



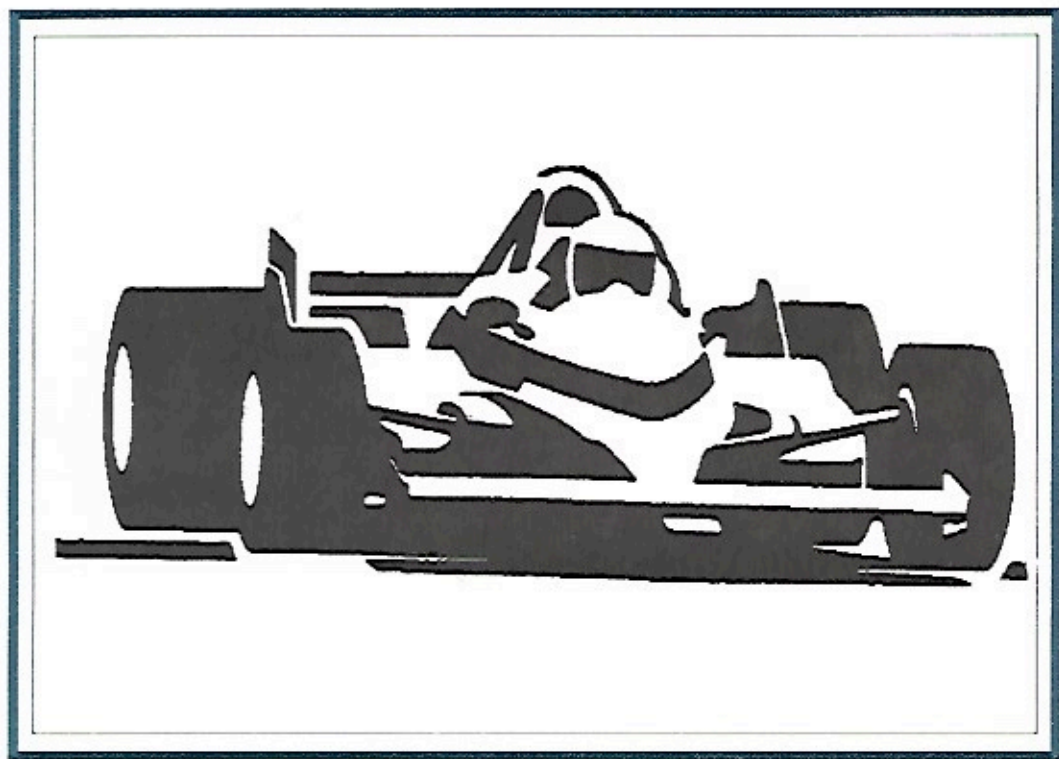
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War Bonnet Region

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# WAR WHOOOP

**July - August 1990**



PORSCHE *Club* OF AMERICA

## On the Cover

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In just a few days (August 24 - 26) the Rockies are going to Roar. The Texaco/Havoline Grand Prix of Denver is nearly here.

The Porsche Indy Car effort so far this year has been disappointing to say the least. If you have not made reservations yet you might find some tickets and a place to stay, but don't hold your breath. Check out the flyer on page 12 for more information.

### Editor : Glen Hoskins

3833 N.W. 32nd

Oklahoma City OK 73112

405/942-3743 Work; 405/947-6375 Home

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 15th of any odd numbered month. Associate regions, by this statement, are authorized to use material in this publication provided proper credits are included.

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Design and concept of add. *call for quote*

Forward advertising inquiries and all other material to Glen Hoskins 3833 N.W. 32nd Oklahoma City, OK. 73112 or call Glen Hoskins at the phone numbers listed above.

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1990

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# Glen's Grumbles

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Actually I don't have much to grumble about. I feel more like "Whooping" it up. At Parade this year in Monterey California the War Whoop placed third in the newsletter contest for Class One. Page 6 is a photograph of the award. Al Lang our esteemed President was there to receive the award for me. Needless to say I am very proud. One other thing I am happy to report on is the support National has given to my idea of an electronic Bulletin Board. It is now up and running at my house.

