



## **War Bonnet Region**

# **War Whoop**

**News and Events from the Region  
December 2010 - January 2011**

# Calendar of Events

## DECEMBER

- 4 Club Meeting**      **Breakfast at Baluu's - 9 am.**  
On 7925 NW 10th off of Council Rd.
- 4 X-Mas Dinner**      **Annual Christmas Dinner!**  
Twelve Oaks - Dinner and Dirty Santa!
- 5 Autocross**      **Come hit some cones - 11 am.**  
Sheriff's Training Center - NE 36th and Air Depot.
- 17 Poker Night**      **Texas Hold'em at its finest! 7pm**  
Richard Davis' Poker Emporium.

## JANUARY

- 5 Board Meeting**      **Pizza and Porsche's! See page 14.**  
Louis Lackey's Home. - 7pm.
- 8 Club Meeting**      **Breakfast at Runway Cafe - 9 am. See page 18.**  
Come have breakfast and watch the planes!
- 9 Autocross**      **Not just going in circles. - 11am.**  
Sheriff's Training Center - NE 36th and Air Depot.
- 21 Poker Night**      **Texas Hold'em at its finest! 7pm**  
Richard Davis' Poker Palace. See Page 18.

## FEBRUARY

- 5 Club Meeting**      **Breakfast at LaBagette's - 9 am.**  
7408 N. May. See Page 17.
- 13 Autocross**      **Not just driving in circles! - 11 am.**  
Sheriff's Training Center - NE 36th and Air Depot.
- 18 Poker Night**      **Texas Hold'em at its finest! 7pm**  
Still at Richard Davis' Poker Emporium.

# C O N T E N T S

## Inside this issue



On the cover - Porsches at the Sonic Charity Car Show.

Photo by Brian Miller

## Event Flyers

Special Events .....17, 18

## Departments

Calendar .....Inside Cover

Editors Notes .....2

Presidents Podium .....6

Roster Report .....8

Between The Cones .....10

Treasurer's Tidbits .....12

Board Minutes .....16

Classifieds .....23

Board of Directors .....24

The **War Whoop** is the official publication of the War Bonnet Region, Porsche Club of America. Opinions expressed herein do not necessarily represent the official position of the Region or the Porsche Club of America. The War Whoop is published bi-monthly. Material submitted for publication must be received by the 10th of any odd-numbered month. Associate Regions, by this statement, are authorized to use material in this publication, provided proper credits are included.

### EDITOR

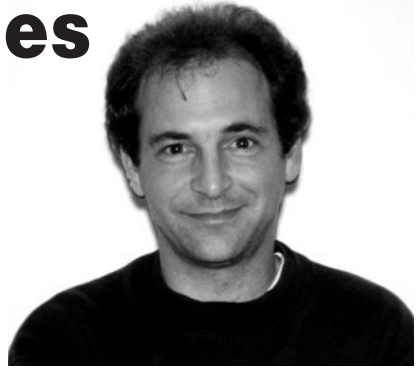
Brian Miller  
5816 NW 82nd Street  
OKC, OK. 73132  
(405) 773-4816  
brianmiller3732@att.net

### ADVERTISING RATES

Full Page	\$30 per issue
Half Page	\$20 per issue
"Business Card" Ad	\$10 per issue
Color is an additional	\$35 per issue

Forward advertising inquiries and all other material to Editor at the address, phone, or email listed above.

# Editor's Notes



Brian Miller - War Whoop Editor

**W**e had our annual Sonic Charity Car Show on September 25th and what a gorgeous day it turned out to be. We had over 30 Porsches show up as well as several Volkswagens, BMWs, Mercedes, and even a new Lotus turned out as well.

The car show was held at the Sonic parking lot across the street from the ballpark in Bricktown. All the proceeds of the show went to benefit Sunbeam Family Services and at the end of the day we were able to donate 5,000 dollars to the charity.

A lot of us showed up early to help set up and Louis Lackey was already there

setting up the sound system by the time myself and my son showed up to help out. Brian Swope and his wife Laura was there as well setting up the welcome tent and Laura was in charge of ticket sales and making sure everyone was registered.

