

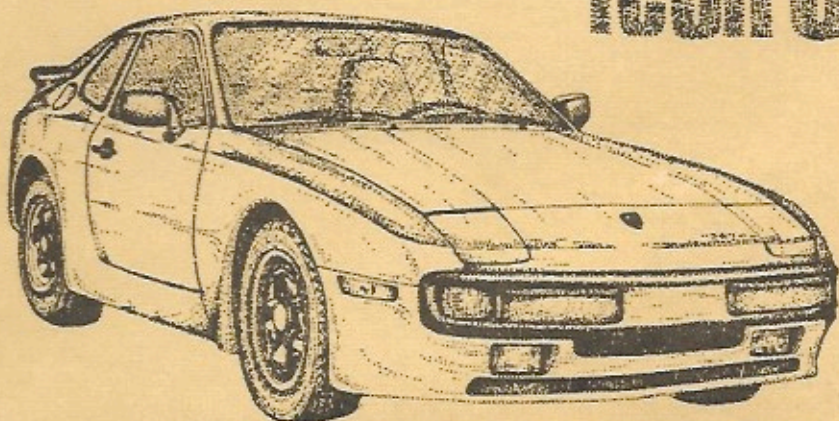


WAR BONNET REGION

# WAR WHOOOP

March - April 1983

Track '83



Motion Vespene '83

be there.

PORSCHE *Club* OF AMERICA



## On The Cover

Tech'83 is almost upon us! If you haven't registered for this noted event, turn to pages 8 and 9 and get with the program! Tech'83, be there!!!

In the center of this issue you will find the 1983 roster of War Bonnet members. Better hang on to this, I don't plan on doing it again for a long, long time.

Cover artwork by Malinda Villyard.



## War Whoop

EDITOR

Malinda Villyard  
13125 Three Oaks Dr.  
Jones, Oklahoma 73049  
405/396-2591

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. WAR WHOOP is published bi-monthly. Material submitted for publication must be received not later than 15 days prior to publishing date. Associate regions, by this statement, are authorized to use material in this publication provided proper credits are included.

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# 1983

## War Bonnet Region



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### Committee Chairmen

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918/366-8615

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6400 Ellen Ln, OKC, OK 73132  
405/721-4073



# From The President

War Bonnet Tech '83 is upon us! Larry & Miller & Co. have really outdone themselves this year with a spectacular cast of stars including Peter Schutz, President of Porsche. There is a much expanded vendor area and more special display Porsches. If you haven't already made your reservations, please call Cathy Trapp right now. It's the War Bonnet event of the year.

Our next event after Tech will be the Spring Tour April 16 & 17. This is always a fun trip and this year we tour a month earlier so we can see the dogwoods in bloom.

Bonnie Monson has forty rooms reserved in the Queen Wilhelmena State Lodge and someone will plan a fun tour through the hills. It will be a super time, so make your plans to attend.

War Bonnet membership is booming, nineteen new members in this issue alone. Let's all make the new members feel welcome and a part of the group. Avoid the tendency to stay with your own clique, make the effort to meet new people and develop some new friendships. That's the way a good club grows; that's the way people grow! So come on out to the events, participate, make new friends and help make War Bonnet a great club.

Ted Kelly







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**See you at Tech'83!**

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TULSA  
5150H S. Memorial  
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# Wine, Cheese and Snow!

Tulsa →

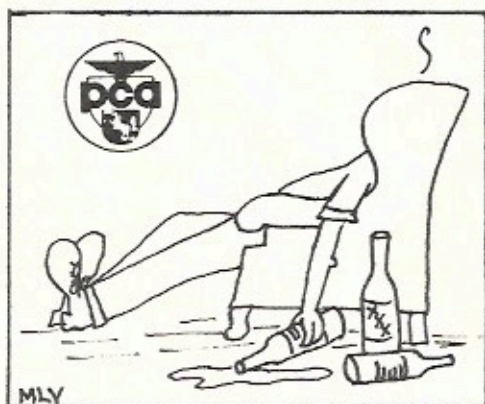
OKC



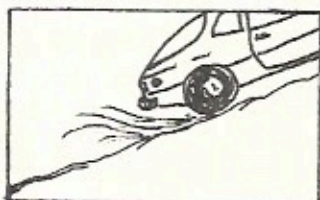
The Wine and Cheese Party held in OKC was a moderate success if you take into consideration road conditions. A total of eleven brave souls trekked to the McAtees for a warm evening (inside) of grapes and conversation. Of the eleven attending, ten were 'Porsche Pushers' and one 'Person', a friend of mine from Dayton, Ohio. As usual, the conversation got around to Porsches and the latest cover of Car & Driver that had the 930S and Cabriolet featured.

Phyllis has one request if this occurs again next year, please take the wine home with you when you leave. I tried to consume the four bottles that were left but couldn't. Boy, did I have a headache on Sunday morning!

Ron McAtee



Ron McAtee "cleaning up".



In spite of severe snow & ice, Editor spinning up driveway on the way to OKC's Wine & Cheese party.



In spite of great driving skill, Editor sliding down driveway. (Sorry, no pics!)



The Tulsa area War Bonnet members met at the lovely home of Jay & Jamie Hambrick for a wine and cheese or hor d'oeuvre tasting party. In spite of the weather, about forty Porsche enthusiasts turned out for a table laden with treats and a wide array of wines for sampling.

The Hambricks' huge fireplace was a welcome site and made it all worthwhile. Everyone had a good time visiting and meeting the new troops. A big "Thanks" to Jay & Jamie for opening up their home and sharing it with us.

Bonnie Monson





## Technical Information And Fun Too

This years' Tech logo is Up-Fixin, that which all of us at some time or other, have to do. An excellent slate of speakers will be on hand to address virtually all Porsche topics from restoration to maintenance and general care of the marque.

This is an opportunity to meet our national officers and some of your regional members.

We have been working toward getting Mr. Peter Schutz, President of Porsche - AG, to attend as our guest speaker on Saturday night, March 12. Mr. Schutz has informed us that he will be here. Except for the Porsche Parade once in a while, the President of Porsche does not attend functions such as ours. We are delighted he is able to attend.



H. SHOSKES

# Tech'83

Join us for a weekend of fun that will enlighten and inform you about Porsches and new trends for the marque. We look forward to seeing you there!

Ron McAtee





# WAR BONNET REGIONS ANNUAL "TECH SESSION"

11-12-13 March 1983, Oklahoma City, Oklahoma  
Hilton Inn West

## SPEAKERS

Bill & Bob Jones	Chuck Stoddard
Bob White	Gil Clark - Ethyl Corp
Bruce Anderson	Bob Garretson
Bob Hagestad	Warren Discher - Pennzoil
Mike Rogers	G.D. Spurbek
Al Zim	Ed Mayo
Fred Hyler P/AD	Robert Strange - B.F.G.
Grady Clay	Roger Chaney
Dale Miller	Jim Perrin

Cost: \$50<sup>00</sup> per person. Includes Tech Session Registration, Lunch and Banquet Dinner on Saturday, 12 March.

Lodging: Hilton Inn West and is the responsibility of the Registrant (405) 947-7681

PLEASE ENCLOSE YOUR CHECK, PAYABLE TO WAR BONNET REGION-PCA IN THE AMOUNT DUE FOR REGISTRATION ALONG WITH THE FORM BELOW.

THIS IS A QUALITY AND VERY ENJOYABLE WEEKEND AND WE LOOK FORWARD TO SEEING ALL OF YOU.

