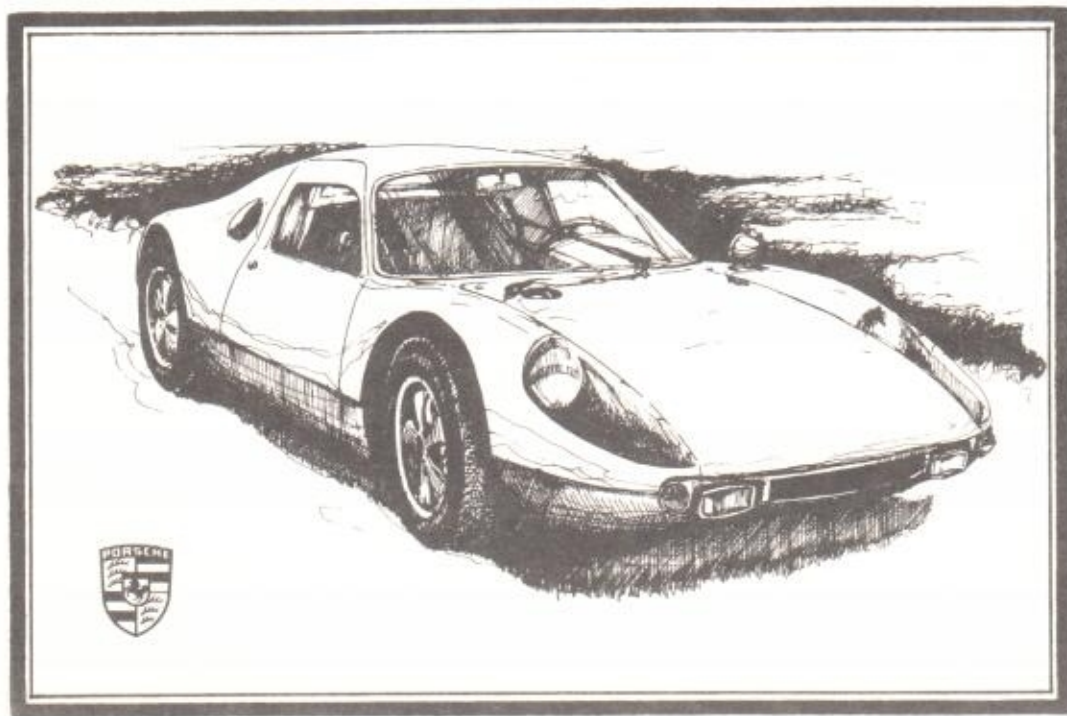




July - August 1980

WAR WHOOOP

WAR BONNET REGION



PORSCHE *Club* of AMERICA

On The Cover



War Whoop

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1980

War Bonnet Region



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From The President

Rumor has it that summer is here. It's hard to believe that 1980 is one-half over. With the successful conclusion of the annual Picnic & Swap Meet, we have had seven events so far, all well attended and great fun. If you are a new member check the event calendar in this issue, pick an event that appeals to you and make plans to attend. A good time is guaranteed.

Our autocross program continues to be a success. The Stillwater event on May 25 attracted 25 drivers on what turned out to be a most interesting course. Jim "Ice Water Veins" Blakewell took home the trophy for fastest time of the day, doing so on his last run, edging Ed Heffern by the slimmest of margins. The rest of the results are to be found elsewhere in this issue. I want to thank Andy and Bob Hess, Jim Blakewell and Mark Nance for their efforts on the autocross. They worked very hard to insure that the rest of us had fun. The next autocross is scheduled for Tulsa on August 31. We still need help with this event, so call Jan Wilkes (in Tulsa) if you would like to help out.

The Spring Tour was a new event this year -- the brain child of Linda and Mark Nance. As you would expect, it was another good one. The sight of over 20 Porches winding through the esses of the Talamena Drive was quite a sight, as was watching Andy Boone's Turbo blow lots of blue smoke and Barbara and Bill Boone dodge the bugs in their Speedster. Congratulations to Barbara and Bill on winning the rally that had been incorporated into the drive. The Nances and Andy Boone spent a bunch of time putting on this event. Many thanks to them.

There is some bad news that I have to touch on. War Bonnet Region is losing two of its most active and valuable members, Mary Lise and Larry Trowsdale. They will soon be moving to California to enter the mining business. It is impossible to measure their contribution to our Region. Larry was President in 1978 and Safety Chairman up to this point in 1980. Mary Lise has been the Region's Secretary for 1980. Together they have run the club store at Tech for the past several years and have also been co-editors of War Whoop. We wish you well Trowsdale's. You will be missed.