## The Zone 5 BBS

For over a year I have been operating a computer Bulletin Board System for Zone 5. The BBS has been a small part of a larger system operated by Rick Tobiason of Lions Share Computers. War Bonnet Region has generously supplied me with a new computer, the old computer system is now running the Zone 5 BBS. Just what is the Zone 5 BBS? well, initially it was a electronic exchange for the use of newsletter editors. It is growing to include something for any PCA member with a computer and a modem. It is still **primarily** for the use of newsletter editors from across PCA. It is not restricted however, to just newsletter editors. Any PCA member is welcome to call the BBS. You will need a computer and a modem to access the BBS. If you have any questions write or call me at the address in the front of the War Whoop.

To access the BBS just call (405)947-3168 between 5:10 PM and 7:00 AM Monday through Friday and 24 hours a day on weekends and holidays. When

the BBS gets busy enough I will go to 24 hour a day operation. The BBS operates at a maximum 2400 Baud (No parity, 8 data bits 1 stop bit)

The BBS has many stories intended primarily for newsletter editors. This issue of the War Whoop has several articles from the BBS. There are many different pieces of "clip art" available on the BBS. A message area is available to list Porsches and Porsche parts for sale. Just like the Mart in Panorama this is for the non commerial use of members only.

As yet there is very little on the BBS in the way of cars or parts for sale. If you have a Porsche or some Porsche parts to sell please call the BBS. There is no cost if you are in the metro Oklahoma City dialing area. If you are outside of Metro OKC your long distance carrier will bill you at the same rate as a voice call. If you don't have access to a computer with a modem contact me and I can work something out with you "log on" to the BBS.

For the editors across PCA that have a computer but without modems just mail me a diskette with a story to "upload" and I will fill your diskette with stories or clip art, your choice. I can read or write to all of the IBM format diskettes and the Macintosh 3.5" (800K format). I hope to build a large library of articles for the use of other newsletter editors, (and of course myself).

Feel free to log on and look around. You can't hurt the BBS or your computer, and there are no secrets on the BBS.

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## Membership Report

### New members this issue are

Jack & Rachelle Rettig  
Oklahoma City  
405\478-0194

Ray & Nancy Kling  
Piedmont OK  
405\373-1203

Lori & Greg Parker  
Edmond OK  
405\348-0428

**Transferring from WeissacRegion,**  
Steve & Diane Barker  
Edmond OK

**Transferring from Hill Country Region**  
Charles Bush  
Lawton OK

Welcome one and all. to the  
War Bonnet Region.

### Anniversaries this issue, (five years or more)

#### 25 Years

Al & Georgia Williams

#### 16 Years

Chris & Cathy Trapp

#### 15 Years

Ron & Phyllis McAtee

#### 14 Years

Glen Hoskins

#### 13 Years

Don & Cora Scott

#### 8 Years

Robert & Kyra Lutan

#### 6 Years

Stephen & Mary True

#### 5 Years

Gene Thaxton



PORSCHE

1990

CLASS I

THIRD PLACE



WAR WHOOP



WAR BONNET REGION

GLEN HOSKINS

EDITOR

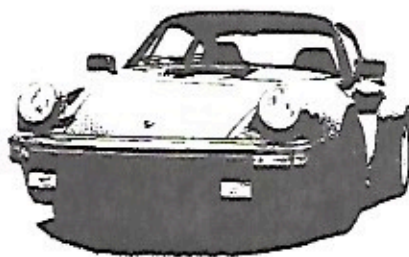
*PCA NEWSLETTER CONTEST*



*Annual Fall Foliage Tour  
Eureka Springs, Arkansas  
October 26 - 28*



It will be a Halloween weekend in the Ozarks if you join this hardy band for the spirited drive to Arkansas. For those that are interested, there will be a caravan to Altus and lunch at the Weideker Winery on either Friday or Saturday. After lunch drive up highway 23, which has been called one of the 10 best in the U.S. by Car and Driver Magazine. If you haven't driven this road you should. Your Porsche will love it! If you want to caravan you need to call Lisa and let her know. We will need to make reservations at the Winery for lunch or have a long wait.