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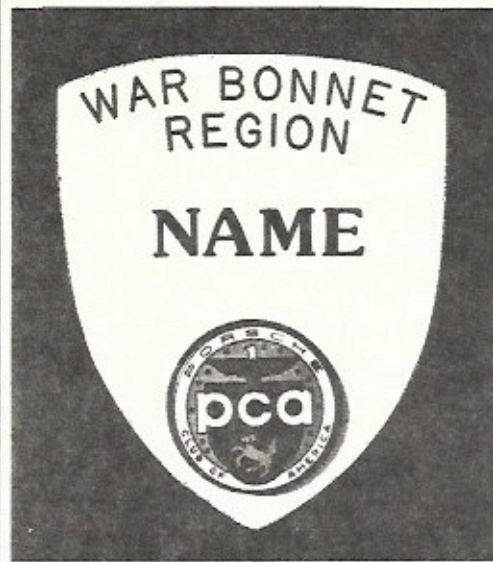
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## der Boo-boo

In the Jan-Feb issue of War Whoop, the Tech Tip (pg. 11) for 924/944 owners concerning rear taillight fogging is actually for you 911/912 owners. Sorry, I fog up occasionally also.

The Editor

## Attention War Bonnet Members

During the February 7 board meeting, it was proposed that checks be sent in with your RSVP for those events requiring the Club to spend money prior to the event. Having had experience as an activities chairman, I can say that it is difficult to plan adequately, without RSVP for progressive dinners and other social events. The only drawback with sending a check with the RSVP is that you will not get it back if you don't attend. The funds will be used to defray club costs.

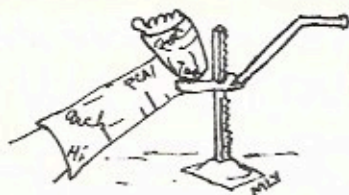
Historically, the region has lost money by people sending their RSVP and not showing up or notifying the event chairman they would/could not attend. This RSVP ruling is going into effect unless there is significant opposition to it. I think it's good, but what do you think? Send your comments to any board member.

Ron McAtee





# On The Mend



War Bonnet Region would like to extend best wishes for a speedy recovery to Bonnie Monson. Bonnie was recently injured in an automobile accident. We hope by the time she reads this she is out of the hospital and back to some invigorating sport such as concouring her wheelchair or running thru pylons on her crutches. Let's make it a swift recovery Bonnie, we miss you.

## From The Treasurer

PORSCHE CLUB OF AMERICA  
WAR BONNET REGION  
12-10-82

### EVENT PROFIT & LOSS

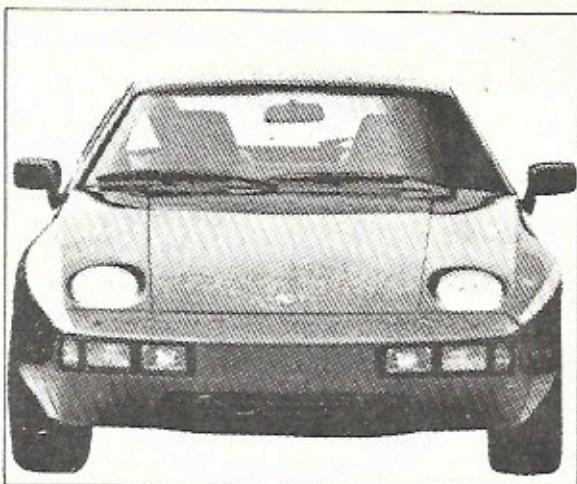
Revenue	\$ 794.12
Expenses	1,001.79
(Loss)	\$ (207.67)

### WAR WHOOP PROFIT & LOSS

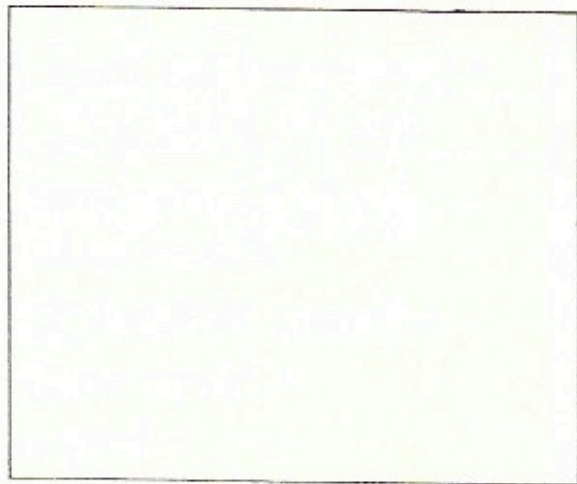
Revenue - cash	\$1,909.00
Expenses - cash	2,440.11
(Loss)	\$ (531.11)

### CASH ACTIVITY

Jan. 1, 1982 cash balance	\$1,452.44
Excess of disbursements over deposits	258.05
Dec. 10, 1982 cash balance	\$1,194.39



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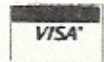
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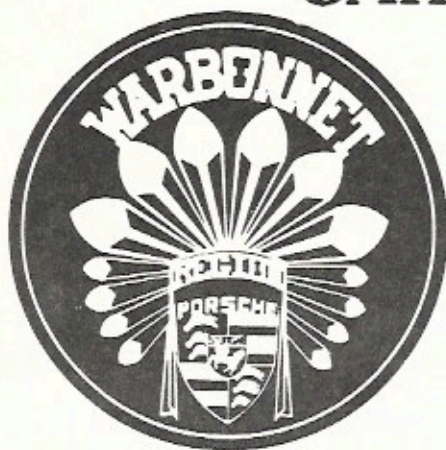
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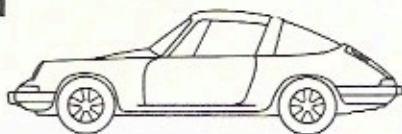
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# From The Membership Chairman

Welcome to the newest War  
Bonnet Region members.

Chris & Amelia Haggard  
OKC - '82 911SC Targa

Larry Middlestead  
OKC - '67 912 Coupe

Mark Oldham & Debbie Lepley  
OKC - '73 914 Convertible

Charles Riney & Patsy  
Edmond - '81 911SC Coupe

Gerald Scott & Sandy  
Altus - '81 928

Don Booth & Karen  
OKC - '74 914 Roadster

Jolene David  
OKC - '73 Yellow 914

Jeff Lane  
Moore -

Jesse J. Arevalos, Jr.  
OKC - '76 Brown 911S

Monte & Bob Houseman  
Edmond - '80 Brown 924

Bryan J. Holmes  
Tulsa -

David S. McVay & Mary  
Tulsa -

Kevin Andrea & Connie  
Edmond -

Lucien & Gerri Rose  
OKC -

Dug Bendell  
OKC - '81 Plum Targa

Milton J. Kinne III  
Lawton - Transfer from  
Germany

William E. Wilson  
Jenks - '73 914

Welcome back to:

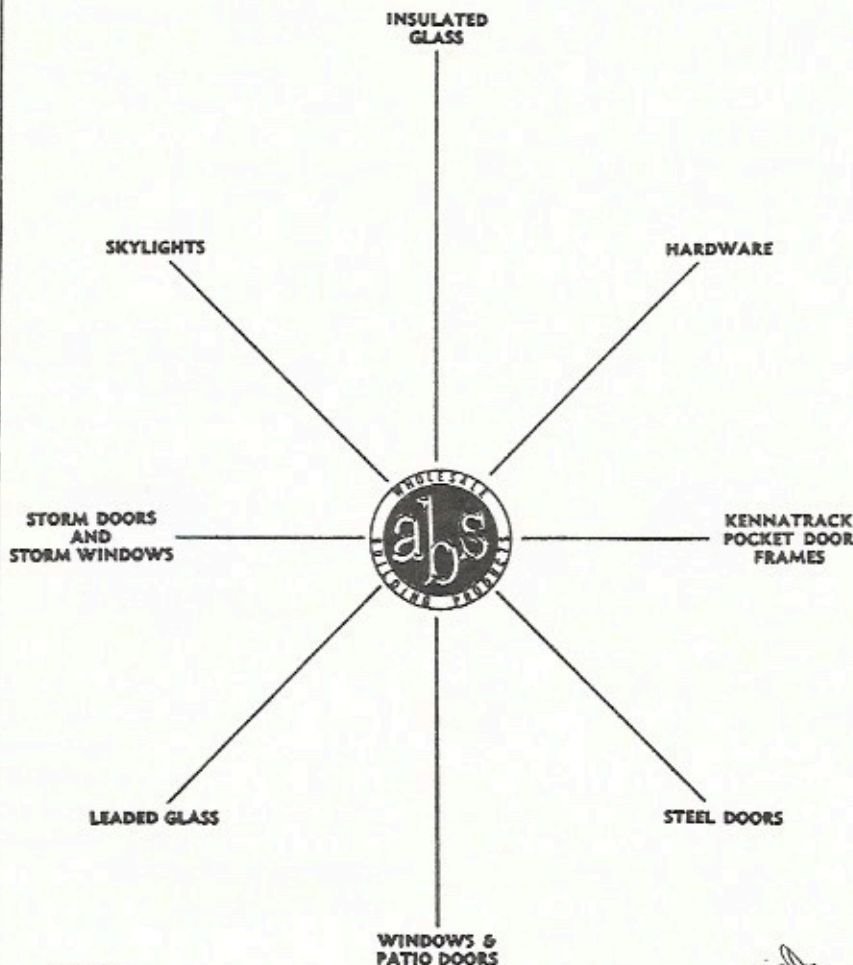
William Vaughan  
OKC - '62 Red 356 Coupe

Tom Sullivant & Freeda  
Tulsa -





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# P6 vs. 3011

Tires: There are 14,261 different opinions on what tires are best for a Porsche, most of which are based on someone else's opinion rather than your own. Having said that, I'd like to offer my opinion (number 14,262) of the Pirelli P6 and the Phoenix 3011 based on a year's worth of driving on both types of tires (not at the same time...). What I found was not what I expected.....



**P6**

Pirelli P6: I've got a set of 205/60 x 15s on my 912E. The car is lowered, decambered, contains the strangest combination of front rear sway bars in history and has neutral handling under most conditions. Here's how the P6s work:

- Straight line tracking is excellent, even with all four wheels decambered.
- Lateral adhesion exceeds the physical capability of most of the Region members I know.... They are unreal in turns on dry pavement (the tires).

- They are not oversensitive to variations in air pressure.
- Wear is excellent.
- Braking in the dry is excellent.
- Braking in the wet is good as long as there isn't a lot of standing water on the pavement.
- These tires will hydroplane at highway speeds without letting you know. Your first hint will be when the grass starts coming closer through no effort on your part...
- At sane speeds they are OK on ice... Not great, but OK.



**PHOENIX  
3011**

Phoenix 3011: I've got 185/70 x 14s on my 924. The 924 is set up identical to the 912E and has almost neutral handling (almost because I haven't replaced the weak right side torsion bar yet). Here's how the 3011s work:

- Straight line tracking is outstanding. The car feels like it is on rails.
- Lateral adhesion almost reaches the P6s... ("almost" equals a tour in the grass)
- They aren't sensitive to air pressure variations



unless driven hard. Then, higher pressures are required to prevent rolling on the sidewalls.

- Wear is good, but not quite as good as the P6s due to the aggressive tread and soft rubber. Over a 40,000 mile period, I'd guess the 3011s would go 6,000 miles less than the P6s.

- Breaking in dry and wet is excellent.

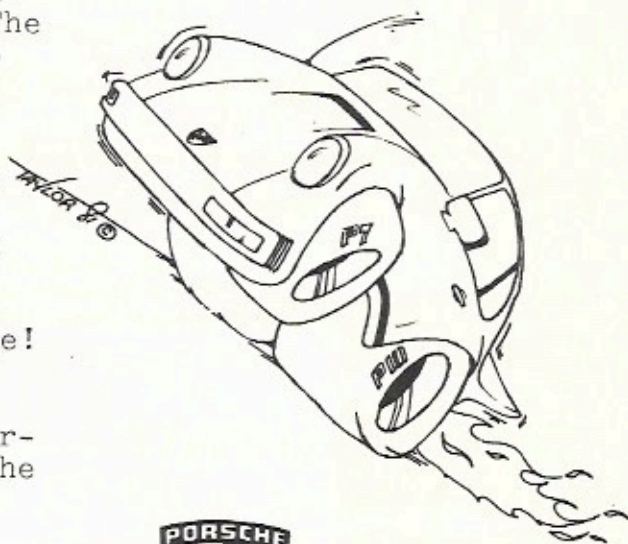
- Hydroplaning can be induced at extremely high speeds (70 plus) on standing water, but overall they are the best wet weather tire I've ever been on.

- They are excellent on snow and good on ice. The only drawback is the extremely light steering caused by the built-in lack of rolling resistance of the tires. This causes oversteering and overcorrection until you get used to it. By the time you get used to it, the snow and ice are gone!

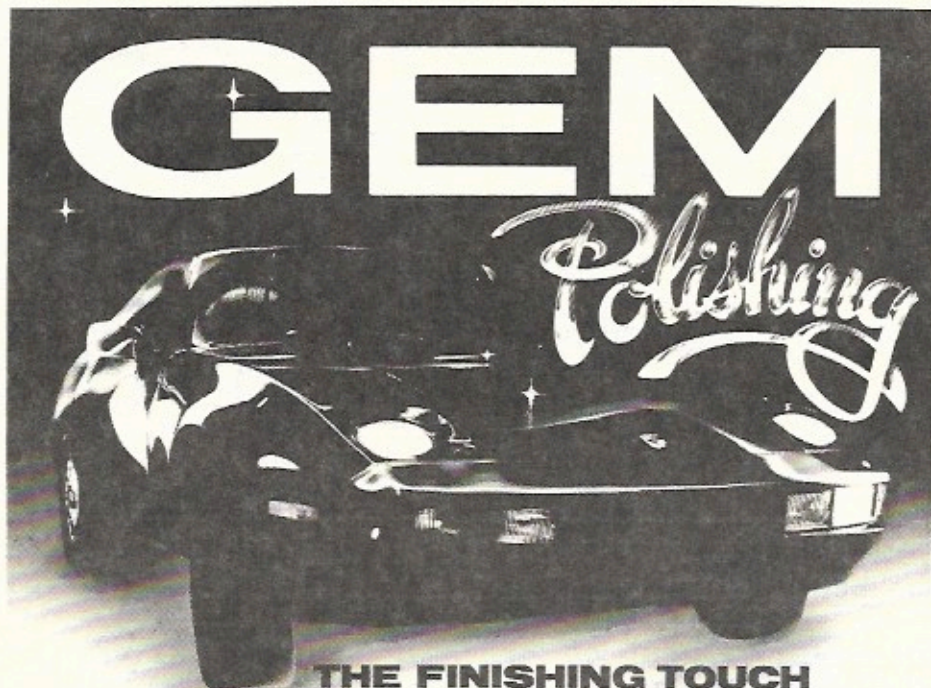
Conclusion: Both tires are super, but for different uses. For the Porsche that doesn't get used daily but is saved for summer tours, autocrosses, rallies and general recreational purposes, I'd recommend the P6. For the

"other" Porsche or the "flog-on-a-daily-basis-year-round" car, the Phoenix is hard to beat. Good traction, light steering, super handling and acceptable wear make it a logical (and less expensive) choice. Either tire will improve your car's handling, but don't call me and complain when you can't exit I44 at 80 MPH in the middle of an ice storm... Just send our editor your opinion number 14,263!

