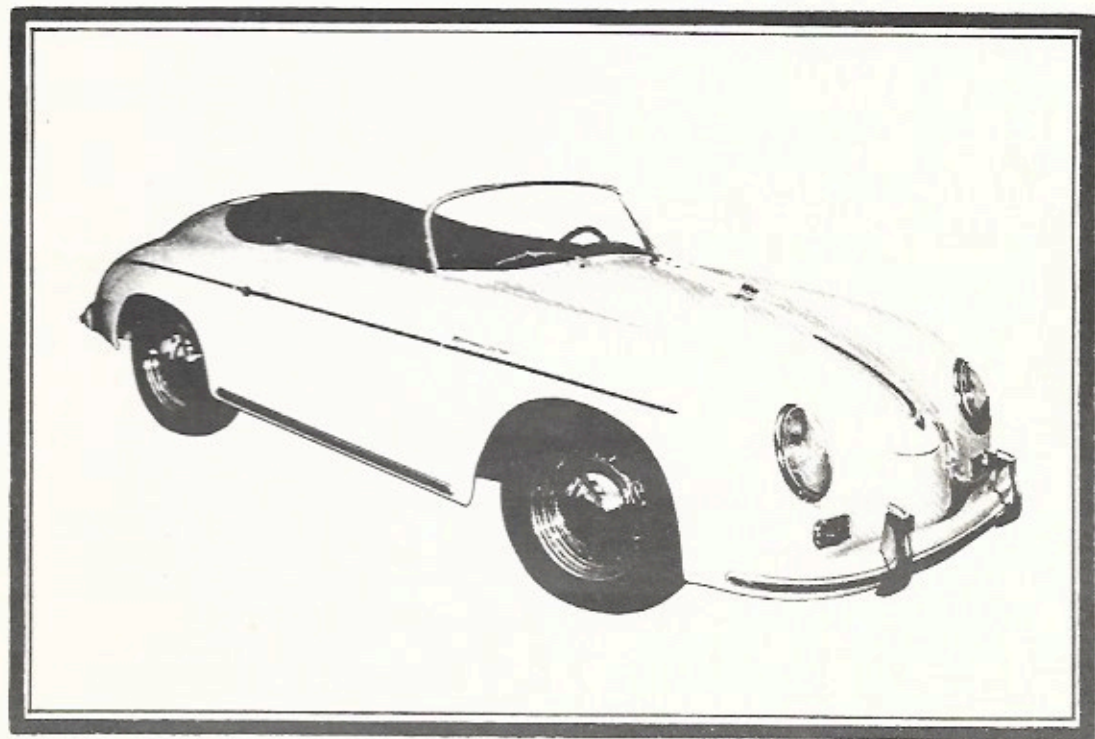




WAR WHOOOP

WAR BONNET REGION, PCA



MARCH · APRIL 1980

On The Cover

What you see is the Intermeccanica replica of the 1955-58 Porsche Speedster. Automobili Intermeccanica 18475 Bandilier Circle, Fountain Valley, California, 92708, Phone 714/556-1011, has been building the car in kit form, or completely assembled for the past three years. Completed, it now costs \$16,500.00 - \$9,495 in kit form. If you want one, you've got to hurry. The production costs have prompted the decision to discontinue the car. Of interest, most of the hardware used to manufacture the car is identical to the original in design and quality, giving those of you restoring Speedsters another parts source.

The Editors

War Whoop

EDITORS

Bob & Andy Hess
5000 S.E. 51st Street
Oklahoma City, OK 73135
405/672-8188

ADVERTISING

Mike Cooperman
6907 N. Independence
Oklahoma City, OK 73116
405/840-4748

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Forward advertising inquiries to the Advertising Editor. Send all other material to WAR WHOOP, 5000 S.E. 51st St., Oklahoma City, OK 73135.



1980 War Bonnet Region



Officers

PRESIDENT

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

VICE-PRESIDENT

Mike Cooperman
6907 N. Independence
Oklahoma City, 73116
405/840-4748

SECRETARY

Mary Lise Trowsdale
329 N.W. 40th St.
Oklahoma City, 73118
405/528-1648

TREASURER

Jim Hall
3417 N.W. 24th
Oklahoma City, 73107
405/947-4943

PAST PRESIDENT

Lyn Sumner
8161 E. 114th St.
Bixby, OK 74008
918/369-5520

HISTORIANS

Robert & Linda Fillmore
6400 Ellen Lane
Oklahoma City, 73132
405/721-4073

Committee Chairmen

MEMBERSHIP

Scotty Roberts
2212 W. Memphis St.
Broken Arrow, OK 74102
918/258-6195

ACTIVITIES

Mark Nance
5208 N.W. 110th
Oklahoma City, 73132
405/721-6884

TECHNICAL ADVISOR

Berry Berryman
5035 S. 86th E Ave.
Tulsa, 74145
918/627-2413

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405/840-4748

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405/528-1648

From The President

One of the sure signs of the passing of winter is the arrival of our now famous Tech Session. It appears that once again that dynamic duo of Lang and Miller have caused another successful Tech Session to unfold. These two along with about 15 other people on the Tech 12 committee deserve our thanks for maintaining the standard of excellence that has become synonymous with War Bonnet Tech.

The state of the region is good. Our treasury is sound and we have a very full schedule of events planned. Be sure to check the activities schedule in this issue. The next events coming up are the Autocross on March 16 and the ever popular Greenhouse Concours in Guthrie. The Autocross will take place at Tinker Air Force Base in Oklahoma City. Tinker is an excellent location with huge expanses of concrete and nary a curb in sight (good news to a beginner like myself.) So make plans to attend; you will derive a lot from it. It is a whole lot safer than playing Peter Gregg on a freeway exit ramp. A big thank you goes to Bob Hess for helping secure Tinker as our site.

The recent Ground Hog Memorial Day Dinner which was held at Eddie's Steak House in OKC was an unqualified success. We had a modest but very enthusiastic group. The slide show was a big hit, producing an odd variety of vehicles, including but not limited to, a 1964 GTO (Jim Hall), a 300SL Benz (Trowsdale) and Andy Boone's motorcycle, which is in pieces on his garage floor. Mark and Linda worked very hard on this dinner. We all appreciate their efforts.

Don Spaulding, our Zone 5 Rep, has advised me that PCA has been able to reserve, through Porsche-Audi Div. of VOA, a block of seats for the Indy 500 race. They are \$20.00 @ and must be reserved through Don Spaulding in Fort Worth, Texas on a first come, first served basis. If you want more info give me a call.

Remember the upcoming events. Hope to see you there.