Saturday evening dinner will be at a small restaurant near the Motel with activities at the convention center later.

Sunday Brunch will be at Peaches on Holiday Island at 9:00 AM.

We have booked rooms at Inn of the Ozarks with a rate of \$60.00 per night. For reservations call 501-253-9768 **before** September 26.

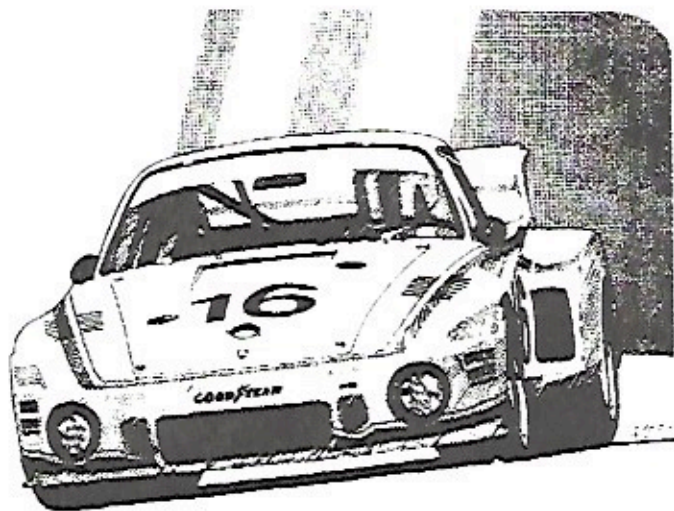
For further information call Lisa or Al Lang 405-755-0208.

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If you are considering a new car purchase, don't buy until you have taken a test drive in the Alfa Romeo 164. The 164 offers a fine example of quality, luxury and performance at a reasonable price.



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# Water May Be Used For More Than Drinking

---

by Pat Moyle

Reprinted from RMR Vista

That's right Porsche fans, water may be used for things other than drinking, or even bathing and washing your Porsche for that matter. Since 1976, Porsche has even used it to cool engines! GASPI COUGH! Can this be true? It can and it is.

The company that spent over 25 years convincing the world that rear engine cars with air cooled engines were the way to go and somehow were able to make them handle, introduced the first of its new watercooled, front engine cars; the 924. The 924 was the beginning of a new era for Porsche, who, at that time, felt the future of the 911 was severely limited by its ability to meet more and more stringent emission standards with an air cooled engine. Upon closer examination however, the departure was not as radical as it may seem.

The things that were retained were the 2+2 cockpit configuration, rear wheel drive, (Porsche has always maintained that although you can build a good handling front wheel drive car, a great handling car must have rear wheel drive) and handling characteristics that were head and shoulders above the competition. Partially contributing to this was almost perfect weight distribution (carried over from the 914), which was accomplished by putting the gearbox in the rear of the car and connecting it to the

engine with a rigid torque tube type driveshaft.

Although the 924 was very well received in Europe, (production continued well beyond the introduction of the 944 but importation to the USA ceased in 1982) it never really caught on over here. This may well be why there are so few good ones left.

Like the 914 before it, it was not totally accepted as a true Porsche and the vast majority of them suffered at the hands of incompetent mechanics and wasted away from lack of maintenance. There are, however, still good examples of the 924 out there and although they may lack the flair and outright performance of their larger, more expensive brethren, they can be a very enjoyable and inexpensive to operate Porsche.

In looking for a good used 924 the same basic rules apply that would apply to any Porsche being considered, so instead of dwelling on those I will try to cover some of the more specific points peculiar to this particular model.