Bob Hess



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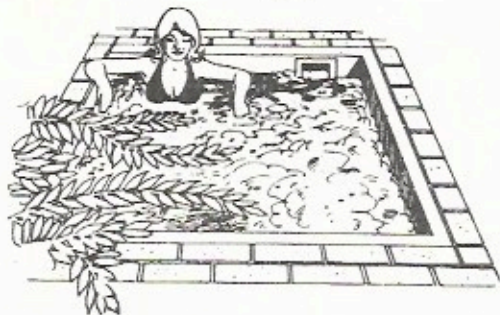


\*not a wax. - contains no plastic.



*Ken Schaapveld*

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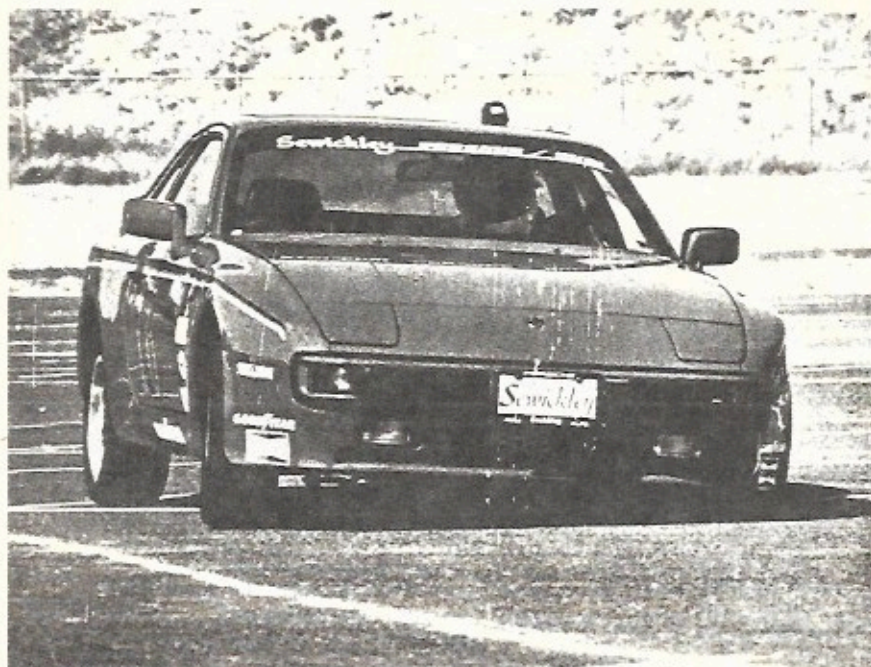
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# At the Races



Porsche + Audi Competition Newsletter



*Winning Porsche. E. Paul Dickinson won the Eagle One Pro Solo Stock I category championship in the Sewickley Porsche Audi 944.*

## 944 TAKES PRO SOLO TITLE

Five-time SCCA National Solo II champion E. Paul Dickinson added to his laurels by winning the 1982 Stock I category in the Eagle One Pro Solo Challenge.

Driving the Sewickley Porsche Audi 944 in four of this season's five events, Dickinson scored a total of 37 points, 16 more than runner-up Jim Thompson.

## PORSCHE TRIUMPH AT KYALAMI

Led by Jacky Ickx and Jochen Mass, Porsches took the first six positions in South Africa's Kyalami nine-hour race.

The Ickx/Mass Porsche 956 was followed home by the Rothmans Team's sister car driven by Derek Bell and Vern Schuppan.

So impressive was the 956 Porsche's performance, that they lapped the entire field within 25 tours of the 378 lap event!

## BL PORS ST

The team of rera Turbos made 1982 by winning tion street tires.

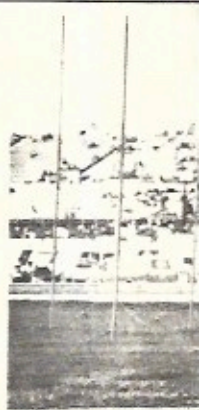
At Le Mans, Porsche BFG Co rera Turbo was d category win by Doc Bundy.

The team cars successfully at D Fuji, and Brands

## POR CAR TUR TRAN

Capping a str cluded victories Portland, Doc B up honors in the icals Trans-Am S

Despite giving hp to the Corvet Bundy's Holbert





## BFG SCHES CAR

BFG Porsche Car-  
e racing history in  
on radial produc-

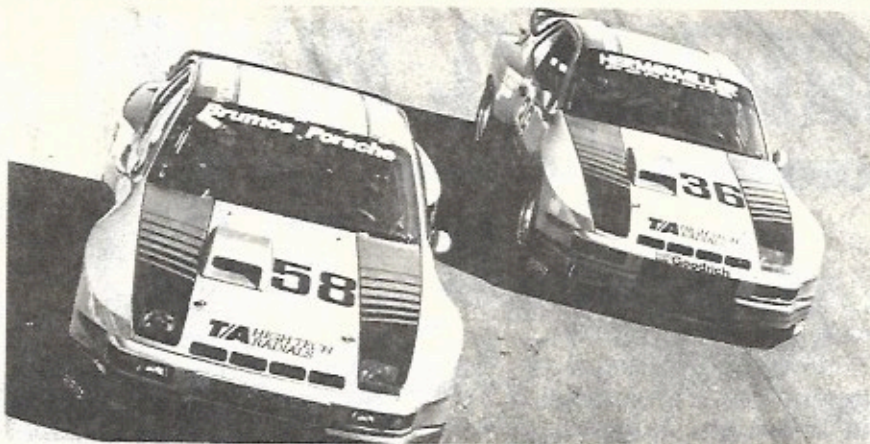
the Brumos  
mp T/A-shod Car-  
driven to the GTO  
Jim Busby and

s also competed  
Daytona, Sebring,  
Hatch.

## SCH RERA BO IN NS-AM

ong season that in-  
at Sears Point and  
undy took runner-  
1982 CRC Chem-  
Series.

g away nearly 100  
ttes and Firebirds.  
/Escort Porsche



*The BFG Porsche Carrera Turbo won the GTO category at the classic 24 Hours of Le Mans this year on street radial tires.*

Carrera Turbo used its superior handling to run up front in nearly every event.



*The Herman+Miller Carrera Turbo in Trans-Am Action.*

Another strong performance was turned in by Paul Miller's Herman+Miller Porsche Audi-backed car. Miller finished ninth overall after running only four races.

## PORSCHE WINS IMSA MAKES TITLE

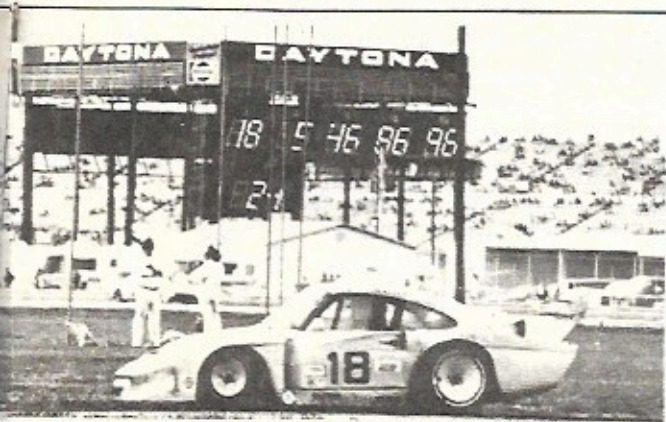
Porsche won the 1982 IMSA Manufacturers championship, capturing a total of 13 victories over the season.