Chris



1980 Calendar

MARCH

Autocross
OKC, Tinker AFB
March 16

APRIL

Greenhouse Concourse
Guthrie, April 13

MAY

Spring Tour
Southeastern Oklahoma
May 3&4

Autocross
Stillwater, May 25

JUNE

Picnic & Swap Meet
Lake Heyburn, June 22

JULY

Hare & Hound Rally
Tulsa, July 20

AUGUST

Swimming Party
Tulsa, August 10

Autocross
Tulsa, August 31

SEPTEMBER

German Dinner
OKC, Sept. 27

OCTOBER

Fall Foliage Tour
Leave Tulsa
October 25 & 26

NOVEMBER

Autocross
OKC, Nov. 16

DECEMBER

Christmas Party!
December 6 or 13

From The Treasurer

February 29, 1980

ASSETS:

Cash	\$326.50
Tech Fund	401.97
Acct Rec	357.00
Club Store	1,770.15
TOTAL ASSETS	\$2,855.68

NET WORTH: \$2,855.68

Jim Hall



PORSCHE PACES THE RACES



Set to go. The Holbert P+A 924 should be one of the leading competitors in SCCA D Production racing this season.

DEALER TEAMS GO DP RACING

At least five dealer-supported teams will enter Porsche 924s in SCCA D Production competition this season.

On the East Coast, Joe Herman, of Herman & Miller Porsche + Audi in Parsippany, N.J., reports that former D Production champion Tom Brennan is set to drive their car, having already completed some testing.

Joe Heishman P+A of Arlington, Va., also plans to run a car, as does Holbert P+A of Warrington, Pa. Former Formula Vee and Super Vee ace Steve Pieper is slated to drive the Heishman car, while Holbert has not yet named their driver.

Bob Hagestad, of Hagestad P+A in Denver, has his new car all

set and plans to be out testing in February.

On the West Coast, Alan Johnson P+A, of San Diego, plans to field a team.

RACE DATES

International Motor Sports Association GT

Feb. 2-3, Daytona, Fla.

Mar. 21-22, Sebring, Fla.

Apr. 13, Road Atlanta, Ga.

Apr. 27, Riverside, Calif.

May 4, Laguna Seca, Calif.

May 24/26, Lime Rock, Conn.

June 15, Brainerd, Minn.

July 4, Daytona, Fla.

July 27, Sears Point,

Sonoma, Calif.

Aug. 3, Portland, Ore.

Aug. 17, Mosport Park,

Bowmanville, Ont.

Aug. 30-31, Elkhart Lake, Wis.

Sep. 21, Road Atlanta, Ga.

Nov. 30, Daytona, Fla.

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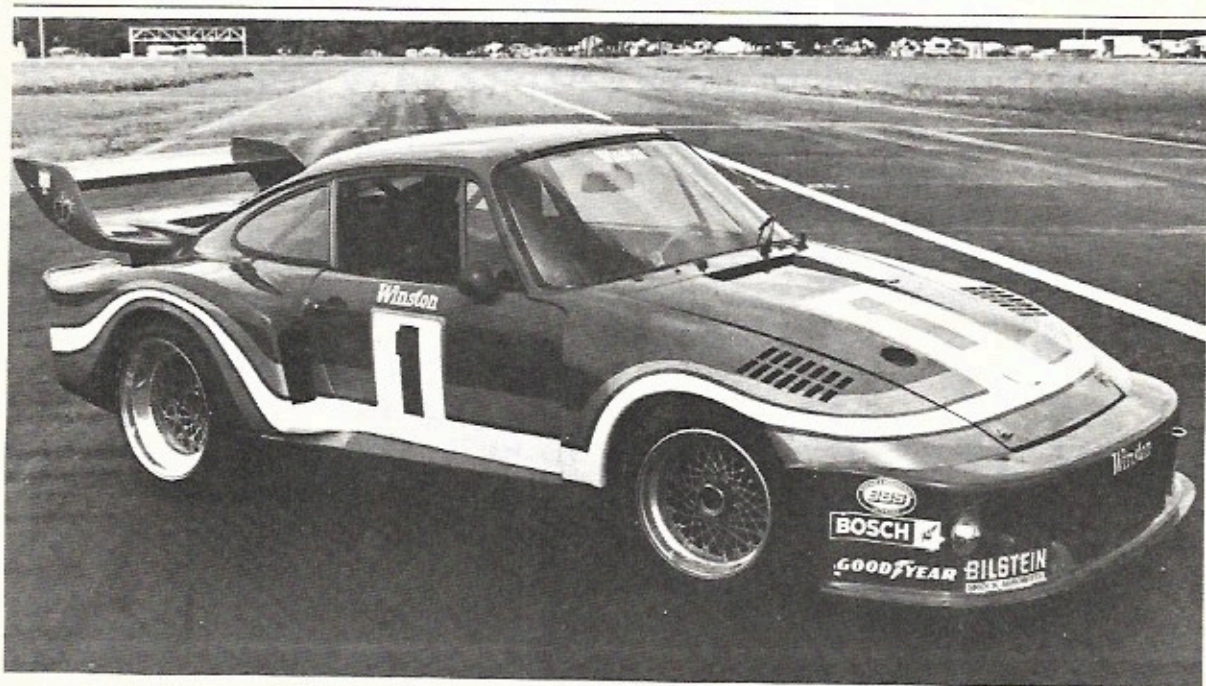
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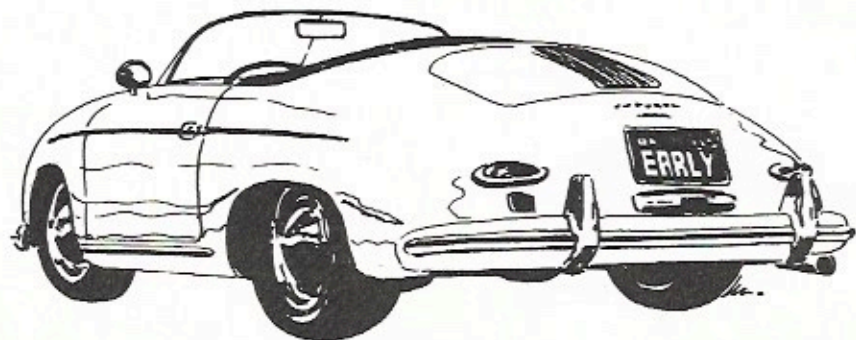
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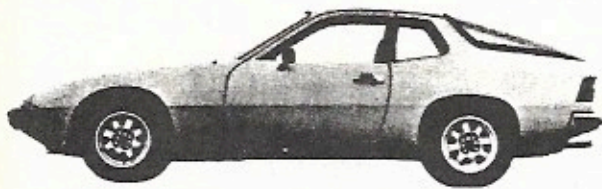
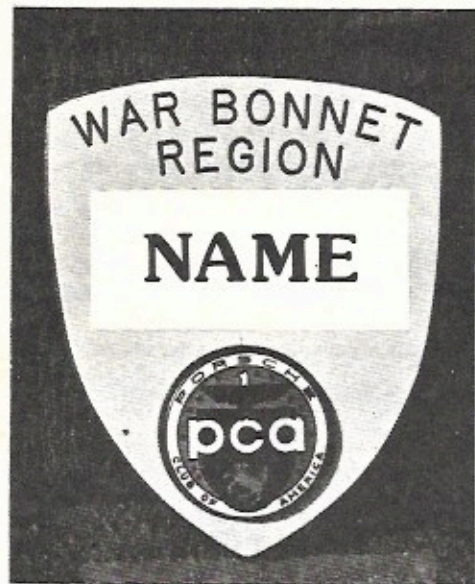
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Technical Update

The new Porsche Indy car, developed by Porsche's own design team in conjunction with Interscope, is expected to be ready for testing by mid-February.