Chris

1980 Calendar

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

BALANCE SHEET 5,31,'80

CHECKING ACCOUNT	\$3,534.56
TECH ACCOUNT	1.00
ACCT RECEIVABLE, (WAR WHOOP)	274.00
CLUB STORE INVENT.	859.66
TOTAL ASSETS	\$4,669.22
NET WORTH	\$4,669.22
TOTAL NET WORTH	\$4,669.22

Jim

Tech Tip

If you've got a wire you want to run from front to back (temp guage, etc.) but don't want to drill holes, get some black 3-M seam sealer and "glue" it to the bottom of your car. The seam sealer sticks to anything, is water proof and very strong.



From The Autocross Chairman

There's other autocrossing going on. The regions in Houston and Dallas-Ft. Worth have a 4 event series down at Henderson, Texas (just south of Tyler) for all of Zone 5. It's a long drive, but they they use a great track with higher speeds possible and good competition. Ed & Joy won their respective classes at the April trials. By the time you read this, the second event will be past, but, put August 9, Sat., and Oct. 12, Sunday, on your calendar. The October date is part of a multi-event week-end of concours, rally and autocross. If you can't make Portland, here's a local parade. Will Portland still be there?

Jim



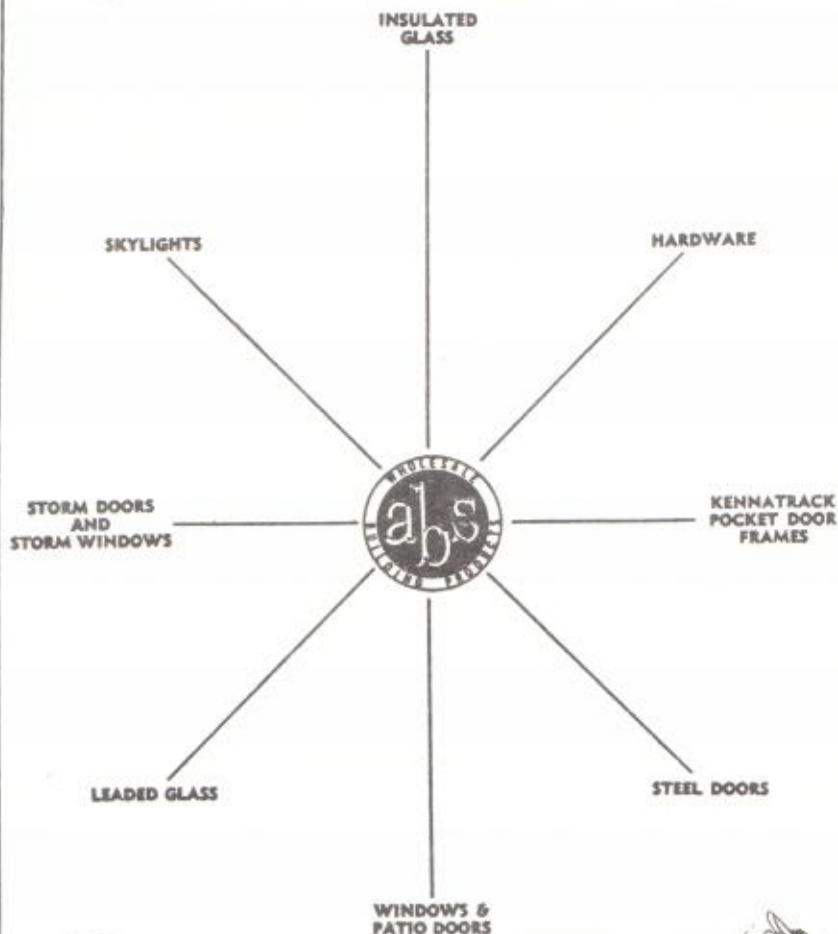
Restoration

Many early 911 and 912 series Porsches have survived the Parking Lot Grand Prix and the salty snow seasons. Here are some tips to make them last even longer.

Watch for surface rust and small blisters on your front fenders. The fenders are stamped and welded without any protective coating. The rear edge of the fender is held on by a welded inner panel. It is sealed with caulk, but not painted. It is practical to remove the fender and clean out the caulk, then paint or rustproof the seam and reseal the area. Even the most concours Porsche will rust in this area. It is a pocket that holds condensation which breeds rust. The fender will then be checked for rust where it attaches next to the hood. Scrape off the grey caulk and paint the area, replace the caulk and bolt up the fender.

Remove rocker trim and clean rust around sheet metal screw holes. If you have not rust-proofed inner rocker areas, you will soon be faced with replacement expense. Peel back the rocker threshold trim, rubber or aluminum, check where the door jamb meets the rocker. This is a

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RESTORATION continued:

most critical area. It is a pocket that fills with mud and rots the area rapidly.