After we got set up, we met up with David Tichenor, Glen Hoskins and Sidney Johnson for breakfast over at the Sonic. By the time we were done



Photo by Austin Miller



eating, the cars were beginning to show up and the car show was underway.

My son wanted to take some pictures of the cars for the War Whoop and I thought for sure his favorite car would be the little Lotus, but instead he chose the lime green VW bus with the full stove and refrigerator. He said he liked the plaid seats and liked that he could cook dinner and not even get out of the car. I think it was the first time he had seen a vehicle like that.

We then met up with John Temple and we got caught up on what had been going on and it was nice to see John again. I still don't know how he chooses which of the numerous Porsches he owns is the one he is going to drive that day.

Jay Hanas was there as well and he even brought along his grand-daughter

in her child safety seat. And all this time, I thought I was the only with a baby seat in their Porsche!

There were several new members there and we even got some new Porsche owners to join the club as well. Louis Lackey did another excellent job in organizing this event and we are already in the planning stages for next years charity event. When it was over, we all had a great time and were able to raise some money for Sunbeam which made it even better.

Just because the winter months are upon us doesn't mean that there are no longer events to drive your Porsche to. Just take a look at the calendar inside the front cover and choose to come out and join us at an event. You are sure to have a great time and meet some new friends along the way too!



John Temple talks about his Porsche



Photo by Brian Miller

A 997 with a beautiful interior



Photo by Brian Miller

The lineup of Porsches



Photo by Brian Miller

The end of a perfect day



Photo by Brian Miller

# President's Podium



Louis Lackey - War Bonnet President

**A**nother year has almost passed. Another calendar year AND another model year has come and gone. I hope the calendar year was kind to you and the model year as well – if you purchased a new car, especially a Porsche. As my car search slowly turns from casual into serious in 2011, I hope to soon have a “new” car in the garage. Most likely it will not be a 2011 but never the less, new for me. If you know someone interested in a nice (and rare) 1991 C4 Targa, please let me know.

2010 was a fun year to be in the club as many events were available for members to enjoy. We recently were able to present a check to Sunbeam Family Services for \$5,000 to help support the many programs they offer. The Bricktown PCA Car Show in September was earmarked for Sunbeam and I thank all of you that entered a car or came to enjoy all of the variety of fine cars that were on display. Special thanks to Toni Villa at

Bob Moore for bringing a Panamera, a Cayenne, and an Audi S5 to the show. We have a few remaining car show T-shirts for sale also. Please shoot me an e-mail if you haven't had the chance to buy yours. My thanks to the officers and members who made the show a success. Your ideas for 2011 events are always welcome.

At the recent board meeting, I was re-elected as President. I have enjoyed the last two years and will try to honor the confidence of the board for the next two years. If you haven't attended many events yet, I would encourage you to dig into the club calendar and find one of interest. I hope to see you soon at a Saturday breakfast, Friday night poker, Saturday rally or tour, Sunday autocross or any of the other one-time events the club will have in 2011.



Louis Lackey presents the check to Sunbeam



Photo by Glen Hoskins

Open 7 Days

# RED CARPET

Full Service Car Wash & Detail Center  
NOW OFFERING

## Exterior Express

Exterior Wash & Towel Dry

6405 N May Ave

5100 N Penn

7224 W Hefner

208 S Air Depot ~ MWC

# Roster Report

**W**ell the holiday season will soon be upon us which means the cooler weather will be here before we know it. It seems just the other day that spring had just arrived and we were preparing for the spring Hooters Car Show.

With the cooler weather though, I am always prepared for the snow and ice. I had my son and daughter with me in the car the other day when it was raining, and my 3 year old daughter told me to go fast around a corner. My son immediately told her that it was raining and we were not allowed to go fast. Now, she points out to me every day that it is not raining that we are allowed to go fast and that it is ok to go fast around corners. She tells me, "Go fast like a Porsche, Daddy". I don't know if she knows we are in a Porsche or if I am just to go fast as if I was in a Porsche. Either way, I really think I have created a speed demon - she yells out WEEEE every time we go around a corner, and if I don't go fast enough, she will tell to do it again - except faster!

