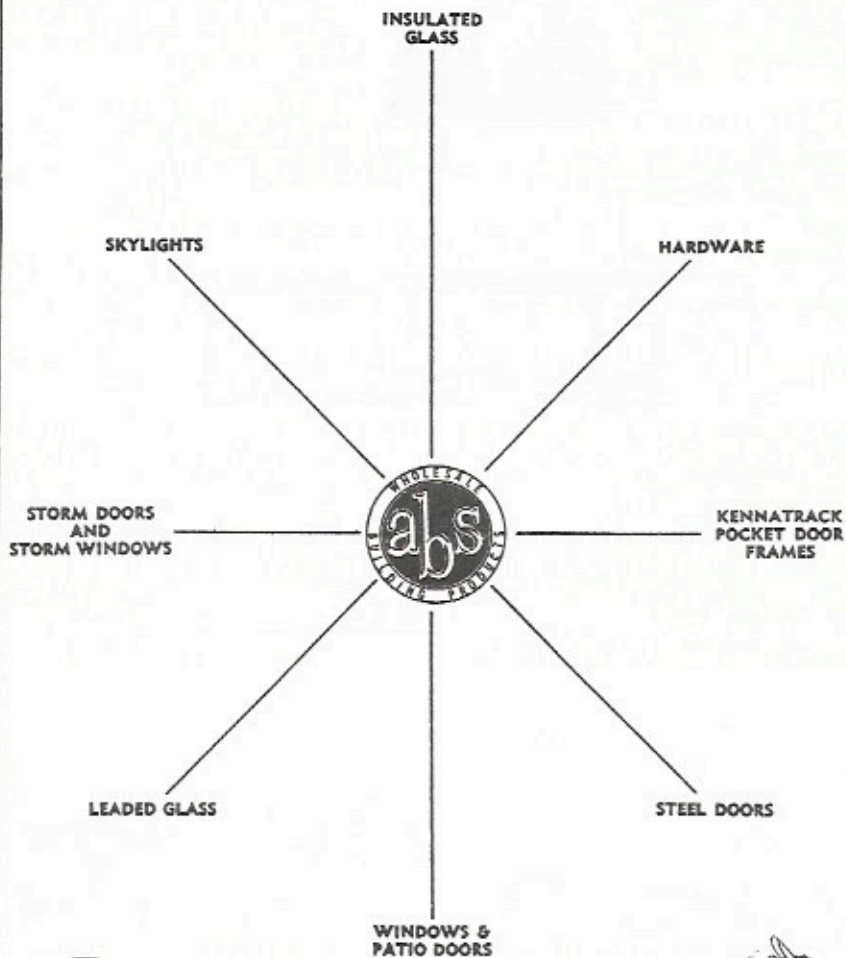
Porsche returned to Le Mans with the 904.



The culmination of this entire project was the introduction of the 934 Turbo in 1976. This all-out racer was built up from the bare body shell of the production Turbo.



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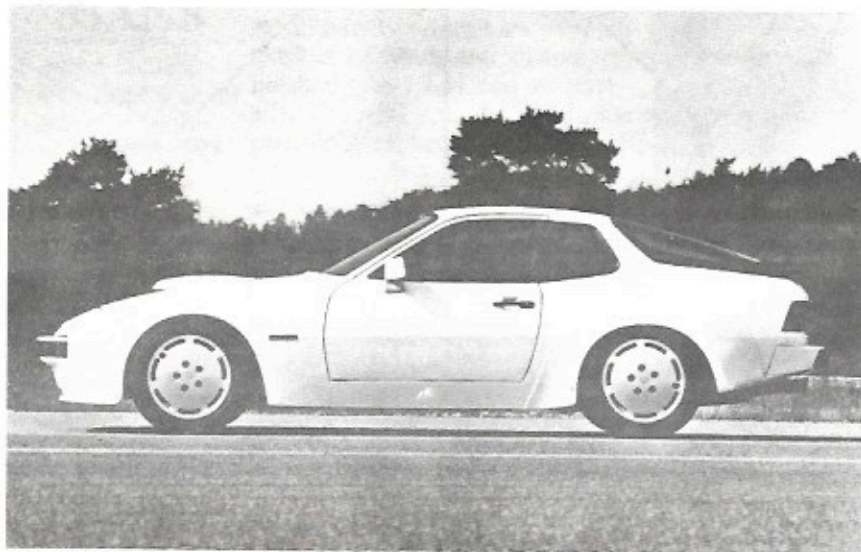
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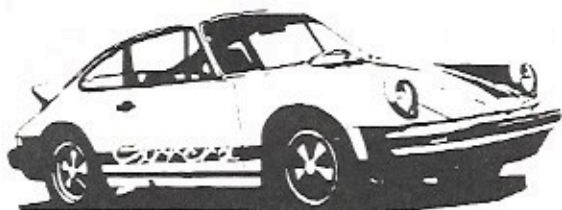


Gary Mathewson's 924 leads the Showroom Stock field at Indianapolis Raceway Park.