Check the trim on top of the door. Spring clips hold it on so it can be removed for inspection by prying it off carefully. You may have small rust spots showing. Clean and prime them. Touch up the area with your body color and place friction tape on the area covered by trim. The tape prevents chips when the molding is replaced.

Clean headlight buckets at least twice a year. Remove

the rims and gasket, check for rust between the edge of the bucket and fender. This is only spot welded and will remain wet because of the rubber seal. Do not throw away the drain rubber. Water from wheel wells will be sent into the buckets during rain. Trim them to insure a permanent opening.

From "Porsche-forus"



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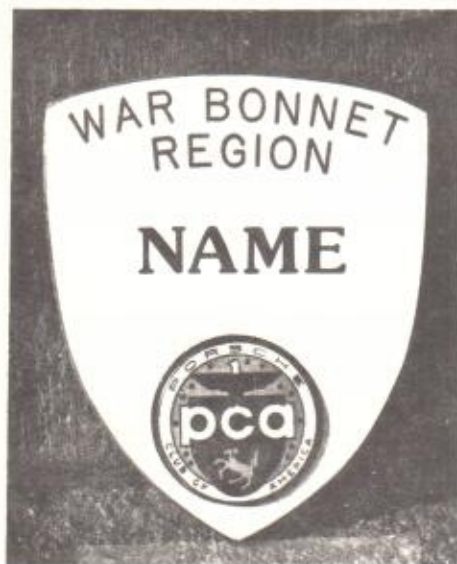
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A Day at the Races

by Rick Toms

On June 1st, the first Trans-Am race of the year was held at Hallett Motor Racing Circuit near Tulsa. Being a long time race fan, I went to see the action and the inevitable Porsche victory. Upon arrival I walked around the track to see the course. Presently I found myself at the entrance to the paddocks. Upon purchasing a pass, entered never-never land. With eyes as big as UFOs and my tongue dragging the ground, I wandered through some of the most fabulous machinery imaginable. Besides Formula Fords, Go-karts and Showroom Stock Sedans, there was a Greenwood Corvette and a Boss 302 Mustang. A little farther on was Bob Overby's new 911 SC. (Bob was last year's E-Production National Champ.) Eventually I found Metal Craft Racing, which is owned by a friend from the Golden Gate Region-PCA, Bob Zulkowski.

Bob is campaigning his familiar #23, 914-6. This year it has a new glass front end, reminiscent of the awesome 935 and a new 2.7 Liter engine. Bob's crew consists of himself, his mechanic Will Beatty, and his timer, lap-

charter, gopher, wife, Gloria.

After renewing an old friendship, I asked if Bob needed any help. To my surprise he said yes! We made last minute adjustments to gain that last ounce of horsepower. During the warmup laps a sway bar bolt mysteriously backed out, leaving the front sway bar useless. This created a handling problem which sent Bob four-wheeling through the grass in turn 2. This excursion mangled the front air dam. Quick repairs with tape got Bob back out for more practice.

Later, while Bob and Gloria attended the driver's meeting, Will and I set about repairing the sway bar mounts. We also installed new pads on all four brakes. After Bob returned we dismantled the air dam and after much hacking and hewing and what seemed like 20 yards of tape and 100 rivets, it was repaired and strengthened. Following a short break for lunch, we added steel plates to the floorboards to bring the car up to legal weight.

Bob had qualified 11th, but due to a scratch, he started 10th. (A 911/934 was on the pole.) Coming up to the starting line the pole sitting Porsche pulled off the most beautiful hole shot you've ever seen. Bob also started



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well and by the time he passed turn one he was in sixth place. But dark clouds were on the horizon. After passing the entrance to the pits at turns ten and eleven, the front motor mount bolt disappeared! As Bob limped into the pits, I made a quick sprint back to the paddock for an extra jack to straighten the bent shift rod. This was followed by another 200 yard sprint to scrounge a spare bolt and nut for repairs. (Whew!) After a frantic 15 minutes, we were back in the chase. The car was performing well, as Bob was lapping more than a second faster than he qual-

ified. Alas, the clouds came again! After 5 quick laps Bob came limping into the pits with a broken fan belt and destroyed ignition system.

All was not dark for Porsche, however, as the pole sitting 911 led wire to wire for the victory. Bob Overby's 911SC spun and had to let the entire field go by, but by race end he was in 5th position. The only other Porsche entered was in the Showroom Stock Sedan race. This 924 qualified on the pole and ran away from the second place Datsun 280Z to win.



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Tech Tip

If you are running tube type tires, coat the bead and inside of the tire with talcum powder before mounting on the rim. This enables mounting the tire without damaging the bead and prevents the tube from rubbing holes in itself on the inside of the tire.