She does have a lot to learn though, the other day, she saw a horse emblem on the front of a Mustang and said, "Daddy, let's go for a ride in this Porsche." I tried to explain to her that this was not a Porsche, but she didn't get it. She saw the horse and knew it



Brian Miller - Membership Chairman

was a Porsche. I really like these years and I am certainly not looking forward to the days ahead when one day there will be a knock at the door and a young boy driving a Corvette and wearing a Yankee hat will be at my front door asking to take my daughter out.

On another note, be sure to check your listing in the turbo phone and make sure it is correct. I am about to begin on the new issue an am needing any and all corrections to your address, phone number, email and model of Porsche.

We now have 159 members in the club and have been staying steady in the 150-170 range now for the last 2 years. Hope all of you have a great Christmas and happy and safe new year and that all of you come out to an event next year and enjoy your Porsche Club!

Here are the new members for this issue: William Beery has joined the club in his 1994 968 and Rod Rutherford has transferred here from Cimarron Region in his 2011 911 turbo. I would like to welcome all of them to the War Bonnet Region of the Porsche Club !

# WE'VE MOVED!

**COME SEE US AT OUR  
NEW LOCATION.**

**EAST OFF KELLY BETWEEN  
15TH AND 33RD IN EDMOND.**



**CALL OR STOP BY!**

**MONDAY - FRIDAY 9 - 6 SATURDAY 9 - 1**

**AT PLANET9ELEVEN WE CAN TAKE CARE OF  
YOUR PORSCHE NEEDS LARGE AND SMALL  
INCLUDING:**

- **PORSCHE SERVICE**
- **PRE-OWNED PORSCHE CARS**
- **NEW AND USED OEM PORSCHE PARTS**
- **RARE AND HARD-TO-FIND USED PARTS**
- **RACE CAR PREPARATION AND ALIGNMENT**

**405-330-9116**

**PLANET9** WWW.PLANET9ELEVEN.COM  
**ELEVEN**™  
AUTO GROUP LLC.

**601 Westland Drive  
Edmond, OK 73013**

# Between the Cones



he world had an uneasy feeling about itself in the year 1999. We all were waiting for death, doom and destruction. I was working as a financial consultant, making loans to folks who needed a few bucks to build their shelters, create their stockpiles and make ready for Y2K. The hysteria was real in my world as I witnessed family's preparing for a collapse that so many others had began predicting as much as four years earlier. What came of it? I'll tell you. A lot of kids were eating canned spaghetti and a few porschebiles were born.

A sense of relief and a new vigor sprang to life in the spring of 2000. This epoch in American history was just like the fear, anticipation and giddiness one feels when undertaking the rebuild of Porsche engine. Customers of mine were refinancing their homes, buying boats, taking vacations and buying cars. Everything was great for almost everybody.

Later that year, I had left the desk job world and began a new career, one that I still work today. I also stopped in to see my friends at the old desk job from time to time and I had learned that not everyone was doing well. Seemed that a young man had gone belly-up on a loan



Brian Swope

and he had lost his collateral, a mint condition 1976 Porsche 914 dressed in silver with black leatherette attire. Although it had those U.S. specification rubber bumpers making it look like it had a fat lip after losing a fight, I was still in awe of its presence. It was right there. Not too many Porsches in McAlester, Oklahoma.

I said to Tom, the branch manager, "Is this old thing for sale."

He replied, "Yes, in about two weeks, we have to sell it."

In a closed-door, back-room, shady kind of deal tone I said to him "I need to be high bidder."

"Make me an offer," Tom smiled.

I wrote out a bid and left that day with a renewed sense of vigor like so many others were experiencing that year. It would be almost two weeks before I went back to where that car was waiting for someone to make a new home for her.

I could see that grin come from the side

of Tom's mouth as I walked back into my old office. I'll never forget the horror that befell me when he said "You have been outbid."

I immediately wrote out my final offer and spoke my pleasantries all the while holding back the confusion, the worry, and the questions that begin "What if..."

An hour later I was driving a beat up old Corvette.