Porsche driver John Paul, Jr., won the driver's Camel GT title, the fourth Porsche driver to do so in the last five years. He won nine races, including the 24 Hours of Daytona and the 12 Hours of Sebring.

In addition, John Paul, Sr., captured the IMSA Endurance Drivers Championship.

### FINAL SEASON'S WINS

Porsche	13
Lola	5
Ford	1
BMW	0



*JLP Porsche won the 24 Hours of Daytona.*



# From The War Bonnet Gourmet

When I was a kid I used to go in to NYC to see my Dad at work as an NBC studio musician. We'd always go to an Automat for lunch where my favorite was a crock of baked beans and a ham on rye. After many years I longed for those beans I remembered. It took me almost 20-years to come up with the recipe, but I'll share it with you in the next few minutes.



## MOTHER GEORGE'S BOSTON SYMPHONY

Add two pounds of small white (Navy or pea) beans to a pot with at least 1" of water to cover them. Bring to a boil and reduce heat to simmer for an hour (or until al dente). While simmering, pan fry one pound of bacon cut into 2" bits until almost crisp. Remove bacon from pan and add a diced medium onion and saute. Drain beans in a collendar and place in a crock-pot, adding the bacon, onion and all grease. In a separate bowl, mix the

following:  $1\frac{1}{4}$  cup catsup, 3 tsp dry mustard,  $1-3\frac{1}{4}$  cup brown sugar,  $\frac{2}{3}$  cup molasses,  $1\frac{1}{2}$  Tsp salt, and  $\frac{1}{2}$  cup water. After mixed, carefully add to the ingredients already in the crock-pot. With a long-handled wooden spoon, mix everything in the crock-pot thoroughly. Set the temperature control on the lowest heat setting (medium or low) and let the mixture cook for  $2\frac{1}{2}$  hours. Stir everything once about every six hours to allow the bacon grease to add its flavor throughout. Enjoy.

GEORGE W. STARCH III





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## Car Jargon

Car talk can be a turnoff, particularly when the listener doesn't understand the jargon. So, as a sort of primer to help the uninitiated bluff their way around the car show and gather a greater appreciation of the articles and ads in this special report, we made a list of the most common technical terms and asked citizens at random to define them. For each term we give (A) the typical response, and (B) the actual meaning. (Since most of you PCA people know the actual meaning, it has been omitted.)

Adjustable shocks: Dismaying economic news which occurs so frequently that you get used to it.

Aerodynamic Drag: A pilot's flight suit worn with jewelry, make-up, and heels.

Alternator: Someone equally at home on Union and Castro streets.

Alloy wheels: Stone-age inventions of the comic character Alloy Oop.

Anti-roll Bar: A saloon that prohibits muggers.

Boost: The cheapest and fastest way to get a car stereo.

Cam Shaft: What you get when you pay to have your cam fixed.

Camber: A popular French cheese as pronounced by someone who's been wine-tasting.

Carburetor: A word invented for spelling bees.

Catalytic Converter: Someone who decides to take instruction in Roman Catalycism.

Chassis: Slang term for a follower of the Rev. Sun Myung Chass.

Coefficient of Friction: A legal term measuring two persons' inability to continue living together.

Coil Spring: A bodily attack used by such predators as lions, tigers, insurance salesmen and religious pamphleteers.

Cylinder Block: A writers inability to be amusing about cylinders.

Dieseling: A butch/leather variation on cruising.

Disc Brake: A back injury often incurred as a result of dieseling.

Drive Shaft: (Cannot be printed in a family magazine.)

Drive Train: (The above, with eight or more people.)

Flywheel: A test-device to speed up the pants zipper, abandoned because of injuries due to intoxication.



Fuel Injection: A controversial alternative to methadone maintenance.

Independent Suspension: Increasingly popular self-descriptive euphemism for "out of work".

Lateral Acceleration: Getting rid of the football more quickly.

McPherson Strut: A popular dance in jazz-era New Orleans inspired by composer Theotis "Fats" McPherson.

Monococue: A sexually transmitted, enervating chicken virus.

Negative Offset Steering: The tendency to swerve into other motorists who provoke or annoy you.

Octane Number: A song (or aberrant act) performed by eight persons.

Overhead Cam: The TV camera used for "bird's eye" shots at sports events.

Oversteer/understeer: A particularly inept style of Brahma bull riding.

Quartz Halogen: Yiddish, two or more pints of a clear liquor distilled from halvah.

Rack-and-pinion: An interrogation aid popular during the inquisition.

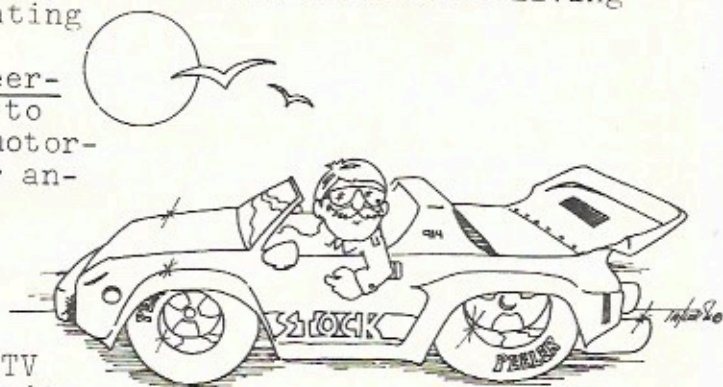
Recirculating Ball & Nut: A reproductive problem reversible only by surgery.

Toe-in: How an unstartable car gets to the mechanic.

Transaxle: A lumberjack who's had an axe-change operation.

Viscosity: A synonym for "guts" coined by Alexander Haig.

This little bit of humor was originally printed in the California Living



Magazine section of the San Francisco Sunday Examiner and Chronicle (Nov. 21, 1982.) It was then printed in the Golden State Region's Jan. 1983 newsletter, Nugget. Finally borrowed from Ohio Valley Regions Feb. 1983 Newsletter Bent Pylon.



## The Store

PANO BINDERS, new wide type.....	\$ 9.00
PCA CAR BADGES.....	13.50
WAR BONNET CAR BADGES.....	7.50
PORSCHE KEY CASES, Black leather.....	4.00
UP-FIXIN DER PORSCHE, Volumes #3-4-5.	10.80
Volumes #1-2...	13.50
SOFTITE SOCKETS.....	9.50
JACKING PLATES.....	9.00
PORSCHE KEY RINGS.....	2.50
PCA CLOTH PATCHES, 3" diameter.....	1.80
PCA WINDOW STICKERS.....	1.50
<u>PORSCHE: EXCELLENCE WAS EXPECTED</u> .....	50.00
<u>PORSCHE 911 TURBO</u> .....	13.00
<u>PORSCHE 911</u> .....	26.00
<u>PORSCHE FOR THE ROAD</u> .....	34.00
<u>THE PORSCHE BOOK</u> .....	26.00
<u>PORSCHE 911 DERIVATIVES</u> .....	16.00
WAR BONNET CAPS, new design.....	5.50
PORSCHE RAINBOW SUN VISORS, new item.	5.50
PCA LAPEL PINS.....	2.00

All the Club Store "goodies" are sold well below retail.

The Club Store will appear at all War Bonnet events possible.