Engine, fuel system and electrical parts for 1.7 through 2.0 liter VW vans are identical to the 914 and can be bought at reduced prices through VW dealers.

High quality 356 suspension parts, carburetors and intake manifolds can be bought at reasonable prices through Claude's Buggies, 28813 Farmersville Blvd, Farmersville, Ca., 93223. VW link pin and bushings, for example, are the same as the 356 series cars. They also carry the same 5 1/2" chrome wheels for greatly reduced prices over other suppliers.

Front brake dust covers have been criticized for making the brakes run hotter when, in fact, they help dissipate heat away from the rotors and wheels.

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TALIMENA TOUR!



SPRING HAS SPRUNG TALIMENA DRIVE TOUR

Saturday morning, May 3, the small town of Henryetta witnessed the awesome arrival of 32 Porsche Pushers preparing to embark on the spring Talimena Drive tour. The Tulsa and Oklahoma City contingents converged on the Holiday Inn to receive rally and route instructions and a very quick breakfast.

The leg from Henryetta to the lunch break in Talihema was uneventful except for the fact that the road had been detoured and we envisioned being lost somewhere in Arkansas. After a great (?) picnic lunch (read: Sonic Drive Ins are bad everywhere) the drive was attacked providing some unbeatable scenery and a few hair raising

moments. Many stopped to take pictures, while others tried to break the "crash cliffhanger" over the top speed record. By far one of the most exciting sections of the drive were a series of ess's which provided a real thrill and a couple of divorces. The remainder of the trip was spent playing catch up and follow the leader to the Holiday Inn in Idabel.

While most were getting ready for the evening's events, the Rally Committee was frantically trying to determine a rally winner. A Winner was finally determined, but with 6 tied for second the scarce prize distribution became a problem.

After cocktails and a fine dinner the awards were presented. Last place went to the Pekruls, who could manage no better than 10 correct answers out of 25. They were awarded a wooden shift knob for an as yet to be determined make or model Porsche. The Wilkes and Sumners tied for second, after a surprise odometer tie breaker was used. They both received gift certificates. First place went to Barbara, Margie and Bill Boone. Bill was presented a set of very, very used 911 horns mounted on old particle board with a hand engraved (Bic pen)

plaque. Bill said they would look just right on top of the Speedster. (The Boones were presented a legitimate trophy at the next event.)

Here are some pictures of the tour.



More "overlooking"



Gettin' the rules



Clear in the rear



Travelin' Targa



Love a parade...



14 "Bears" around the curve



Half-way picnic



"Overlooking"



Headin' for lunch



Porsches & pines



Turbo mountain goat



Cross country drivin'



Top O' the mount



Fast movers movin'



Overnight stop



Andy Boone's support vehicle



Wreck in the parking lot?



The fast road home

Sunday everyone ventured back home using their own route and pace. All who attended had a great time and were looking forward to the Fall Foliage Tour. Special thanks to Chet and Jan Wilkes, Andy Boone, Chris and Cathy Trapp and Linda.

Mark Nance

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Tech Tip

911/912 owners with air conditioning condensers in the engine lid can aid in cooling by covering the grill with a white cover while the car is parked in the sun. This speeds up the cool-down process considerably. Also, roll down a window for a minute to let the hot air out. Covering your dashboard with a white towel prevents heat from soaking into the vinyl and raising the inside temp.

Aarmorall is great stuff but don't use it on your dashboard. When hot it puts a

sticky "fog" on the inside of your windshield that is difficult to see through and almost impossible to get off.

Octane boosters do wonders for older cars but be careful not to spill it on your paint. It makes both your engine and your paint "go" faster.

For those folks with collapsible spares, Sears has an air pump that will fill the tire in about 3 minutes...much better than the factory supplied pump.