Although it would never be classified as a power house one of the best features of the 924 is its engine. This 2.0 liter, single overhead cam, 4 cylinder engine was developed from an Audi truck engine which had proven its' durability and reliability under the most adverse conditions. Short of running one out of coolant or oil there isn't much you can do to hurt it.

**Greeting's  
War Bonnet Region PCA members**

*from*

Bob Moore Porsche / Audi  
Your Factory Authorized  
Porsche / Audi Dealer

**Bob Moore**

*is one of the most respected names in the Automobile  
industry. Our sales staff is new to  
Porsche, but our service and parts  
department is one of the most experienced anywhere.*

*Please accept our invitation to come in and  
let us meet you. You'll be glad you did.*

*Respectfully,*

**Bob Moore PORSCHE / AUDI**

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The introduction of water cooling brings us to a whole new list of things to check when looking at a used 924.

First you must be sure all the coolant bearing components are in good condition. These include radiator, hoses, reservoir and water pump. Most of these can be checked visually and any signs of leakage or deterioration would indicate the need for replacement. Water pumps can also reach a point where they get noisy and if this is the case, it should be replaced immediately. In addition to the coolant bearing components, the cooling fan and its' related electronics should be functioning normally. Under normal operating conditions the fan should come on automatically when the temperature gauge reaches the 3/4 area and go off again at about the 1/2 mark.

This may vary slightly from car to car but if it gets almost to the right side of the gauge before going on, or if it fails to go on at all, there is a problem that needs to be looked into. (Sometimes when the fan fails to go on it is because of a bad thermo-switch. If this is the case you can still get home by turning on the air conditioner if you have one. This bypasses the thermo-switch and the cooling fan will run continuously as long as the AC is on. This also works on 944s.)

924s like 944s drive the cam with a toothed belt. 924 belts like 944 belts require periodic attention and replacement. Unlike 944s, when the cam belt breaks on a 924 you do not do engine damage. The only thing that happens is that the engine stops running. The solution? Replace the belt and away you go. Because of this, carrying a spare cam belt, which would be futile in a 944, is a good idea in a 924. It can even be the one that was removed the last time it was replaced. Although to my knowledge

Porsche has never specified a replacement interval for 924 cam belts, a good rule of thumb would be every 50,000 to 60,000 miles.

When test driving the 924 you are considering, one of the most important things to watch for is any unusual noises or vibrations as you are letting the clutch out to move off. Any grating or groaning is an indication of a failing pilot bearing for the end of the driveshaft. If this condition is attended to early enough you may have to replace only the bearing. If left unattended however, you will probably have to replace not only the bearing but the whole driveshaft assembly. At about \$950.00 for the driveshaft assembly and 15 hours or so labor, I would walk away from any 924 exhibiting this symptom.

A couple of other things to check when looking at 924s would be engine mounts (excessive vibration), and the exhaust system. Due to the high cost of factory components, a great many of these cars have had aftermarket mufflers welded on in place of the original and while I have seen a few of these done well, the majority of these cause continuing problems.

As I said before, while the 924 may not offer the pizzazz and head snapping performance of some other models of Porsches, with its fine handling, relatively low maintenance costs and comfortable driving characteristics, it is not one which should be overlooked in your search for the "entry level" Porsche.

Just remember the basics: Be patient, have the car thoroughly checked out by a Porsche professional, and buy the best example you can. Following these simple rules should enable you to find a car that with proper care and feeding will give you years of enjoyment.



**THE ROCKIES ARE GOING TO ROAR**  
**TEXACO/HAVOLINE GRAND PRIX OF DENVER**

**AUGUST 24 - 26, 1990**

The Rocky Mountain Region of the Porsche Club of America invites you to treat yourself to the most exciting international gala of the year - the Texaco/Havoline Grand Prix of Denver. See living legends of auto racing, like Fittipaldi, Unser, Sullivan, Mario and Michael Andretti and of course Teo Fabi and John Andretti for Porsche Quaker State flying through the streets of Denver in the fastest street rockets on earth. It's also an admission ticket to a world class event that includes concerts, mouth-watering food and non-stop action.