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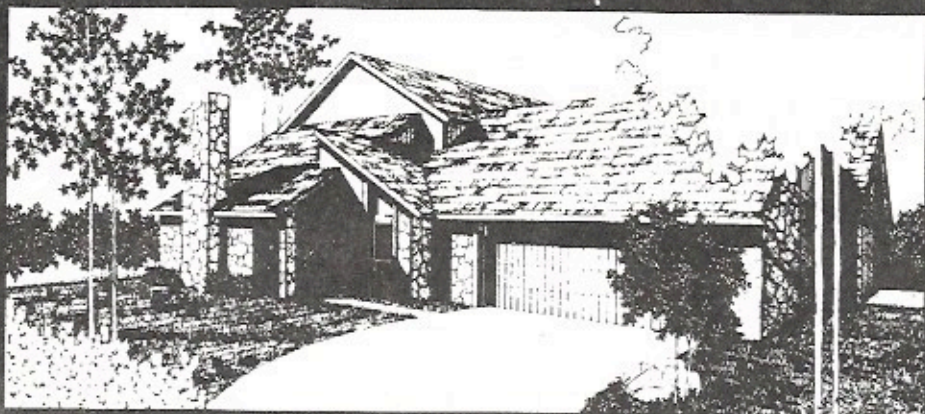
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1980

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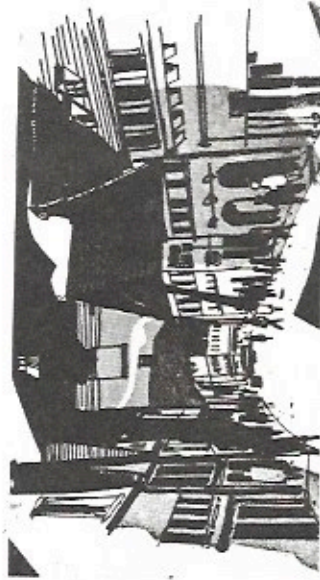
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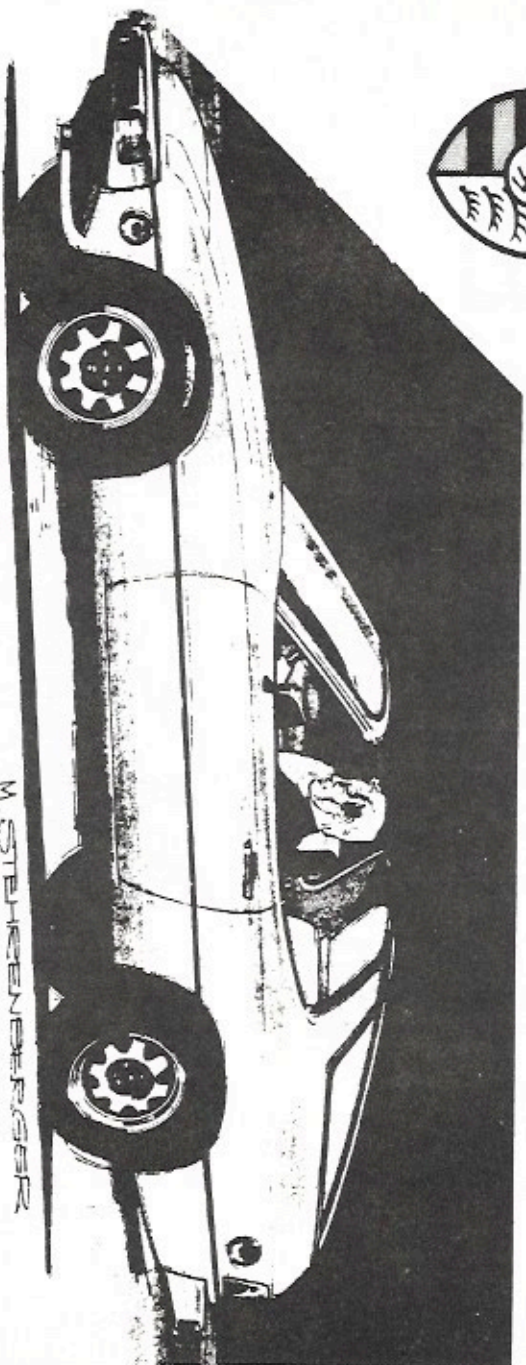


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M. STEHRENGER

O F I N T E R E S T . . . The Targa version of the 924 is likely to get the Audi 5-cylinder engine and be re-named the 925. The peppier engine would certainly go a long way toward eliminating the modest performance of the current 4-cylinder 924. The Targa version is planned for 1980 in Germany. There's no word yet as to the introduction date in the U. S. (Thanks to ROAD & TRACK for text and rendering)

914 Owners



How to lube 914 outer CV joints without utter destruction of your car: Porsche/VW buried the outer CV joints in the rear suspension and recommend heat exchanger and complete drive shaft removal for any maintenance. An easy alternative is to acquire 9 inches of 1/8" copper tubing, a small brass tube with 1/8" inside diameter...about 1/2" long, and a grease fitting. Sweat solder (acid core) the brass tube to one end of the copper tube, tap threads into the brass tube, insert the grease fitting, round off the other end of the copper tube...and you have an instant CV joint lubricator. With the rear suspension extended down, insert the copper tube into the small end of the rubber boot and carefully into the center of the CV joint. Rotate the joint and do this in four places around the joint. To insure penetration into the joint, measure the distance from the center of the joint to the edge of the rubber boot. You can do this on a inner joint as they are the same and easy to reach. Use a small file and mark the copper tube.