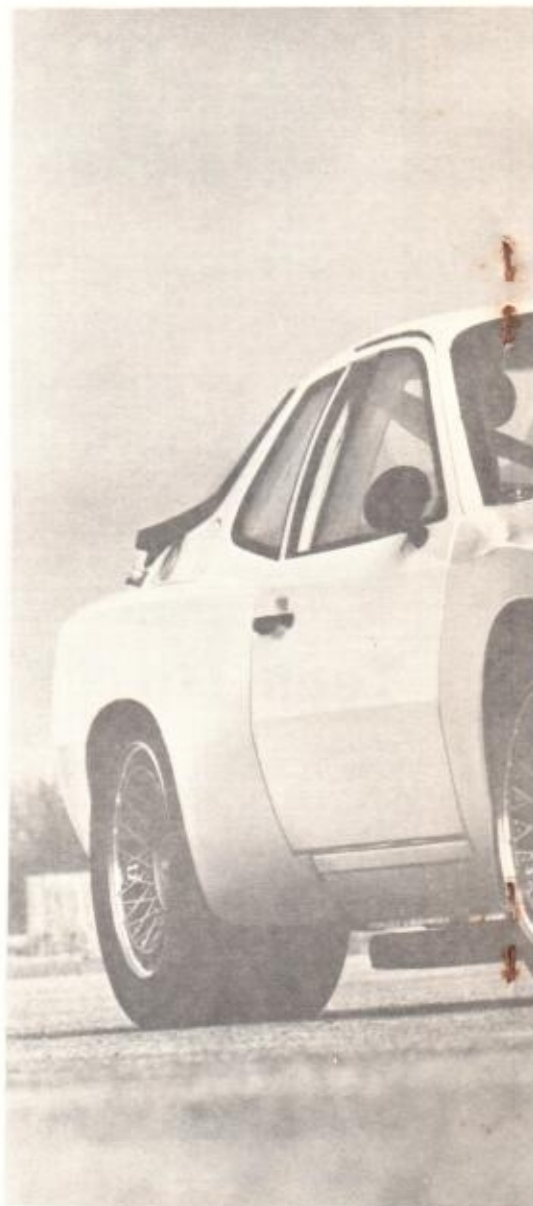
PORSCHE AT LE MANS

The Porsche 924 Turbo Le Mans car overcame 24 hours of rain and a host of much faster machinery to finish a surprising sixth in the June 14/15 running of the famed French classic. The Barth/Shurti/Braun 924, powered by a two-liter, turbocharged engine developing 320 H.P. was one of three factory cars in the race. With a capability to run over 180 MPH on the Mulsanne straight, the 924s weren't exactly slow, and proved it against five other cars all developing 500-600 H.P.!

Porsche considered Le Mans as an engineering test for the Turbo 924, but to finish so high against faster competition must have, at some point, transitioned their enthusiasm from testing to racing. You just don't test when you're so near the front!

American drivers Peter Gregg and Al Holbert were slated to drive one of the cars, but only Holbert competed as Gregg was injured in a road accident.

This year's race could be considered a complete success for Porsche, even though the win eluded them. With the Ickx/Joest 936 second, Dick Barbour's 935 K3 Turbo fifth and the 924 sixth, it still looks like Porsche is the car to beat.

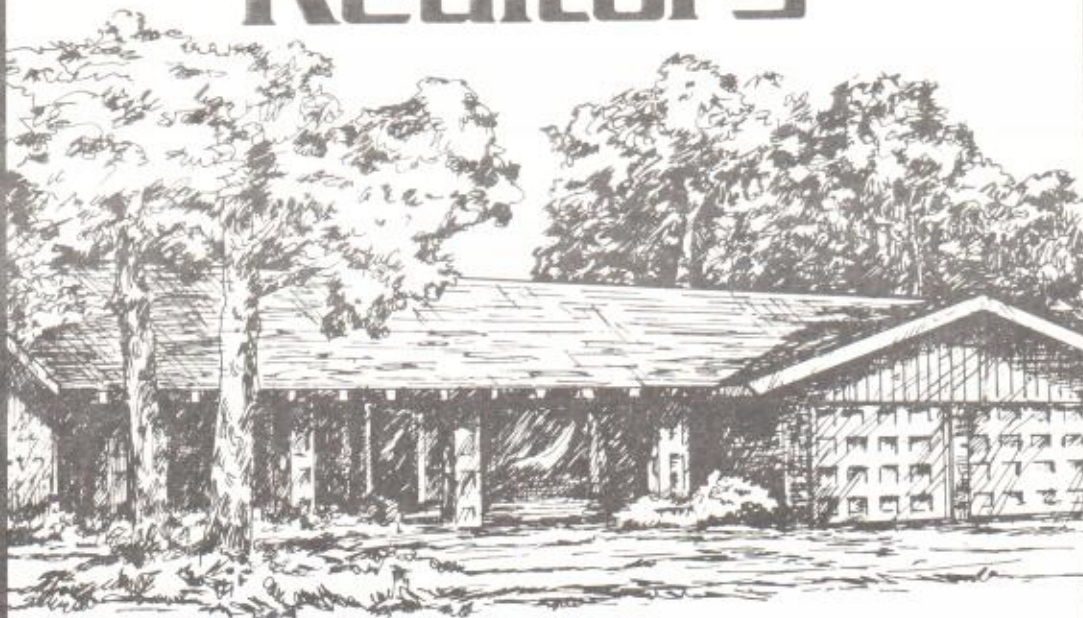


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SPIN OUT! #2

by Jim Blakewell



The Stillwater autocross was held on the Sunday before Memorial Day. We had 24 PCA'ers show up to drive on a warm, sunny day. Everyone got 4 runs each, except Dick Scales, whose clutch gave out. We were done by 3:30. There were two tents put up, many picnic lunches and even some charcoaled steaks. It was a driving fest.