This did not satiate me. This did not appease my appetite. This car just wasn't me. I took it back and waited one more whole, LeMans long day to find out if I had won the 914.

Tom never called me.

I drove down there, walked right up to him and before I could say anything, he asked if I brought my checkbook with me. Of course I did but what did that mean? Did that mean I was the highest bidder? Was he asking if I came prepared? He told me I was barely the highest bidder so I went directly out back and started looking upon my new little silver streak with the eyes of a boy who had just been given an all-day sucker. I was so thrilled that I had it towed home and went straight to work on figuring out how to make it start. I inspected the battery, looked at all the connections and I found two things amiss. There was a fused line coming off the positive terminal of the battery that was missing a fuse and the central spark plug wire, you know the one that goes from the coil to the center of the distributor cap, was just dangling. I

made the connections, crossed everything crossable and WHIRR, POP, BURBLE, the Porsche was alive! I couldn't believe it. I had a working, running, very nice looking Porsche and I felt special, not only because it was mine but also because I had brought it back to life, me, I did it.

I drove that 914 from Oklahoma to Kansas City and back and all parts between, appreciating the humble growl of the 2 liter engine that never let me down or stranded. It ended up in Oklahoma City with me in 2004 and I drove it all the time until the sexy smooth lines of the 944 began calling me. I found one on a motor lot. They gave me more than double my original bid years before when I first laid eyes on the 914. It didn't hurt at all to see her go because the temptress 944 that would become known as Laura was already with me. And shortly thereafter, I met my wife, Laura. So you see, Porsche as a car, as a dream has meant much more than engines and body panels to me. It has meant a way of life, a new beginning.

But that is not the end of this story. Much like an old girlfriend, you know the special one, you always come back to the memories of what use to be. I saw that old 914 once more about a year after I sold it. She still looked amazing and at today's prices, could bring as much as \$12K to \$15K. Since that 914, I have owned three 944s, two turbos and a boxster. Oh the old car was the slowest, oldest best car I ever loved. I guess that is why I bought another 914 this year...but that's another story.



# Treasurer's Tid-Bits



Glen Hoskins - Treasurer

**T**he club still has excellent cash flow. We gave away a big chunk of money this month. None of it went to the Glen Hoskins 911 GT3 fund. I am sure Louis discussed the donation to Sunbeam Family Services elsewhere in this issue. War Bonnet Region is a small group of Porsche owners. The hard work of a small group from a small club managed to donate \$5,000 dollars. I feel proud to be a part of that group.

As I have mentioned before, the autocross is the major source of income for the club. The autocross we had on November 13th brought in almost \$800 dollars. That autocross was one of the best-attended autocrosses ever. That money brought the checkbook balance back up over \$6,000 dollars.

One of the things we discussed at the last board meeting was more technical articles. We are working on having some "hands on" tech sessions where a member's car will be worked on. I have always been the type of guy that would rather fix something myself when possible.

I recently rebuilt the suspension on my 1985 911 Carrera. That is a task that just typing it out sounds daunting. I would have never tried something that major without a web site called Pelican Parts.

There is a technical forum for all Porsches but the 911 forum is just amazing. You can read about every routine maintenance job possible up to major modifications. I started reading about what other guys did to modify or rebuild the suspension on their cars. These are not professional mechanics, but guys that come from every walk of life. To read an accountant discuss the process and have a dentist make suggestions and a restaurant owner make a valid suggestion is amazing. In the end you will have to make your own decisions on just what fits your project. There is no one final answer to suspension work; it is just a matter of finding what fits your needs.