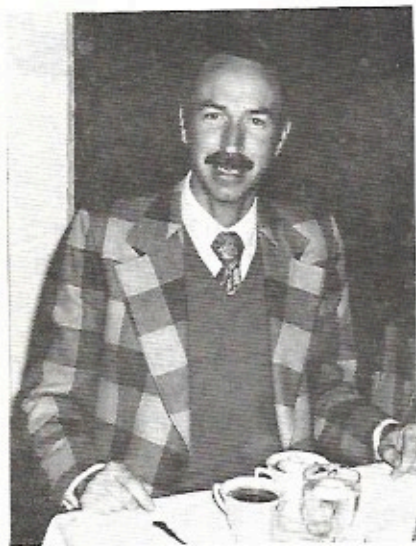
High Temp Lithium grease is required and should be put in with a good high pressure grease gun. The joints hold lots of grease, so don't be stingy. Above all, don't let the grease gun come seperated from your magic lubricator...the grease usually winds up in your face and tastes terrible!

Bob Hess

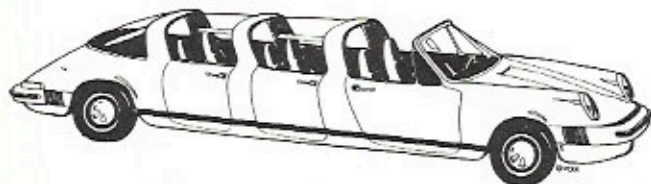
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AUTOMOTIVE
DICTIONARY

By Dom Miliano

From time to time I'm asked by my nonautomotive friends what is the name or function of a part of a car. It therefore dawned on me that the vast masses out there must also be in need of some common automotive terms with correct meanings.

MAC PHERSON STRUT - Dance done by front-end mechanics after pot-hole season.

WRENCH - Jewish resort with horses.

WHALE TAIL - Something you get from two much beer.

AIR COOLED - Describes your feet in an old rusty 356.

HOT SHOE - Usually followed by "Gesundheit".

BRA - Made of black vinyl, used to cover your prized possessions.

QUARTZ - IODINE - Almost a liter of antiseptic.

TURBO - CHARGE - Like Master Charge except it is only good for purchases over \$30,000.00.

CATALYTIC CONVERTER - Faith healer, usually exhausted by his work.

CONCOURS - Beer brewed at Sing-Sing.

GREASE FITTING - What John Travolta had to go through to get costumes for his latest movie.

SPOILER - Jerk who opens his door into yours in a parking lot.

SPEEDSTER - Drink made with Rhine wine and prune juice.

AUTO CROSS - Religious medal for dash board.

WRIST PIN - New type of hold used in Judo.

ROD BEARINGS - New actor, loves to work in critical parts.

These are only some of many important terms which I'm sure you will now commit to memory and use to impress your friends.

(Reprinted from PORSCHEFORUS Northern New Jersey Region)



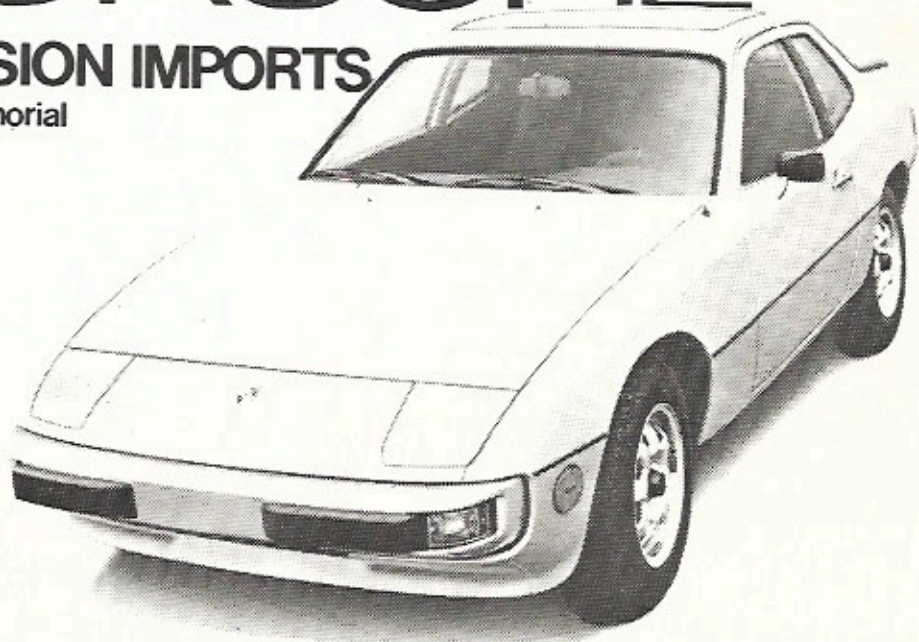
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