We also had encounters with Mother Nature. On the way to Stillwater, everyone endured the Great Turtle Migration. Must have been thousands crossing the road, going east or west, north or south, and every which way at once. It was good practice dodging those "almost stationary" pylons. Then, at the driving site, we terrorized a small, shrill sandpiper that ran amuck all day long. Freaked her out, actually.

Ed Heffern started the day with a super quick run and everyone tried real hard to get close. Joe Mills and Joy

Heffern were right behind. After the lunch break, most people's times went up, probably due to the big picnic lunches. Most drivers improved as the runs accumulated and the competition grew tighter.

The 911 class was so close that we had a tie for best time between "Fast Eddy" Heffern and newcomer, Joe Mills. The tie was broken by next fastest time comparison, giving Ed the advantage. Art Zeiner was close for third. Glen Hoskins was first in air cooled 4/Cyl class with Bob Hess and Bill Boone right behind. Bill was in his '57 Speedster no less! The Turbo 924 of Bob Miller swept the "regular breathers" of Wes Niday and Lyn Beauchere.

Jean Hall beat Andy Hess in the 914's, (she was also faster than Jim) and Joy Heffern drilled Mary Lise Trowsdale and Terri Tankersly in the 911's. Mary Lise was just 1 second slower

than Larry, though.

In the souped-up class, Andy Boone couldn't get the Turbo on boost before he had to brake, Chris Trapp kept hitting pylons, Mark Nance kept DNFing so I won in the "Brown Bomb". I also squeaked to top time of day by one tenth of a second over Ed and Joe. It's kind of embarrassing to win your own autocross, so I hope there will be more hot shoes at the Tulsa autocross, August 31, to save me from the same fate.

I also hope we can find an electronic timer to save us all some future embarrassment. When the driving is this close, we need more accurate timing. Please ask around and see if you can find anything reliable and inexpensive.

Good driving and watch your tire pressures.

Jim

GROUP II

1. Jim Blakewell	911S	1:043
2. Mark Nance	Carrera	1:062
3. Andy Boone	Turbo	1:071
4. Chris Trapp	911S	1:083

GROUP III

1. Glen Hoskins	914/2L	1:087
2. Bob Hess	914/1.7	1:105
3. Bill Boone-Speedster		1:122
4. Mike Cooperman	912E	DNF
5. Larry Keeler	356B	DNF

GROUP IV

1. Bob Miller-924Turbo		1:096
2. Wes Niday	924	1:142
3. Lyn Beauchere	924	1:150

LADIES I

1. Jean Hall	914/6	1:138
2. Andy Hess	914/1.7	1:273

LADIES II

1. Joy Heffern	911S	1:076
2. Mary Trowsdale	911S	1:106
3. Terri Tankersly-911S		1:169

<u>PLACE & NAME</u>	<u>CAR</u>	<u>TIME</u>
-------------------------	------------	-------------

GROUP I

1. Ed Heffern	911S	1:044
2. Joe Mills	911E	1:044
3. Art Zeiner	Carrera	1:061
4. Larry Trowsdale-911S		1:098
5. Al Lang	Carrera	1:116
6. Jim Hall	914/6	1:146