My decision was to refresh the suspension and stay with stock OEM type rubber bushings. But "while I was in there" I might as well replace the shocks, torsion bars, turbo tie rods, ball joints, stabilizer bar bushings, rebuild the brake calipers, new rotors and brake pads. Doing the front end is pretty easy. The rear end is far more difficult. The front end pretty much unbolts and bolts back up. To adjust the

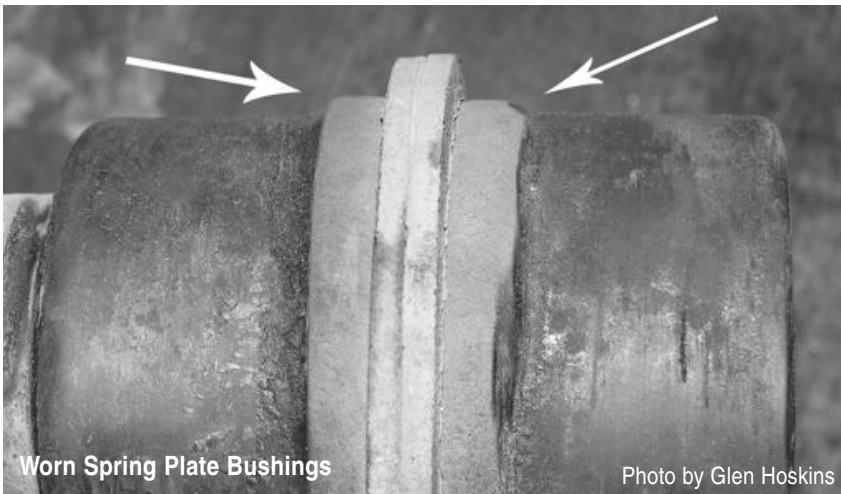
ride height is just a simple adjustment of the torsion bar with a socket wrench.

The rear end is much more complex, especially on my car. The rear torsion bars come straight out very low on the side of the rear fenders through a removable plate the factory builds into the car. My 911 has the rock chip guards on the rear fenders. Those have to be removed to gain access to the removable plate. One additional barrier for my car was the air conditioning upgrade I did a few years ago. I added two condensers to the a/c system and one of them is right in the way of the torsion bar access plate.

My first step was to recover the refrigerant, and remove the condenser. I had a short hose fabricated so I could pull a vacuum on the cooling system and keep the system under vacuum while I did the suspension work. Next I just cut a slit in the rock chip guards to get the plate off. To get the plate off I had to remove the rocker panels. To

remove the rocker panels you have to first remove the rubber strips along the rocker panels. After all of that is off you can actually start the suspension work. Obviously the car has to be on jack stands with the wheels removed. Take the brake calipers off and the rotors off, then remove the stabilizer bars. Remove the large bolt on the bottom of the shock absorber and the trailing arm will drop down a few inches.

Now is the time to start measuring the angle of the spring plate. My car had the front tires on the ground so I measured the angle the car was at along the doorsill. Then measure the angle of the spring plate and write that all down. Remove the adjusting bolts and then the 4 bolts that hold the spring plate cover on. It takes a bit of prying and cussing to get the cover off but it will come off eventually. Then with some pulling and wiggling the entire spring plate with the rubber bushings will come off.



**Worn Spring Plate Bushings**

Photo by Glen Hoskins

On the prior page is a picture of one of my spring plate bushings. The arrows point to the point of wear. The rubber bushings should be straight across and not have the big notch of wear seen on my old bushings. That wear is partially from a process called cold flow. All 911s made before 1989 will have this type of rubber bushing.

The rubber actually oozes into a different shape. Even if your car is a super low mileage car the rubber will likely have this type of wear.

The new bushings eliminate the wear and will restore the factory new feel of the suspension. The old bushings have

to be cut off the spring plates and the springs plates must be cleaned down to bare metal. The new rubber bushings are glued into place. Just button it all back up and put the spring plate back at the same angle and torque the bolts.

Obviously I have skipped a lot of details, but if you are contemplating this type of suspension work you really need to spend some time at: <http://forums.pelicanparts.com/porsche-911-technical-forum/>.

Contact me if you have any specific questions.



We are in need of

# Tech Articles

Are you working on your car?

Let me know...[brianmiller3732@att.net](mailto:brianmiller3732@att.net)

LINDSEY  
RACING

## YOU WANT SOME OF THIS?

What ever level you choose to take your turbo we have the experience to put together the optimal turbo for street or track.

Over 30 combinations mild to wild.

KKK #8 or #10 and T4 setups.

Wet, water jacketed or Dry, oil cooled.