This new car has been designed specifically to conform to current USAC Indy car regulations, with the goal of the three-year program to capture the most important of all American races--the Indianapolis 500.

Initial engine testing was carried out with the Porsche motor fitted into an Interscope P6B chassis while the new car has been under construction.



The Interscope Parnelli P6B chassis has been used for initial engine testing.

This year the Interscope team and driver Danny Ongais will have three cars available at Indy. However, only one car will run in the actual race.

The engine will be a turbo-charged version of the production 911 powerplant, similar to the one which was used in the Le Mans-winning car three of the past four years.

Tech Tip

A/C Cars with Rear Lid Condenser

If, on air-conditioned cars with condenser mounted on rear lid, lid will not stay open, weak lid support (gas lift cylinder) could be the cause - replace rear lid support with lid support Part No. 911 512 331 12 (same as used on Turbo).

Poor A/C Output - 924 All Models

If the A/C output is too low or warm air is entering the footwell on the driver's side, check and insure that the heater valve is actually closed. Even if the heater control lever is in "cool" position, the heater valve can leak internally. To check for leakage, pinch off the hose from the heater valve to the heater core. If, on a 1979 924, the clutch on the A/C compressor is not engaging with the A/C in the "on" position, check the following: 1) correct freon charge, 2) electrical continuity of low pressure switch, and 3) proper operation of the amplifier (black box behind the glove compartment on the far right side), part #477 959 531. New Model Service Information Booklet, and Supplement 6 in your workshop manual.

Cold Feet - 1979 Porsche 924

If cold air is coming from the footwell area of the passenger's side when the heater fan is on, turn the A/C fan to first speed. Make sure that the A/C temperature control is in the off position, and the heater control is toward the left.

Brake and Clutch Pedals - Porsche 928

Customers may require extensions for the brake and clutch pedals. A 15mm distance plate is available for either pedal with part number 928 423 207 00. Using two plates will allow a 30mm extension.

Check Spark Plug Wires for Proper Routing - Porsche 911 and Turbo, 1978-1979

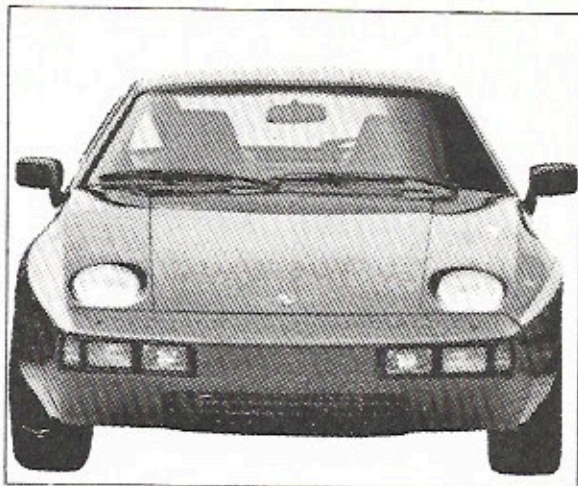
To avoid rubbing on the air conditioner compressor bracket and consequent damage to wires, righthand spark plug wires should be routed over the intake manifold pipes and tie-wrapped to the intake pipe during repairs.

Spark Plugs for Porsche 911 and 928

When spark plugs are replaced, coat the plug threads with one of the following lubricants: Molycoat 505 Paste or Anti-Seize Lubricant (Locktite) Cat. #767-64. The Molycoat paste HTP may not be readily available.

Heated Rear Window - All Models and Years

Most breaks (interruptions) in the conductive strips can be repaired with Repair Kit, part #2VW 182 102, which is available through regular parts channels. Do not replace rear windows for the above mentioned defect.



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HISTORY

WAR BONNET SCRAPBOOK PAST AND PRESENT

Since being appointed as War Bonnet Historians, Linda and I are calling on each one of you to provide any information that you might have regarding past history of War Bonnet region.

Any memorabilia, photographs, War Whoops, flyers and Tech information would be greatly appreciated. These could be copied and sent right back to the rightful owner. (Does anyone have any pictures of the first Tech Session for instance?)

We would like to have the names of the charter members of War Bonnet Region. This would go in the scrapbook and to the National PCA for the archives they are preparing for each region.

This scrapbook could be at all major events for the membership to examine.

Please send any information to Robert and Linda Fillmore, 6400 Ellen Lane, Oklahoma City, Oklahoma 73132
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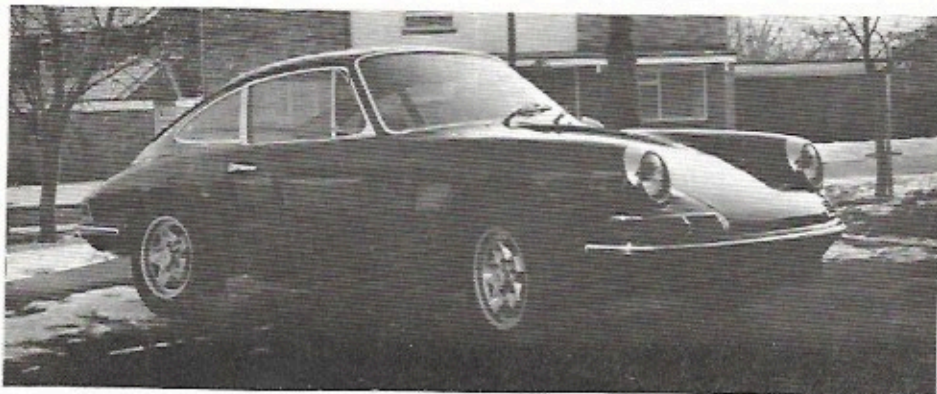
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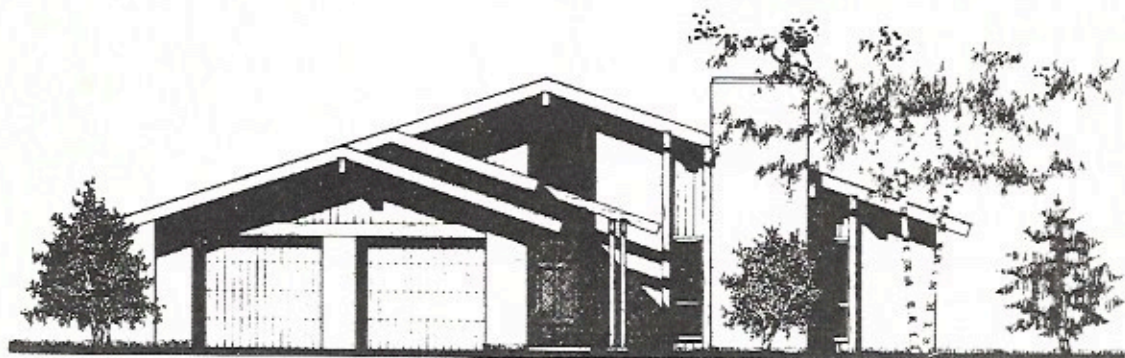