Chairman Jim



The start



The timer



Art, Mark and air



Lyn into the slalom



Ed chasin' Joy's time



The pits



Al's run in the sun



Bob Miller off the hill



"B" power in action



The long line



Mark off the hill



Everything out but the engine



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Wes heads for the pits



Terri through the chute



Jim Hall's strokin' six



Larry on the gas



Belated spring tour trophy



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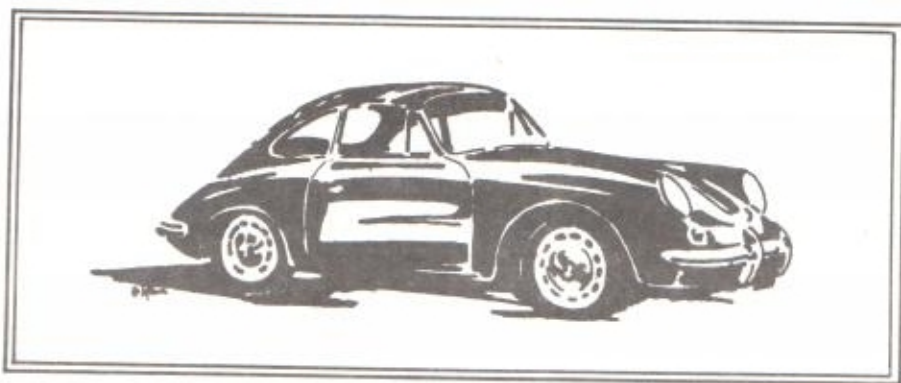
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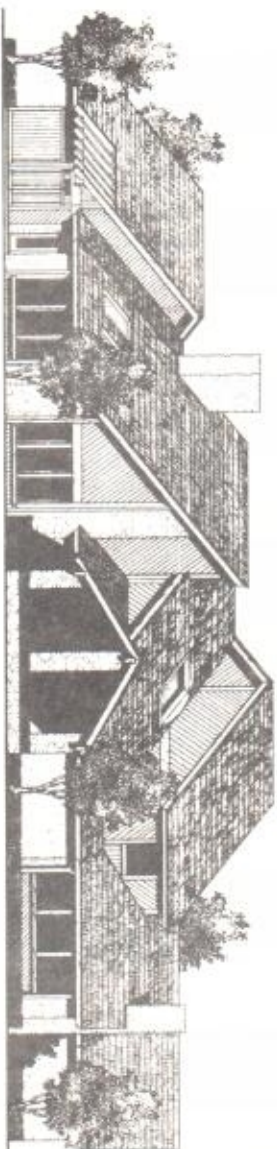
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Harvey Gray, 417/358-9033
or 417/781-1000

1968 912 coupe, parts car
All body and Mechanical parts

VDO oil press. gauge, 2 1/16"
Black/white face, w/dual pole
sender.....\$30.00

VDO oil temp. gauge, 2 1/16",
Black/white face, 300° F, \$15

Brian Haggard, 405/248-8833

New "Ungo" car alarm system,
won at Tech. \$150.00.

Ron Perry, 405/751-2591 or
348-4340 - or write:
4319 St. Patrick
Oklahoma City, 73120

1979 911SC Coupe, Beige/DkBrn
Leather Int, Sunroof, Console
Air, Blaupunkt, Cruise, RHand
Mirror, 9,400 Miles...\$28,700

1979 928, Mocha Black, Tan
Leather Int, Auto, RHand
Mirror, Power seats, windows,
antenna, Cruise, Blaupunkt
Bamburg. All records.\$34,900

Bob Nichols, 405/348-3581, PM
2512 Cedar Oak Drive
Edmond, OK 73034

1976 911S Targa, Oak Green
56K Miles, Blaupunkt AM/FM
stereo cassette, Bra, Air,
Delayed wiper, Elec. Mirror
plus other extras. Well
maintained. Excellent Cond.

Ed Heffern, 918/299-1934

1962 Cabriolet, Phantom grey
Original & Very sound, needs
very minor floor repair.
Complete history avail. from

present (2nd) owner. Orig.
equipped from the factory for
rally: extra lights, variable
spd wipers etc., chrome 5 1/2"
wheels. 2 engines available:
Orig. Rblt '79, 10,000 Mi.
175 HP VW, 1,300 Mi.--
\$16,00 w/original engine
\$19,000 w/both

Gary Decker, 501/521-9869
827 Township Road
Fayetteville, AR 72701

1967 912 Coupe, White/Black
Original; 5 Speed, P-3s,
AM-FM.....\$7,000

Mike Cooperman 405/840-4748

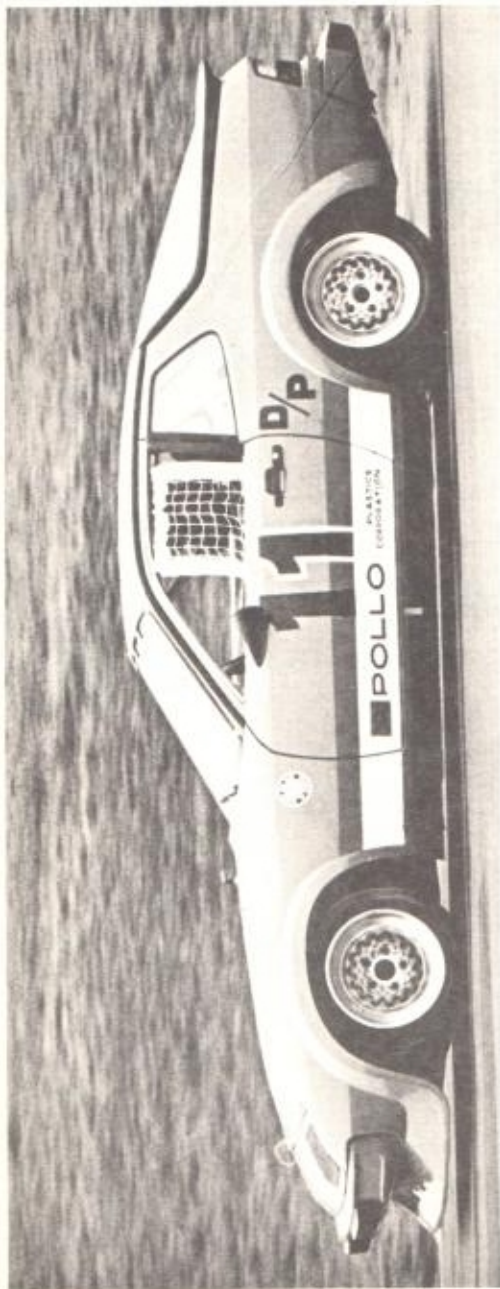
New factory 914/6 muffler.
Can be modified to fit 911's
\$35.00