Hi-temp coatings available for exhaust housing.

Call or check our web site for details.

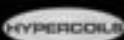
Full Turbo rebuilding service

Typically with 48 hour turn-around

[www.lindseyracing.com](http://www.lindseyracing.com)

Call Toll-Free

1-877-943-3565



# Board Meeting Minutes



Jane Hanas - Secretary

The meeting was held at Grady Buckhalter's house- the first meeting in his new house. We spent a little time critiquing the paint colors. Attendees were Louis Lackey, Brian Miller, Brian Swope, David Tichenor, Richard Davis, Glen Hoskins, Randall Goodman, Grady Buckhalter (of course), Matt Herndon, Sidney Johnson, and Sidney Johnson's father.

Setting event dates through July 2011 was the first order of business. Tentative dates for all autocrosses were picked subject to confirmation by the Sheriff's Department. We are planning several tech sessions in 2011 but most of these will be scheduled as a member needs assistance with a repair or restore event.

Glen informed of the results of the board member voting sent out with the Christmas dinner menu selections. The three members selected to go on the board for 2011-2012 are Louis Lackey,

Brian Miller, and Matt Herndon. After the board selections were set, Louis Lackey was re-elected as President for 2011-2012. Glen Hoskins remains Vice-President for another year.

Nominations and voting also took place for member of the year and family of the year. These announcements will take place at the Christmas Dinner. Autocross awards will be awarded at the dinner as well.

The attendees enjoyed some good pizza and a recap of the 928 event in Texas attended by Richard Davis. A good time was had by all.



# **Bob Dumont's**

*"Servicing Porsches Only"*



**(405) 232-6497**

**712 W. California, Oklahoma City, OK 73102**

Join us for our monthly  
breakfast meeting at

**LaBagette**

at 7408 N May

February 5, 2011 - 9am



# Breakfast at Runway Cafe

Come watch the airplanes  
while you eat breakfast.

January 8 - 9am



# Do You Feel Lucky ?

Poker at Richard Davis'

January 21st at 7pm

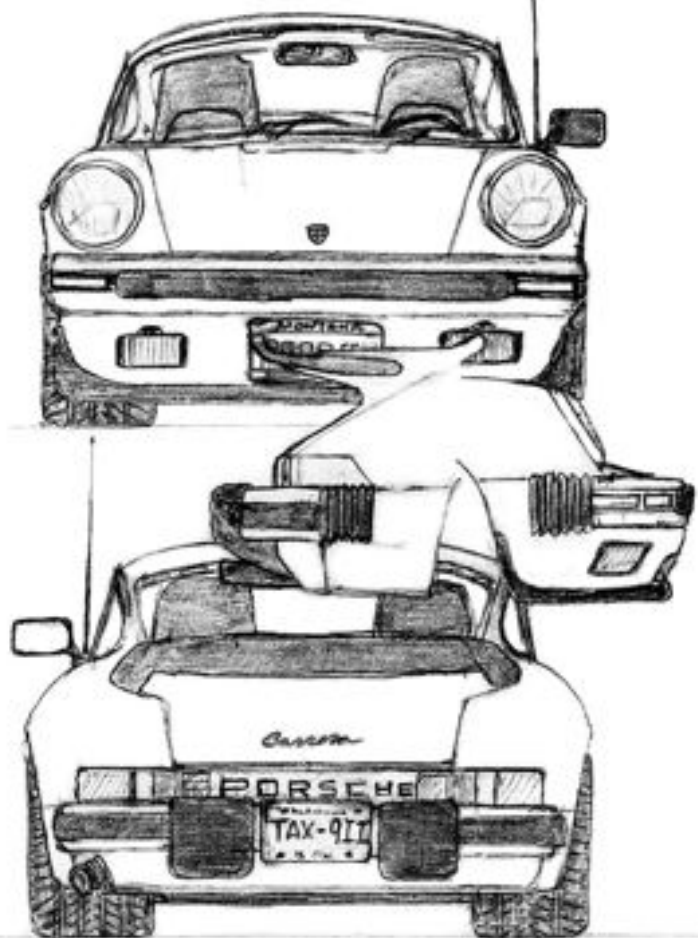
Call 819-5305 for directions

# MICHAEL SAVUTO, CPA, P.C.

4501 N. CLASSEN BLVD. SUITE 100, OKLAHOMA CITY, OK 73118

Phone (405) 810-1351 Fax (405) 843-4543

Email [savuto@swbell.net](mailto:savuto@swbell.net)