Joe Bailey  
5842 East 63rd Street  
Tulsa, OK  
918/496-1555



The Porsche People Pleaser

# RED CARPET CAR WASH



A FULL SERVICE CAR WASH.  
INTERIORS VACUUMED. WINDOWS  
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CAR WASH. TRY US

**OPEN 7 DAYS**

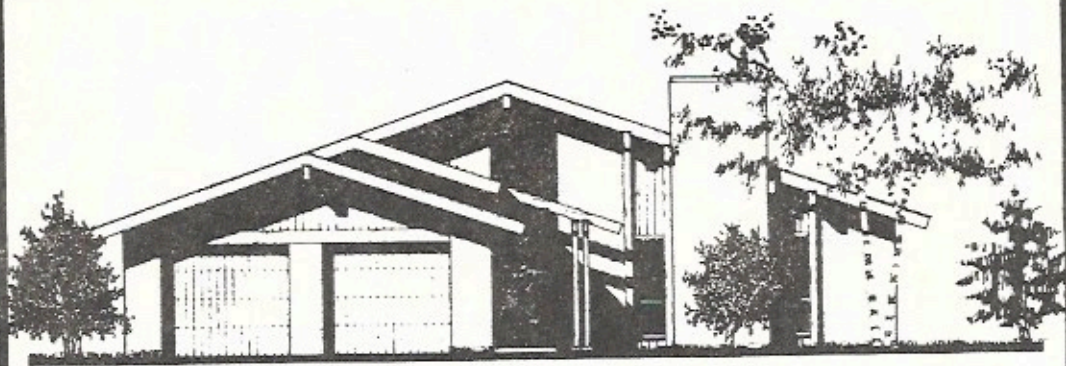
**8:30a.m.- 6:00p.m.**

**2 LOCATIONS IN OKC**

**6405 N. MAY - 2040 N.W. EXPY.**

## **WILKES CONSTRUCTION CO.**

3417 E. 84th. PLACE  
918 - 481 - 1312  
TULSA, OKLAHOMA



## **Bob Dumont**

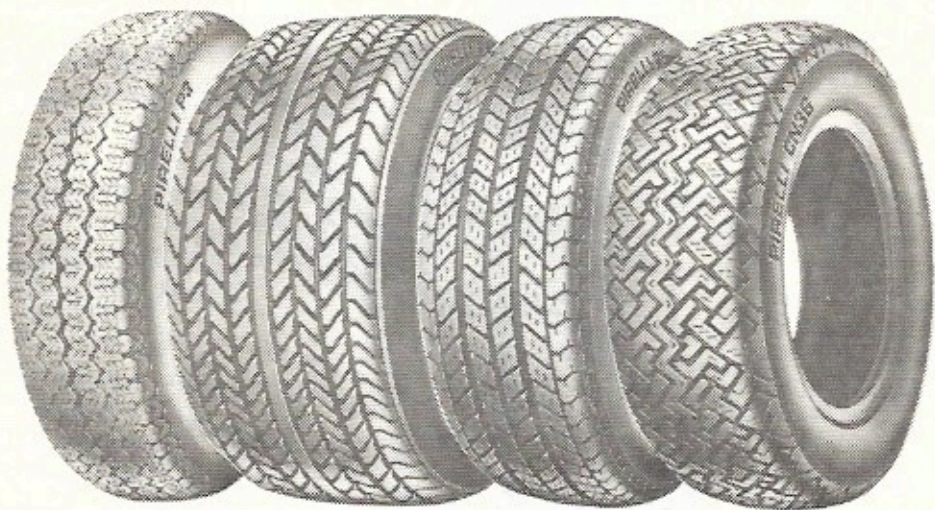
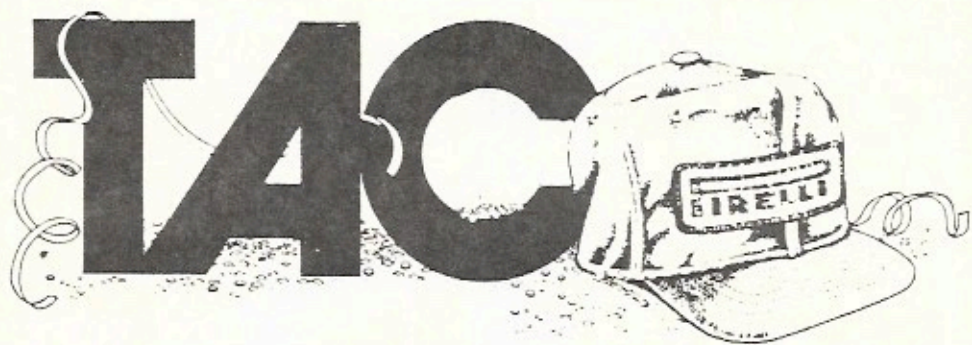
**“We Service Porsches Only”**



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



Tire & Accessory Center, Inc.



P3

P7

P6

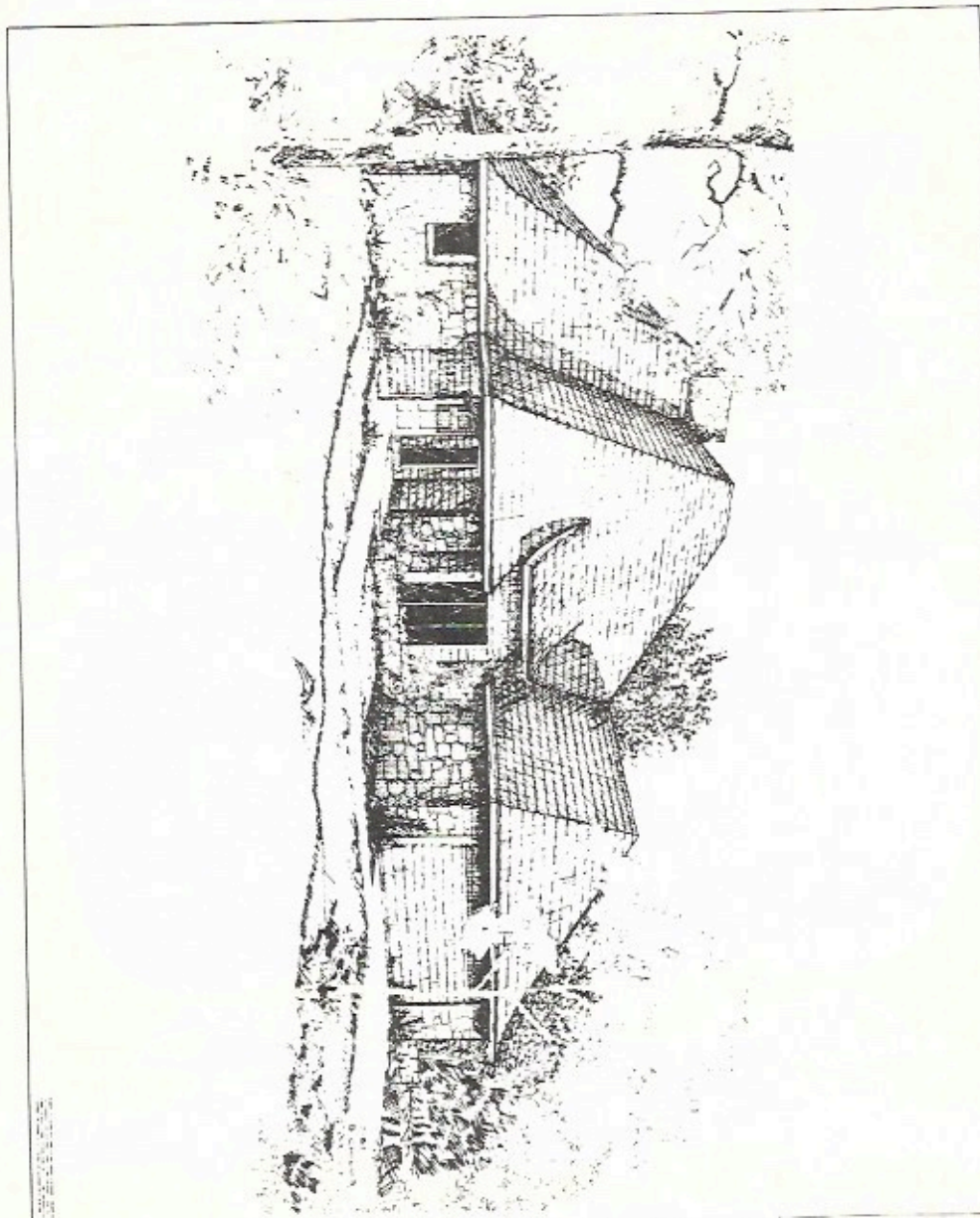
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# Swap-n-Shop

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 editor.