PCA members will be treated to a special Saturday night affair at the Landmark Hotel. A delicious buffet, door prizes and hopefully your favorite Porsche Indy Driver and other Porsche Factory and Porsche Cars North America dignitaries will stop by.

Your reservation will include reserved seating in a premium grandstand area (near the start-finish line) for all three days, admission to the races: SCCA Trans-Am Championship race and hopefully a Celebrity Grand Prix Challenge race, paddock pass for the entire event, a special commemorative gift, shuttle transportation to and from the Landmark Hotel, and a PCA Bash Saturday night with all the fixings. All this for only \$110 per person.

Special rates have been secured at the Landmark Hotel for a reduced rate of \$34 for two (additional dollars for more people per room). Further information regarding hotel reservations will be sent to you after acceptance.

As a current or past member of your region's Board of Directors, I know you and other active members of your region won't want to miss one of the most exciting events of the year.

Registration is limited, so send the enclosed form by March 15, 1990.

For more information, contact me at (303) 530-3151 (between 6 and 9 P.M. M.S.T.) or Norm Martin at (303) 237-2428.

The Texaco/Havoline Grand Prix of Denver. Be there when the Rockies start to roar.

*JoAnn Barnum*

JoAnn Barnum, Registrar

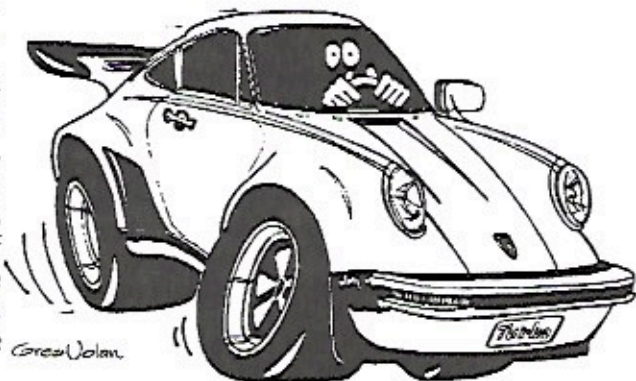


# High Performance Driving Tips

## Winning Slalom Strategies

By Ross Bentley, Chief Instructor,  
ProFormance Advanced Driving School, Inc.

In this issue, I would like to discuss a few aspects of competition driving, and specifically slalom competition. At the same time, many of the lessons learned here can be applied to everyday street driving. I will mention right now that I do not claim to be the greatest slalom driver, I have only competed in a few events, although I have been quite successful in these. But, I have probably learned more from instructing, watching, listening, and **thinking** about this particular form of driving than I have from really doing it. Maybe that is the first lesson.



planning your route through the course. If you mess up a particular gate or turn, forget it, and keep looking ahead to the rest of the course. It takes practice to feel comfortable looking farther ahead than you do now, so begin practicing it on the street. You will be amazed at how much it will help, and at how far ahead the winners are looking and thinking.

Look where you want to go, not where you don't want to go. Far too many drivers consider a slalom course to be a bunch of pylons that you have to drive around, which forces you to focus on those dreaded pylons. Why not think of the slalom course simply as a curved path of roadway, which just happens to have a few pylons. I'll guarantee you'll hit less of them, and be better prepared for the correct line through the course if you do.

I begin this series of articles with a discussion of how important is vision. I feel the single biggest improvement in a driver's slalom results will not be achieved by learning left-foot-braking or what the trick tire pressure setting is, although these are all important. The proper use of your vision and your mental approach to the sport are going to result in victories.

First, a review of a few basics. **Look and think farther ahead.** The better you know the course layout, the better prepared you will be. But always keep looking ahead,

Again, as you drive through the course, **keep your head upright.** Too many drivers feel they have to lean their head into the corner to be successful. Wrong! Watch the best motorcycle racers, even as they lean their bodies into the corner, their heads are cocked as upright as possible. That's because they realize their brain is used to receiving information from the eyes in the normal, upright position, not tipped at an angle.