**TAX CONSULTING AND PREPARATION, ENTITY  
AND BUSINESS CONSULTING, FORENSIC  
ACCOUNTING, LITIGATION SUPPORT, AND  
QUICKBOOKS CERTIFIED PRO ADVISOR**



# BOB MOORE

## PORSCHE®

As your Factory Authorized Porsche dealer, Bob Moore Porsche is dedicated to the highest degree of customer service and satisfaction. Our Porsche sales, service and parts specialists are the most experienced anywhere, and as fellow Porsche enthusiasts we're eager to help you get maximum enjoyment out of your car now and for years to come. Please accept our invitation to come in and let us meet you. You'll be glad you did.

Respectfully,

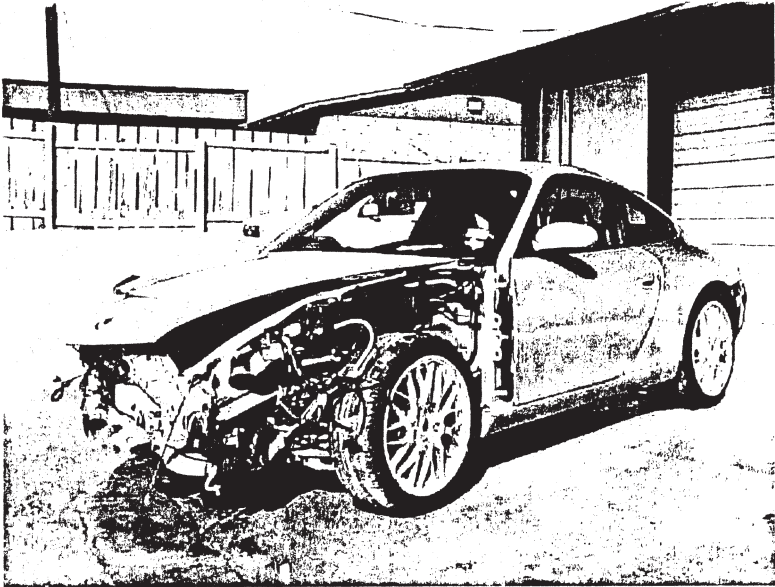


**BOB MOORE**  
PORSCHE®

12920 N Broadway Ext • Oklahoma City 73114 • 800.999.1447 • 405.748.8000

# **OKLAHOMA FOREIGN**

**Recycled Parts Supplier  
OEM Parts  
From Late Model Wrecks**



**800-462-2446  
405-799-0645**

**[www.oklahomaforeign.com](http://www.oklahomaforeign.com)**

**Photo Listings on Web  
Buyers of Wrecked Vehicles  
Nationally**



# WHEEL CONNECTION

ALLOY WHEEL REPAIR AND REFINISHING

If your wheels are bent, broken, scraped, scratched, or just plain ugly, look to Wheel Connection to straighten, weld, machine, polish, and paint your wheels to like-new condition. With 10 years of experience and over 30,000 wheels repaired, we can offer you a cost effective option to replacing that expensive factory or aftermarket wheel.

Our repair success rate is extremely high, 9 out of 10 wheels that come in the door are repairable. Whether you have a light curb rash, a large broken section, or maybe a simple back side bend from a chuck hole in our wonderful roads, chances are we can fix it.

Pricing starts as little as \$50

**405 947-4330**

530 N. Meridian, OKC, OK 73107

PCA member since 1983 Hours M - F 8am to 5pm

# CLASSIFIEDS

## FREE Ads for War Bonnet Members

### 1987 Porsche 911 Targa

138k miles, good tires, engine rebuilt 2 years ago. I have all papers. White w/ black leather interior.