In response to our car owners survey, Richard and Janie Kirt sent us a picture of their 1968 Burgundy 911.

They bought the car new, and judging from the picture, have kept it in like new condition since that time.

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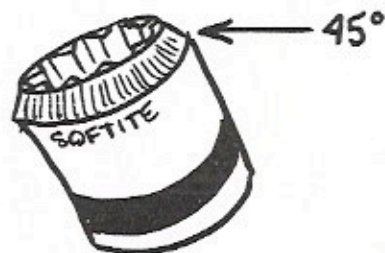
911/912 Owners

For you 911/912 owners who are all hot to lower your car, here are a couple of ideas not covered in the Panorama or Tech Sessions. Most experts say to do suspension adjustments with the gas tank full etc. What they don't suggest, though, is putting luggage or whatever you carry in the trunk to see where the car is really going to ride. Most cars lowered below the European ride height aren't capable of carrying two folks and their luggage without bottoming out the front shocks. Besides dislocating your toenails, the process will bend the strut towers inward. This looks good, goes fast, and wears hell out of your tires. Check it first; then align it!

If you put 7 inch wheels with 70 series tires on the front of a 911/912 with standard size fenders, don't autocross it! You'll wind up with additional 'tread' on your tires and no paint on the wheel arch edge. Either go to 60 series tires or back to 6 inch rims for autocrossing.

"Sof-Tite" lug sockets are a one time good deal for not scratching lug nuts, but have you ever wondered where the scratches on your wheels were

coming from? The "Sof-Tite" socket hits the rim toward the center. To cure this, grind a 45° angle around the edge of the socket. This will provide clearance. Now all you have to do is get your lug nuts torqued properly. If you can get the proper torque value out of a "Sof-Tite" socket, I'll buy you a lug nut! Can't be done! You can cross-reference torque values with a standard socket, but that's another story.



For you air conditioner freaks tired of the old two cylinder York compressor rattling all the nuts and bolts out of your engine, the Sankyo 508 has come to your rescue. It's a rotary design. Most good air conditioner service and parts places carry an adaptor for the bracket that makes it a bolt on. Also, for the folks with carbureted engines, there is a shorter compressor available by another manufacturer that will clear the right carburetor. Call me for details-I should have the information by the time you read this.

Bob Hess

INDY PORSCHE



Danny Ongais, USAC's 1977 Rookie of the Year, will drive the new InterScope Porsche Indy car in the 1980 Indianapolis 500-mile race.

As a Rookie at Indianapolis, Ongais had the fastest lap speed during the 1977 race -- 192.678 miles per hour. In 1978, only his second season on the USAC championship trail, Ongais came home the winner five times, set five track records and had the fastest practice times at nine events. He set an all-

time record for leading the most laps in a single USAC championship season -- that year he led races for a total of 870 laps, breaking the former record of 625 laps set by A. J. Foyt, in 1975.

Considered one of the fastest drivers in the world, Ongais got his start racing motorcycles in his home state of Hawaii. His talent first became recognized as a drag racer, when he won numerous championships and earned "Driver of the Year" awards in 1968 and 1970. It was during this time he picked up his respected nickname of "Danny-on-the-Gas".

In 1974, Ongais finished first in 12 of 15 SCCA races. In 1975 he joined the InterScope team and entered his first USAC race the following year.

In addition to their Indy-car program, Ongais and the InterScope team have successfully campaigned two Porsche 935 Turbos on the GT road-racing circuit. Most recently, Ongais, Hurley Haywood, and team-owner Ted Field won the 1979 Daytona 24-Hour race.

Ongais is 37 years old, and lives in Costa Mesa, Calif.

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WAR BONNET REGION CAR BADGES



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

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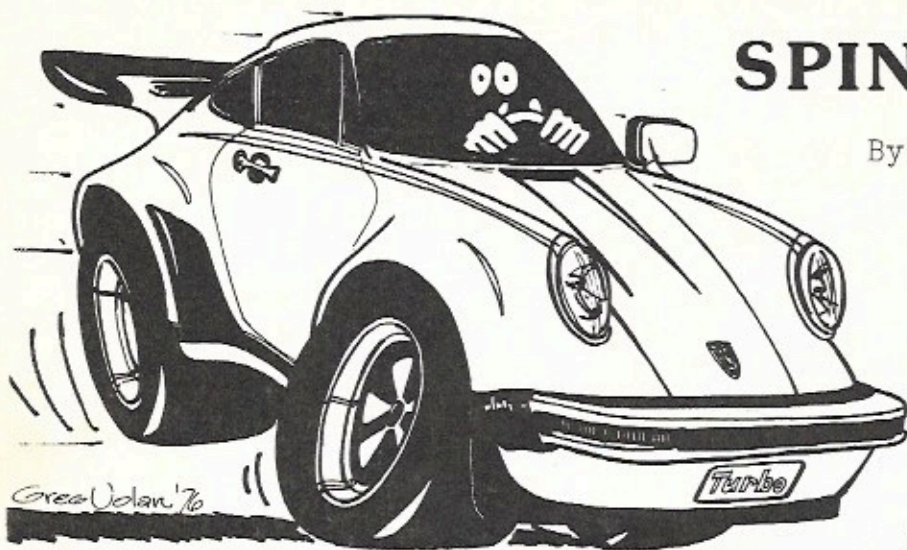
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SPIN OUT!