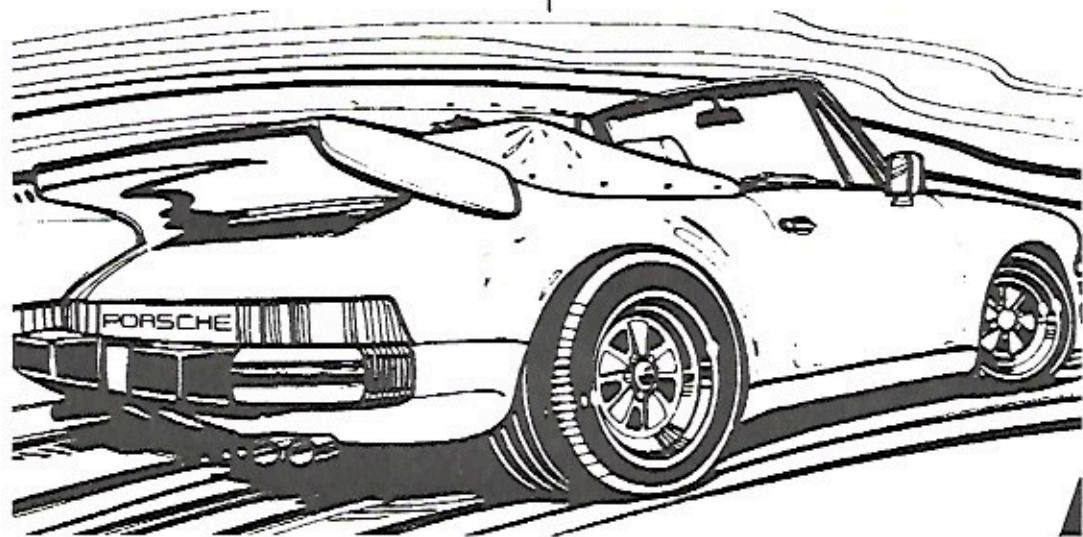
Mental preparation for any event is a key element, slaloms are no different. In fact, the mental approach to your run may just have the single biggest effect on your time. What you do to mentally prepare, unfortunately, is something that no one can teach you. It is something you have to find out for yourself what works, and what doesn't. For some drivers, sitting alone and not talking with anyone is the trick. For others, that results in more nervousness, and talking with friends may take your mind off the pressure of the run. Either way, I strongly suggest giving yourself a few minutes immediately before each run to visually run through the course in your mind, mentally driving the course successfully. It's amazing how often an error in a driver's mental visualization of a run actually happens. So **visualize yourself doing it right!**

One very important preparation technique is walking the course before hand. Most drivers do this, although they make the mistake of making it a major social event, walking amongst a large group of friends. Without wanting to make the sport less socially enjoyable, I would suggest you will learn a lot better if you walk it by yourself, or possibly with one other driver who will give

you a few tips or suggestions. Also, remember to walk the course exactly in line with where you are going to see it from, the driver's seat. Even squat down to see elevation and asphalt changes, and how the course looks from the height of your driving position.

Finally, talk to and watch the successful drivers. Analyze what they are doing and saying. Obviously, you can't believe everything they'll say, but listen. Many times they are not intentionally trying to lead you astray with wrong advice, but may not actually know what it is that makes them successful. That's why it is important to watch for yourself, and really **think** about all the aspects that come into play. Good luck, and I hope you win!

From Oct. 89 Porsche Spiel via  
**Longhorn Porsche Roundup**  
*Via the Zone 5 BBS*



# There Are a Lot of Jokes About Lug Nuts, But They Are No Laughing Matter.

---

By Bob Strange, Manager of Tire and Vehicle Dynamics for B. F. Goodrich (reprinted from April, 1990 Mountain Passages)

When removing a wheel from a car, have you ever bent your tire wrench before the lug nuts broke loose? Any initial cursing and rise in blood pressure might have been followed with the thought that, "At least the wheel wasn't going to fall off."