**\$20,000**

Contact Mike Price

405-630-5986    mwprice57@cox.net



### 1989 Porsche 944

Rare 2.7 liter engine, White with burgundy leather. 84,500 actual mileage. Meticulously maintained by club member.

**\$7,500.00**

Contact Steve Dodson

918-346-7717    steve@rencon.us



### 1996 993

Red, Tan interior, Black Top. 85,000 mi. Duel leather power seats, CD, separate subwoofer, bra & top cover. Does have normal wear and tear; top has small pinch/tear passenger side, second gear grinds occasionally and air conditioning has slight leak. Motor is strong. Car has been regularly maintained. \$27,500.

Greg Roush

greg.roush@smartlinesllc.com

405-820-8988



Send your ad to:

War Bonnet Ad

5816 NW 82nd St.

OKC, OK 73132

or email it to:

brianmiller3732@att.net

# 2009 WAR BONNET BOARD OF DIRECTORS



**President, Activities Committee**

**Louis Lackey 2010** - louis.lackey@anheuser-busch.com . . . . . 821-5392



**V. President, Treasurer**

**Glen Hoskins 2011** - WBRmoneyman@cox.net . . . . . 478-4455



**Board Member**

**Grady Buckhalter 2012** - grady.buckhalter@gmail.com . . . . . 229-8160



**Board Member, Autocross Chairman**

**Brian Swope 2010** - smileyhere4u@yahoo.com . . . . . 816-7367



**Board Member**

**Randal Goodman 2011** - drtoys42@aol.com . . . . . 412-0621



**Board Member**

**David Tichenor 2011** - david-tichenor@ouhsc.edu . . . . . 794-7117



**Board Member**

**Chad Goodman 2010** - goodmanoko@cox.net . . . . . 613-2692



**Board Member**

**Sidney Johnson 2012** - johnsons1944@gmail.com . . . . . 580/214-0956



**Board Member**

**Richard Davis 2012** - rkd@zipbang.com . . . . . 819-5305



**Club Secretary**

**Jane Hanas** - rushie99@yahoo.com . . . . . 641-6631

# ZONE 5 PRESIDENTS

## ARK LA TEX

**Kenneth A. Chandler** ..... **318-222-4400**  
618 Elwood St. Shreveport, LA 71104 bad968@bellsouth.net

## CIMARRON

**Gary Bernard** ..... **918-254-1104**  
9417 South 90th East Ave. Tulsa, OK 75133 gary@bernarddesign.com

## COASTAL BEND

**Rene Molina** ..... **956-789-5469**  
2306 Park Place Dr, Edinburg, TX 78539 rmj951@swbell.net

## HILL COUNTRY

**Adrienne Boer** ..... **512-423-8704**  
4816 Chadbury Cove, Austin, TX 78727 president@hcrpca.org

## LONE STAR

**Lynn Friedman** .....  
Bromelia@hal-pc.org

## LONGHORN

**Ron McAtee** ..... **210-654-6639**  
4702 Bohill St., San Antonio, TX 78217 mcatee@satx.rr.com

## MARDI GRAS

**Richard Martin** ..... **504-861-4175**  
20 Versailles Blvd., New Orleans, LA 70125 rmmjr@cox.net

## MAVERICK

**James Shoffit** ..... **972-786-6246**  
1112 Santa Fe Trail, Irving, TX 75063 james@shoffit.com

## OZARK

**Rick Daes** ..... **501-565-5113**  
30 Westmont Circle, Little Rock, AR 72208 rdaes@aristotle.net

## WAR BONNET

**Louis Lackey** ..... **405-821-5392**  
10513 Whitechapel, OKC, OK 73162 louis.lackey@anheiser-busch.com

## WHISKEY BAY

**Michael Hamza** ..... **337-857-7563**  
1820 Bonin Rd., Youngsville, LA 70592 mhamza1@bellsouth.net

**War Bonnet Region PCA**

Brian Miller  
5816 NW 82nd Street  
Oklahoma City, OK 73132

Presorted Standard  
U.S. Postage Paid  
Oklahoma City OK  
Permit No. 1590

**CHANGE SERVICE REQUESTED**