By Bob Hess



HOW TO ENJOY THE UN-AUTOCROSS PART OF AUTOCROSSING

What do you do with your time when you're not driving, waiting to drive or waiting for your mate to drive? How you plan your day of autocrossing will determine this. For example, have you ever thought of bringing a barbeque grill, an umbrella, a canopy or tent to put you and/or your car under, comfortable folding chairs, folding tables, food, drinks or anything else of comfort? Nobody ever said you had to be uncomfortable at an autocross. If you work the course, there is no rule that says you have to bake your brains in the sun, drown in the rain or starve to death! There's nothing in the

rules about smoke hazards, so cook up your hamburgers or steaks. Booze you can't have during the event, but doesn't coffee, Cokes, Gatorade or even water sound good? It does if you didn't bring anything at all. And finally, for you ladies - drivers or pit crewpersons - how 'bout a roll of toilet paper....? It's good for front ends, back ends, dip sticks, windshields, eyeballs, chrome, mustard or ear plugs! Whatever it is...Bring it if it feels good!



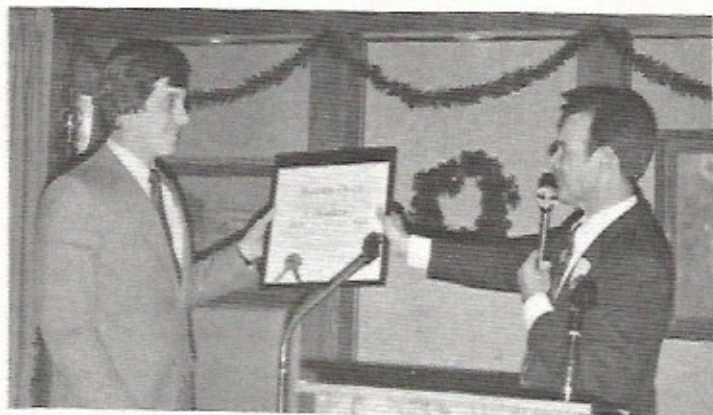
Christmas Party

These are the folks that led us through 1979. They have been, and continue to be the reason for War Bonnet's success.





Christmas Party



GROUND HOG DAY MEMORIAL DINNER



On February 2nd, 29 slide toting Porsche pushers converged on Eddy's of Oklahoma City to enjoy fine food and a final tribute to the famed ground hog.

The evening started out with happy hour at the club bar, copious amounts of Porsche discussions and the meeting of seven new War Bonnet members: Brian and Millie Haggard from Lawton, Corky and Betsy Sayles, transfers from Houston, Lyn and Cathy Beauchene and Rick Toms, a California transplant. The Haggards deserve a special citation for courage since just that morning their Porsche had been hit and totaled.

Dinner was served at 8:00, and as always, Eddy's provided an excellent meal with all the trimmings and superb service. After dinner, a brief memorial was held for the late ground hog, as it was unmercifully run down by a white '76 Turbo while

attempting to see his shadow. (It's going to be a very long winter.) Following this all enjoyed a ground hog cake to satisfy their just desserts.

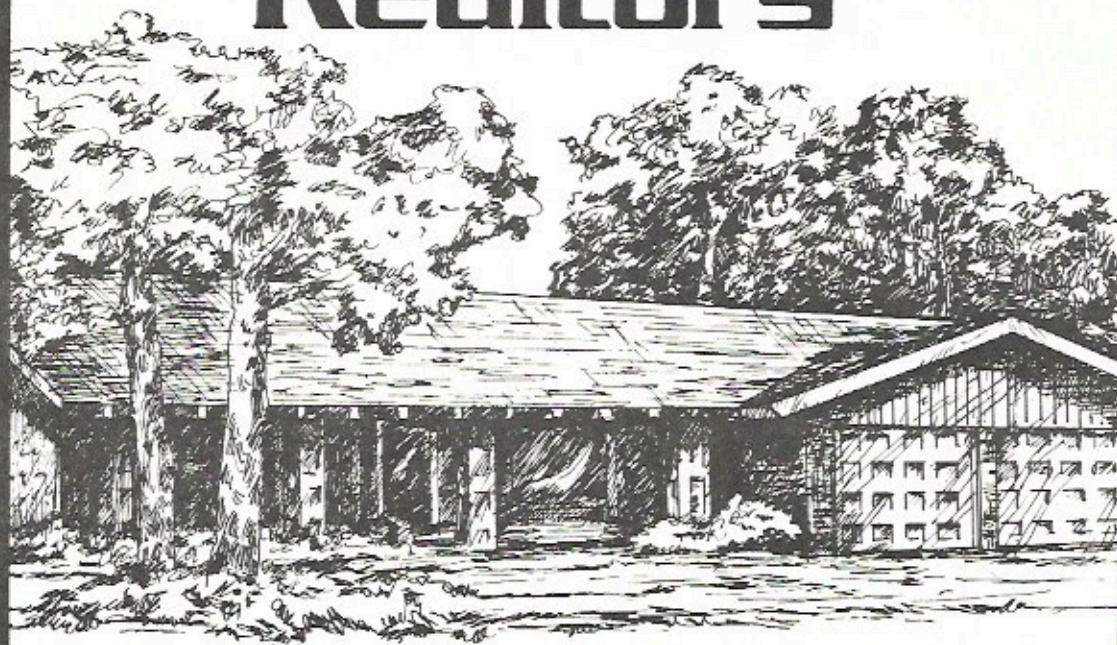
The evening was certainly complete with the showing of personal slides that the membership brought to be seen and judged by the masses. The best slide award was presented to the always intrepid Robert Fillmore for an outstanding reflection shot of his 356C Coupe. The most humorous slide award was presented to Bob Hess for a somber Larry Trowsdale trying to fish a set of keys out of his locked 911. (Larry really deserved the award.) The evening was topped off with door prizes and an attempt to finish the club bar.

A special thanks goes to all those who attended, for without your participation and enthusiasm, this could not have been the great event that it was.

Mark and Linda Nance



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Christmas Party

(or, OKC votes "yes" to bussing...)

"Why is that noise coming from the rear?"