In some respects, that may be true, but over-tightening lug nuts can be a bad practice, in some cases even worse than under-tightened lug nuts.

I'll explain this in greater detail as we move along. Basically, there are three types of lug nuts. The differences are based on that part of the lug nut's geometry that physically contacts the wheel. The straight taper is probably the most common type of lug nut and is most often used in combination with steel wheels. The taper on this lug nut matches the taper on the wheel's bolt hole. When it is tightened, it becomes firmly wedged into the bolt hole creating great pressure against the seat on the wheel. This is what really locks the two together. It is really no different than the principal of driving a wedge into a log to split it.

Obviously, if a straight taper seat lug is undertorqued, the pressure necessary to keep the nut and the wheel together will be inadequate and the lug could work loose. On balance, the pressure created by the wedging action is almost always very high. In short, it would take a very low level of torque to lead to a situation where the lug nuts would work loose.

Overtorquing this type lug nut can also lead to problems. When too much pressure is applied, the lug nuts can become fatigued and/or the metal around the bolt hole can become deformed. Either condition could cause a wheel to work loose or become damaged in the process.

The rounded seat lug nut works on the same principle as the straight tapered seat lug nut. Tightening creates pressure against the wheel, locking the two together. However, the rounded seat lug nut causes the pressure to be more evenly distributed over a larger area of the wheel surface. This reduces the effects of overtorquing. You'll find this type of lug nut on such vehicles as newer model Porsches.

The flat seat lug nut is used almost exclusively with aluminum wheels. That's because aluminum is too soft to withstand the forces created by either the tapered or rounded seat lug designs. With this in mind, remember that over-

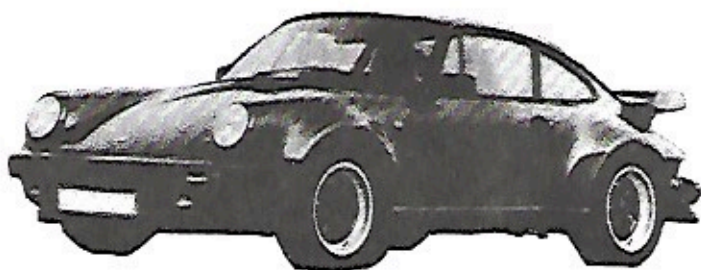
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References Available Upon Request

Mike Lindsey

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torquing a flat lug nut can actually deform and begin to extrude the aluminum part of the wheel that physically touches the washer. This can loosen and potentially destroy the wheel. You will find some aluminum and alloy wheels that use tapered or rounded seat lug nuts, but they will also be designed with hardened surface where the lug nut contacts the wheel.

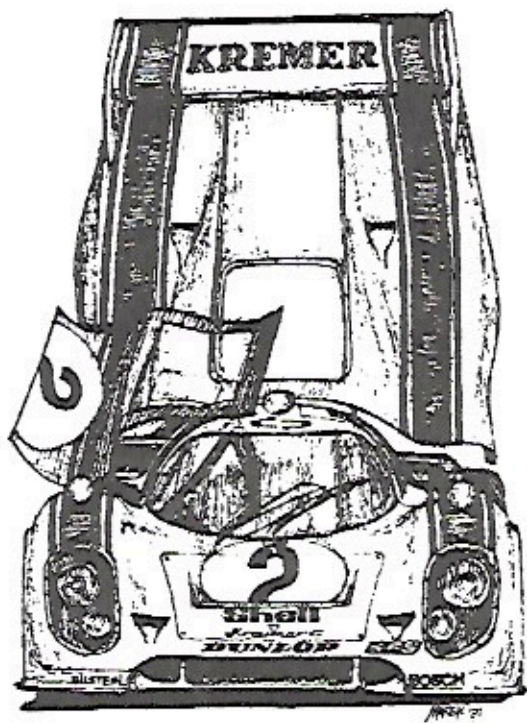
During my experience in testing and racing I have seen all of the conditions described many times. Of course, most street car wheels are only going to be removed from the vehicle a few times in its lifetime. However, in tire testing, wheels are taken on and off hundreds of times. We have learned how important proper torquing is, not only for safety reasons, but for the longevity of the wheels. That's why it is so important for street vehicles to have their wheels properly torqued and it is very easy to do.