## For Sale

1980 928 #92A0810463.  
Forest Green/Brown interior, all standard options including HI Euro headlights, power lift seat, remote heated mirrors R&L. Always garaged bra'd or covered.  
\$32,500.00.

Roy Kelsey  
P.O. Box 14005  
Oklahoma City, OK 73113  
405/840-3201, Days  
405/721-5673, Evenings

Floor mats for 924. Brown carpet, never been used.  
Real bargain. \$35.00

Ron McAtee, 405/670-1354  
5004 Federal Ct.  
Oklahoma City, OK 73135

77½ 924, Signal green, sunroof, air conditioned, cruise control, AM/FM cassette, alloys, XVS's, electric windows/mirrors, rear defogger, power antenna, new battery, new ANSA exhaust. \$7,500.00

Ron McAtee, 405/670-1354  
5004 Federal Ct.  
Oklahoma City, OK 73135

Bra for '69-73' 911.  
Fastens flat against hood.  
Not a Colgan bra, but it does the job. \$30.00

Ron McAtee, 405/670-1354  
5004 Federal Ct.  
Oklahoma City, OK 73135

Motorcycles: '76 Yamaha 250 Enduro, good running condition 1,500 actual miles. '76 Yamaha 175 Enduro, needs work, only 1,200 miles. Make offer.

Sam or Malinda Villyard  
405/396-2591

1980 911SC Targa #91A0140-474. Guards red w/ tan leather interior, 2 side mirrors, H-1's, fog lights, sheep skin seat covers, 16" forged wheels w/P7's, lowered & decatalized. 20,000 miles, very good condition, well maintained. 4th in class '82 Parade autocross. \$27,000.

Jim Blakewell  
405/840-4446 Days  
405/840-4748

"Wife Can't Get Near Washing Machine" Sale:

TIRES:

- 4 Goodyear slicks 24x8.5 x15 \$25.00 each.
- 1 Pirelli P7 205/50 VR15 \$50.00
- 3 Pirelli P7 205/50 VR15 \$25.00 each.
- 5 Pirelli CN36 185/70 VR15 \$25.00 each
- 2 Pirelli P7 205/55 VR16 \$80.00 each
- 1 Dunlop 165/70 HR15 \$10.00

WHEELS:

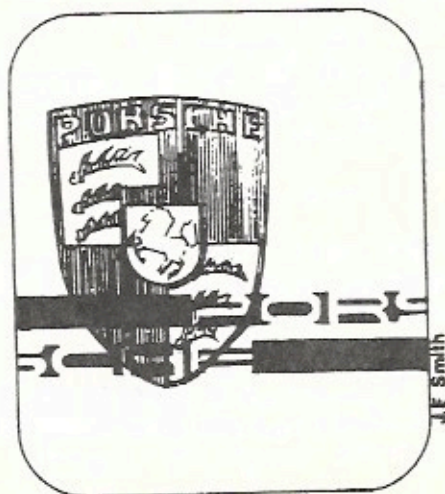
- 4 FAC forged alloys 7x15
- 1 FAC forged alloys 6x16
- 1 FAC forged alloys 7x16

MISCELLANEOUS:

- 2 914 rear shocks w/springs

- 1 914 dash
- 2 sets 911 steel brake lines \$15.00
- 1 911 bra, used \$5.00
- 1 under dash Ungo box
- 2 22mm front torsion bars
- 2 23mm rear torsion bars
- 1 Recaro seat - yellow
- 2 911 brown leather seats
- 1 911 bra, new
- 2 '69-'73 taillight lens (USA) \$10.00
- 2 911 Hella headlights w/ guards red trim
- 1 set 911 tie rods w/ends
- 1 set 911 ski rack (Mohn)
- 1 set Hella '64-'73 911 fog lights
- 1 carb fuel pump
- 1 911 '73 steering wheel
- 1 ATL 5 gal. plastic race cell w/foam
- 1 aluminum 5 gal. oil cell

Jim Blakewell  
405/840-4446 Days  
405/840-4748 Nights





# **Rennsport Werkstatt, Ltd.**

**Specialists in**

# **PORSCHE**

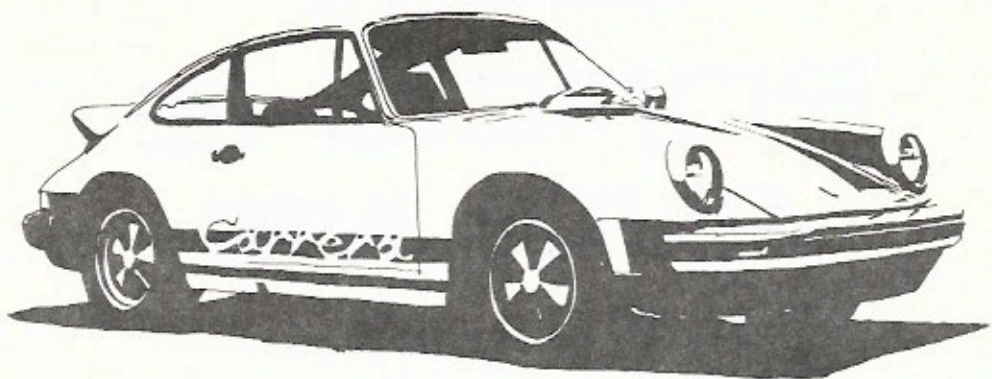
# **AUDI BMW**

**parts and service**



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918 663-2906**

# PORSCHE MARKET LETTER



The PORSCHE MARKET LETTER is the largest current listing of Porsches available in the U.S. Hundreds of Porsches listed twice a month (24 issues per year). No charge for advertisements with most ads taken from the large metropolitan newspapers from around the country. Periodic review of Porsche prices by model and year.

Published by War Bonnet Region members John and Glenna Hoke.

Subscription \$25.00 per year (24 issues)

Published and Edited by John Hoke • 3701 N. Olie • Oklahoma City, OK 73118



## Spring Clean up & Concours

Precision Imports hosted this years Spring Clean up which took place on Saturday, Feb. 12 in Tulsa. This was the perfect place to banish winters grime from your car. A good washing area, the world's noisiest vacuum cleaner (ranks right up there with a Boeing 747) and plenty of helpful advice made for an unforgettable concours.

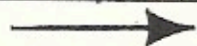
A total of eleven cars were entered in this event and the elbow-grease was really flowing. Then there were those of us who knew the real reason God gave us Saturdays and Q-tips - we showed up to take great delight in pointing out finger prints, grass blades, bug tracks, etc. while consuming coffee, donuts, and beer (not necessarily in that order).

We had two new members join in the fun - David Hemsoth who caught on quick to take 2nd place and Jesse Arevalos who received a copy of Up Fixin for his last place finish. (Had we known there were last place prizes, we could have offered some stiff competition.)

Ralph Lackner was seen stealing a valve stem cap from a totalled 930 Turbo to replace one he had lost. (We know times are tough but really Ralph, you can always hock Linda's fur!) And that Ron Kirkwood, what a nice guy! Why, he'd give you the shirt off his back. (Which is exactly what he did when Beverly Bisby realized they had no rags to clean the 924.) Who says chivalry is dead?