The first all aluminum diesel powered "Porsche" and test driver

Bob Miller icing down football knee



Larry checking fumes



Activities Chairma starting "activiti



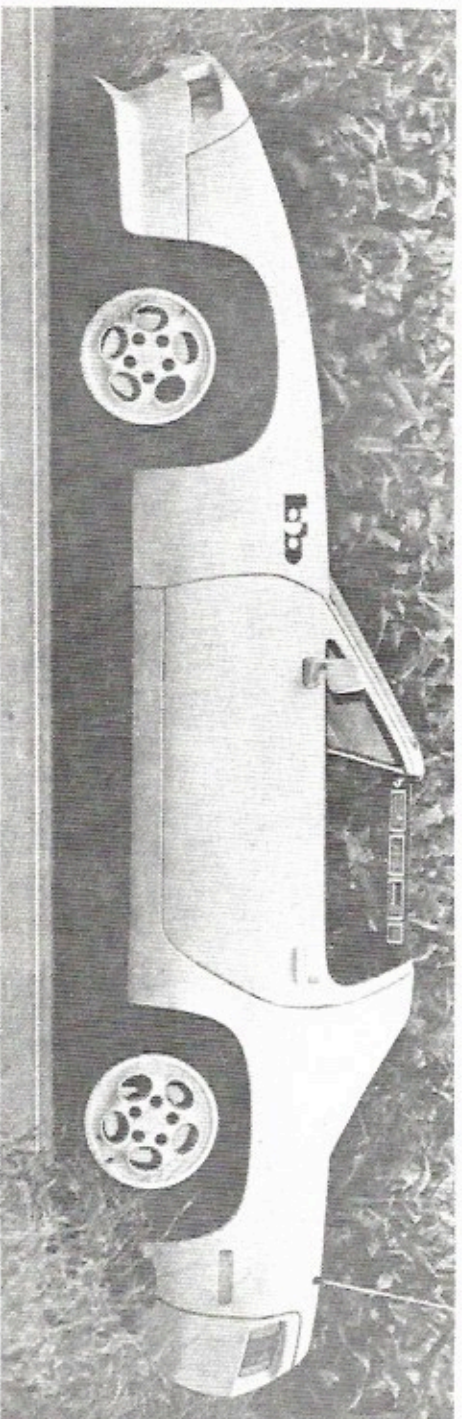
Guess who sat on his spurs...?!



Chris holds his first board meeting

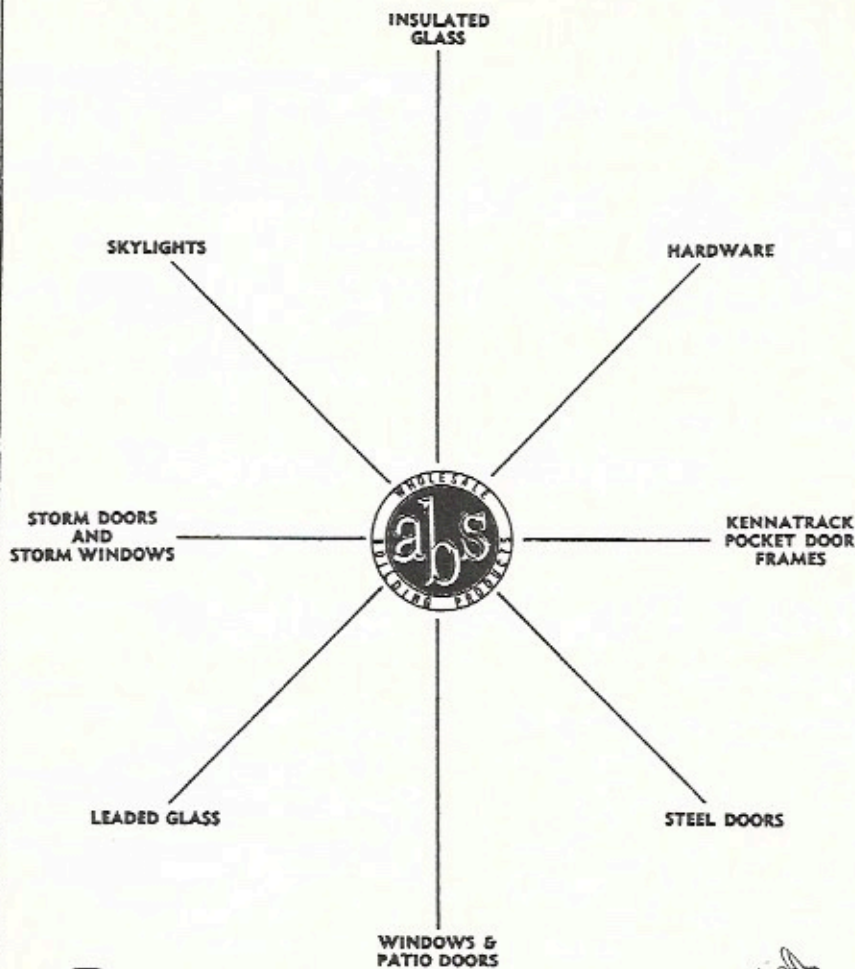
This 928 Targa is made by the brothers Rainer and Dieter Buchmann in Frankfurt, young entrepreneurs now aged 33 and 28. Their chief engineer and designer is an "old" man of 39, Eberhard Schulz, a fugitive from the Porsche technical center of Weissach. A 34-year-old electronics freak named Peter Roggenkamp is responsible for the instrumentation and entertainment equipment.

The targa roof was intended to provide open air motoring, with "less lumpy" styling from the factory coupe. It has a notchback profile, with a B+B rear deck blending neatly in with the standard Porsche tail-end panel. The stylized rollover bar is securely fastened to the inner body structure in the rear bulkhead area and is so strong that a T-roof construction was not considered. The body center section was simply given the reinforcement necessary to make up for the loss of the torsional rigidity provided by the roof of the coupe. The chassis needed no reinforcements since the engine and transaxle are connected by a tremendously rugged, large-diameter torque tube.



Thanks to Bob Irvin of AUTOWEEK for use of this article.

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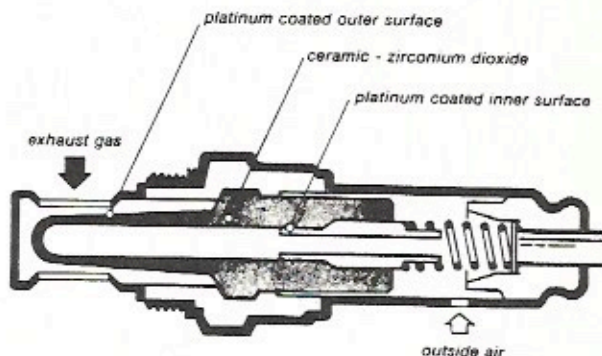
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Tech Tip

SPACE-AGE TECHNOLOGY BOOSTS PORSCHÉ FUEL ECONOMY

Englewood Cliffs, N.J.- All 1980 Porsches will come equipped with a system that constantly makes exact fuel mixture adjustments while the engine is running. In the past, engineers wrestled with inevitable trade-offs between drivability, economy, and the three major exhaust pollutants. Now, the oxygen sensor three-way catalyst eliminates the need for such power-robbing components as air pumps and exhaust gas recirculation. The oxygen sensor is screwed into the exhaust manifold so that one surface projects into the flow of exhaust gas, and the other surface is in contact with outside air. The closed-tube core of the sensor is made of a Zirconium-dioxide ceramic which is coated with porous platinum inside and out. The difference in the amount of oxygen contacting the inner and outer surfaces of the sensor tube generates a small voltage signal which is processed by an electronic control unit. Integrated with the fuel injection, an oxygen sensor system keeps the fuel-air mixture within a very narrow operating band. The new system makes possible the use of a three-way catalyst on all 1980 Porsches, and the results are better gas mileage, more responsive performance, and low exhaust emissions.