Whether using an "X" wrench, air gun, or electric gun, make sure that the lug nuts are not torqued higher than the recommended torque settings when putting the wheel back on the car. After the lug nuts are initially tightened, use a good quality torque wrench set to the wheel manufacturer's specifications. This will generally be from 65 to 100 foot pounds for passenger vehicles. Tighten the lug nuts by using an every-other-lug-nut pattern as you go around the bolt circle. Double check to make certain that each lug nut has been torqued.

When replacing wheels, make sure to use the same lug nuts that came with the wheels and follow any special instruc-

tions that might come with the new wheels.

Although following these guidelines will require a torque wrench and a little extra time, it will eliminate the potential for some costly problems.



# Bob Dumont

**“We Service Porsches Only”**



**704 West Reno, OKC  
405/232-6497**



**Bob Miller at 110 Miles per Hour**

# TECH TIPS

---

Beginning in 1984, Porsche changed the front oil cooler on the 911 to a radiator style cooler. The air to this type of cooler enters above the right front foglight. In 1985, Porsche changed the cutout of the bumper above this foglight to allow even more air flow, thereby lowering the oil temperature by 5c.

I feel it is important when using a bra on long highway trips to cut a small 5" strip above the right foglight but below the bumper to allow the air to reach the oil cooler.

On the 1987 911, Porsche mounted an electric fan on the oil cooler that is thermostatically controlled to go on at 425f. It isn't as important therefore on the 1987 models to cut a slot in the bra, however, if you do choose to still cut the slot, you will only enhance the airflow during highway use.

You should also check all the ceramic fuses on your Porsches (not the two prong style) for oxidation on the ends. There are a number of these ceramic fuses on the 911 and 928 that carry heavy loads and because of the heat, tend to oxidize, therefore not giving good contact. Without a good contact the engine or any of the accessories such as air, clock, radio, etc. could stop running.

P.S. The 944 has a very low air intake for the engine. Extreme caution should be used when going through large puddles or standing water. The air intake will inhale water into the engine causing hydrolock which will break the connecting rods. During the last heavy rain we had, two 944 engines were destroyed by water

Q. I warped the rotors on my 944 turbo, what do I do now? I can have the dealer repair them but how do I know it will not happen again? Should I buy new rotors or should I have them reground?

N/S This is a very good question especially if you own a 944 turbo. After talking to the Porsche factory rep. and Bob Russo at Holbert Racing, the situation does not look so bleak.

1. The rotors are not ruined, in fact they might be better than new. The steel has now normalized and after regrinding they should have a higher tolerance to warping.

2. To prolong the life of your rotors don't have them turned on a lathe, have them BLANCHARD GROUND. Grinding not only puts a quality finish on the rotor but it takes off less metal in the process. Once you see the difference you will never consider turning in a lathe.

3. Ferodo DS-11 brake pads are strongly suggested for track events, but not for the street.

# Lawton and Saturday Morning

WILMES PORSCHE, 4330 NW Cache Road in Lawton will be the site of coffee and donuts the second Saturday of each month. Bring your mirror glaze, wax, P-21S, Armor All, Hide Food, or whatever you please, and we will sit around and have good fellowship, tell war stories, have coffee and donuts, and spend a little time being productive with our Saturday morning. The wash rack will be open and there is plenty of shade for cleaning that "baby" of yours (and don't forget to include the spouse). This will be an excellent time to invite all of the Porsche owners you know to come on out and get to know each other. Starting time will be at 10:00 AM- BE THERE!!!

**Contact Don Scott at 405/355-7144 if you have any questions.**

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