Lunch was great. Turbo-burgers prepared by our very own War Bonnet Gourmet George W. Starch, III. We don't know where Skip Teal was while the burgers were sizzling on his intercooler. Thanks to Skip for the use of his car in imparting such a delicate flavor to the burgers.

Judges this year were Berry Berryman, Ron McAtee and Arch Monson. It was the old "I'd have won if only.." syndrome as Beckie Wilson pointed out that Berryman flicked ashes on her carpet and then deducted points for it. (Really tacky Berryman!) The scoring was close as everyone did great jobs on the cars. Prizes were awarded and everyone entering received a Spec Manual. Special thanks





goes to Bonnie Monson for her efforts in making this another fun event. Points were as follows:

FIRST PLACE

Bob and Andy Hess.....232.0

SECOND PLACE

David Hemsoth.....225.0

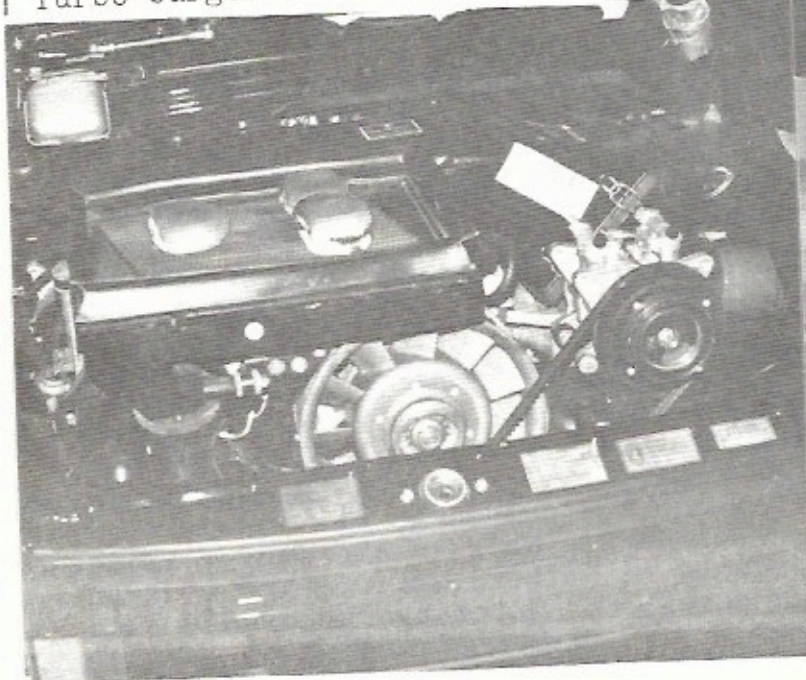
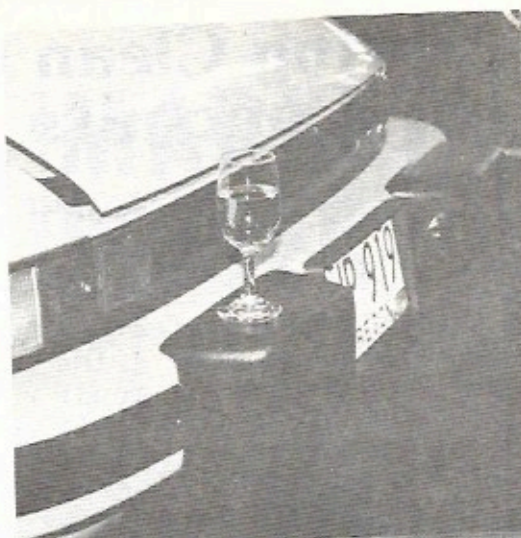
THIRD PLACE

Ralph Lackner.....223.0

Skip Teal.....221.0  
 Dean Collins.....218.0  
 Joe Bailey.....202.0  
 Jerry Witt.....198.0  
 Vincent Bomgren.....193.5  
 Beckie Wilson.....193.0  
 Ron Kirkwood.....185.5  
 Jesse Arevalos.....152.5

MLV

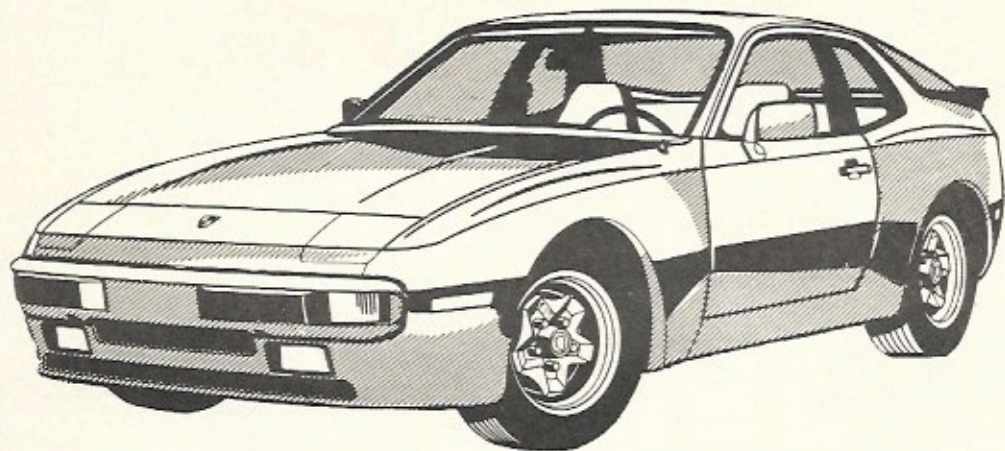
Turbo-burgers!





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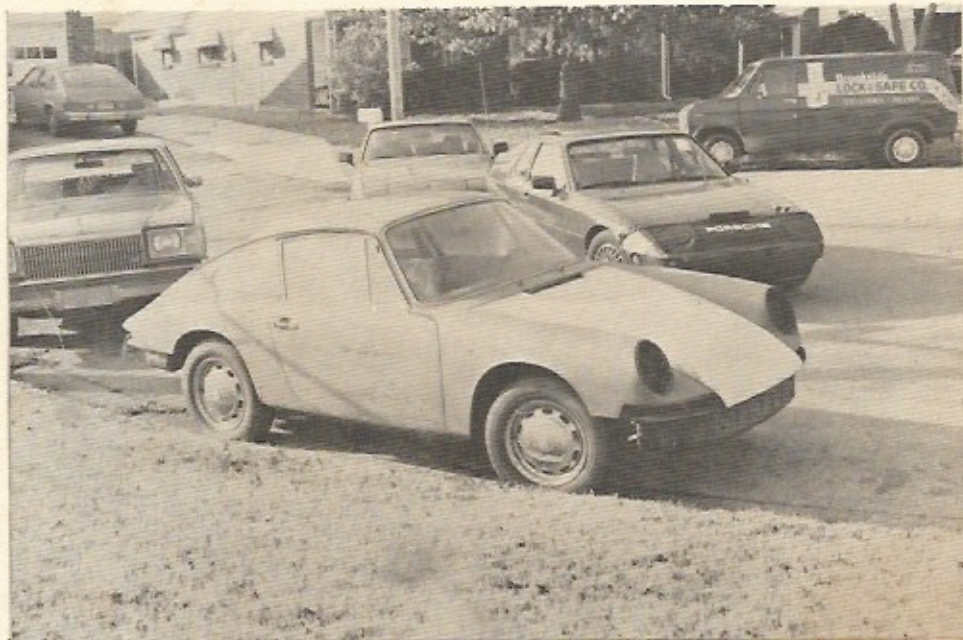
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Berry Berryman's '83 Parade Concours entry.  
(bet she's got a great personality.)