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June 8, Milwaukee, WI
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July 13, Mid-Ohio, Lexington,
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July 27, Road Atlanta, GA
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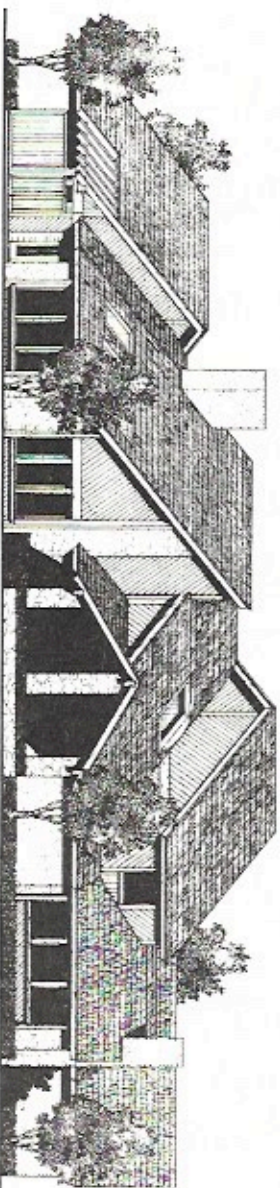
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..... Swap-n-Shop

The Swap-n-Shop Corner is available free of charge to all members wanting to buy or sell Porsche related items. Ads will be run for two consecutive issues. Please send information to the editors.

For Sale

1974 914 2.0 Ltd. Edition, Phoenix/Ivory - RARE. Original paint and carpets, AM/FM, excellent Goodyear radials, appearance group with console and instruments, oil cooler, AM,FM,CB Antenna. Will deliver within 200 miles.

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Parts from 1966 912:

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Parts from 1961 356B:

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1968 912 Coupe, Kelly Green
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Chuck Griffen, 405/329-2783

1979 911 SC Coupe, Guard Red
9,000 miles. All options,
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pelts. Impeccable condition.

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1979 924, Mocha Black
S/R, A/C, FM-cassette,
4,000 miles, excellent
condition.

1974 911 coupe, Brown/tan
32,000 miles, sportomatic,
A/C, S/R, Perfect.

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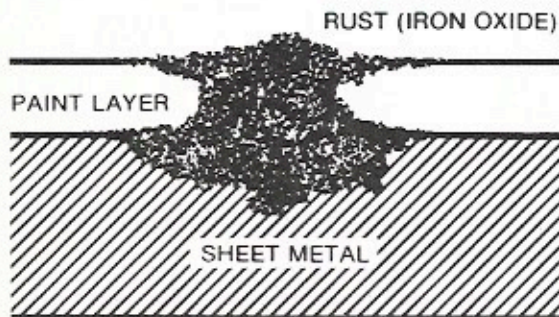
Porsche Rust Protection

Porsche+Audi Public Relations

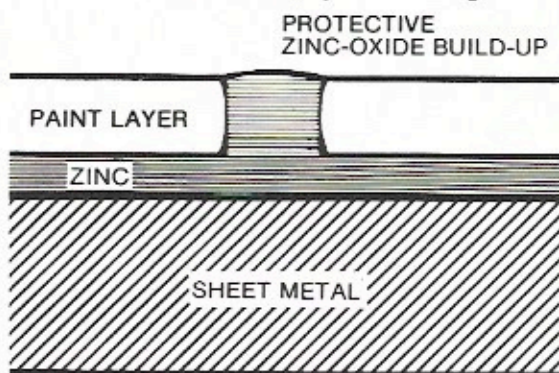
Each section of sheet steel used in the construction of a Porsche body shell is "hot-dipped" in a zinc-galvanizing bath before being formed and welded into place. The 940°F process coats the steel with a protective layer of zinc on both sides.

If the zinc coating is scratched through to the bare steel, an electrochemical reaction or "ion migration" works to fill up the gap with zinc so that the protection lasts for many years. Zinc will oxidize if it is exposed to air - but at a rate which is 10 to 25 times slower than iron rust formation. As a result, a chip or porosity in the paint will "heal-over" with a thin coating of zinc oxide and zinc carbonate and without damage to the finish around it.

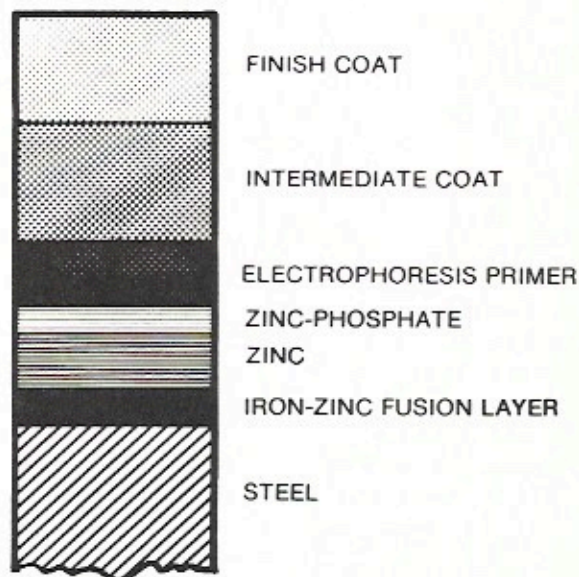
Small hole in conventional surface



Porsche hot-dip galvanizing

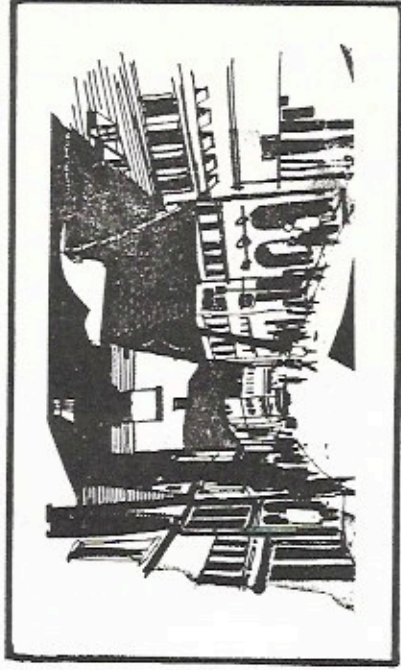


Cross section of Porsche surface treatment



Used in production since 1975, Porsche's unique zinc galvanizing process makes possible a new limited warranty which guarantees the entire lower body shell against rust perforation for six years.

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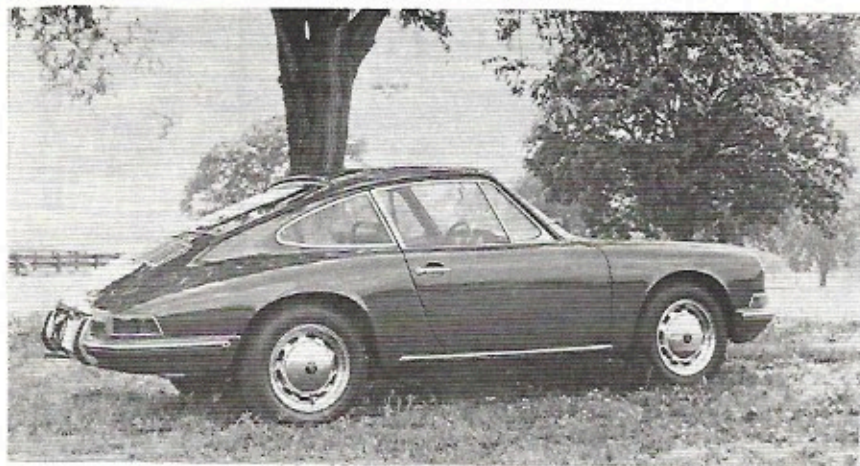


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- Jim Brackett
1975 Carrera Targa, Green
1955 Speedster (Disassembled)
- James C. Buchanan III
1960 356B, S-90, Silver
- Price Campbell
1974 914 Special Ed., Black
- Dennis & Micki Coventon
1966 911, White
- Fred N. Davis III
1977 911S, Lobster/White
- Douglas & Lucy Dinberg
1974 914 2L, Black
1956 356A Coupe, Green
- Dave & Carolyn Edwards
1974 914 2L, Red
- Robert & Linda Fillmore
1965 356C, Slate Grey
1974 911 Coupe, Brown
1978 911 SC Targa, Red
1978 930 Turbo, Black
- Don Fleming
1971 911T, Red
- Don Grogan
1966 912, White
- Jim & Jean Hall
1970 914/6, Tangerine
- Robert Hammett
1977 Cordoba, Brown
- Terry & MaxAnna Hanna
1977 924, White (Champ. Ed.)
- John & Carolotta Hartman
1968 912, Green
1975 914, Orange
- Gary B. Homsey
1979 SC Coupe, Met. Charcoal
with Red Leather
- Brad Jernigan
1976 Targa, Brown
1978 Turbo, White
- Autry D. Johnson
1968 Targa, Blue/Black
1958 356 A, Cream/Green
- Betty & Harold Jones
1978 911SC Targa, Black
1960 356B Coupe, Red
- Kenneth R. Jones
1955 Speedster, Red
1970 914/6, Orange
- Ted & Pat Kelly
1974 Carrera Targa, White

Richard E. & Janie Kirt
1968 911, Burgundy
(See picture and article)

Ralph & Linda Lackner
1979 911 SC, Red
1957 Carrera, Yellow

David & Mary Maddox
1967 912, Red

Kent & DeDe Maxwell
1978 928-A, Black
1979 911 SC Targa, Black
1973 246 GTS Dino, Red

John R. McCandless
1969 912 Targa, Saddle Tan

Robert C. Morton
1971 911T, Green

Mark & Linda Nance
1975 Carrera, India Red/Tan

Paul Pedrick
1965 356C Coupe, Red

Roger Pekrul
1970 911E, Red
1971 911T, Orange

Scotty & Jan Roberts
1973 911T Coupe, Blue

Lee & Carol Schoeffler
1977 911 Targa, Brown

Bob & Andy Hess
1976 912E, Yellow
1972 914, Sliver
1961 356B Roadster, Red

Al & Georgia Williams
1968 911L, Burgundy

Steve & Stephanie Joosten
1969 911T Coupe, Yellow

Charles & Janice Steil
1975 914 1.8L, Blue

Steve & Lyndia Thornton
1977 930 Turbo, Desert Beige

Chris & Cathy Trapp
1971 911S Coupe, Silver/Blk

Larry & Mary Lise Trowsdale
1973 911S Coupe, Gulf Blue

Dave & Nancy Watts
1976 912E, White

Stanley J. Young
1962 356B Super Karman
Coupe, White

Mike Cooperman
1961 356B Karman Hardtop
1967 912 Coupe, White
1976 912E, White



From: WALL STREET JOURNAL-2/7/80

Last of the big speeders.
Final shipment of the German-built Porsche 930 sports car, which can move along at a cool 165 mph, has arrived in the U.S. Despite a \$42,520 price tag, all 50 cars have been spoken for. But the racy auto couldn't outrun tightening U.S. antismog laws.

Courtesy of Larry Trowsdale



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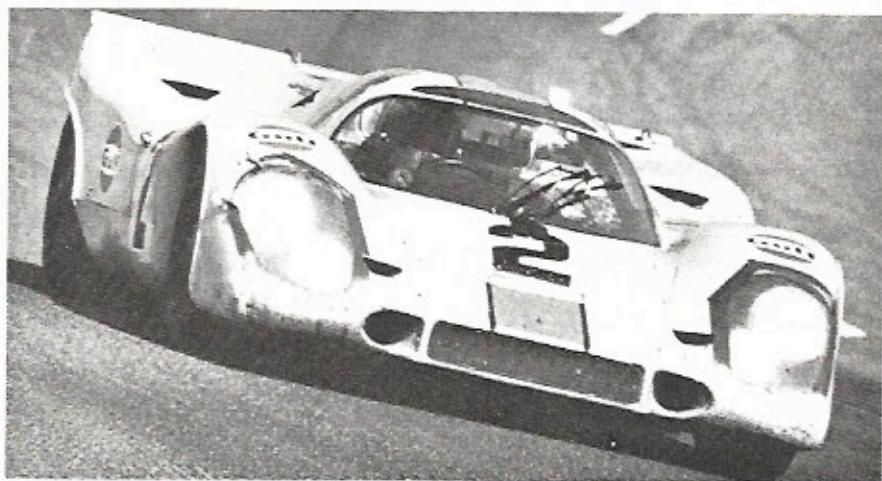
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917-016 LIVES AGAIN



The incredible Porsche 917.

One of the most incredible race cars ever built - the Gulf Porsche 917 which won the 1970 World Championship of Makes race at Watkins Glen - is now in happy retirement in Palm Beach, Florida.

The car has been fully restored to its former glory by Gerry Sutterfield, who owns the Porsche+Audi dealership in West Palm Beach. Sutterfield races the car in exhibition events. The machine has finished second in a race at Sebring which was won by a short-tailed 917 driven by Willoughby, Ohio Porsche+Audi dealer, Chuck Stoddard.

Sutterfield's car was rebuilt mechanically by the factory and cosmetically by the owner. It was last raced professionally by Derek Bell in the 1971 Can-Am, and appeared in the film, "Le Mans."

Porsche+Audi Competition
Newsletter



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