914 front sway bar kit, com-
plete from Stoddard. Cost
\$120 will sell for \$80.00 or
best offer.

Two 6"x15" factory alloys.
Slight curb damage but can
be refinished. Both \$75.00

Call Jim Hall, 405/947-4943





924 D PRODUCTION UPDATE

With half a dozen first-rate teams actively campaigning Porsche 924s in quest of SCCA's national D Production championship, it's a good time to look at the preparation of these sleek racers that are already beginning to produce excellent results on the race track.

It begins with the body work. After the car has been stripped of its passenger interior, it is fitted with fender flares, a front spoiler and a rear spoiler adopted from the 924 Turbo. A roll cage is welded in, and the chassis is braced and reinforced with additional welding. Plexiglass replaces the glass in the rear window.

A safety fuel cell takes the place of the standard fuel tank. (The official racing weight of the 924 in DP, incidentally, has recently been reduced by SCCA to 1900 pounds.)

A number of substantial changes are made in the engine. An SCCA-approved alternate cylinder head is fitted, which has been ported and polished, and has larger valves and different spark plug locations. A mechanically-timed Bosch racing fuel injection pump and butterfly throttles of 46.5mm are installed.

Racing pistons and rods replace the stock parts, and a camshaft of greater lift and duration is used. A

modified dry sump oiling system, which employs a second oil pump, assures proper lubrication of the two-litre engine.

The suspension is also modified substantially. Different shocks and springs are installed front and rear, with coil springs added in the rear.

The brakes are altered by installing four-wheel disc brakes from the 911, as well as fitting calipers from the 928. Wheels are limited to a maximum seven-inch rim width.



Porsche + Audi Competition News-letter.

DUNLOP SP SPORT SUPER OF GERMANY Finally, a 16" option to P-7, with better wet traction, improved mileage, and a lower price. Developed in Germany for Porsche 205/55VR16 — \$160 225/50VR16 — \$165	PIRELLI CN36 185/70VR15 RED DOT \$160 235/60VR15 FABRIC \$120 185/70HR14 \$ 85 185/70VR15 \$110 215/60VR15 \$125 235/60VR15 \$160	PIRELLI P7 195/50VR15 \$180 205/50VR15 \$195 225/50VR15 \$210 205/55VR16 \$220 225/50VR16 \$235 265/50VR16 \$270 13" & 14" sizes also F.E.T. Included !
<ul style="list-style-type: none"> • Manufacturers Warranty Apply • Prices subject to change • Prices include F.E.T. and Freight 	MICHELIN XwX \$ 125 185/70VR15	P3 SPECIALS 155SR15 \$39 165SR15 \$47 367 SPECIALS 165SR14 \$39 155SR15 \$36 165SR15 \$41
SEMPERIT	PHOENIX 3011 \$140 205/60HR15 \$150 205/60VR15 F.E.T. Included !	BILSTEIN GAS PRESSURE SHOCK ABSORBER PIRELLI P6 195/60HR14 \$117 195/60HR15 \$120 205/60VR15 \$145 215/60VR15 \$165 F.E.T. Included !
CAST AND MODULAR WHEELS BBS SEAL GOODYEAR AMERICAN BWA Compomotive 100+ RONAL Cromodora LOW/EST POSSIBLE PRICES !	MATHIS MARKETING P. O. BOX 1195 FLORISSANT, MO. 63031 (314) 838-2215 	

Wanted

1976 912E, Good Condition

Herb Jones, 405/478-3701

Original, rust free, low-mileage, undamaged '70-'73 911/5. Prefer '73 S or E Targa or Sunroof coupe. Any '70-'73 911 considered.

George Adams, MD, 713/790-4881
 or 713/977-7717 evenings
 P.O. Box 19561
 Houston, TX 77024

History

We have received several great photos and War Whoops for the War Bonnet Region Scrapbook but, we are still lacking most of the 1969 to 1976 War Whoops. Anyone with copies of these, please call me and we will Xerox them and get them right back to you.

We will try to have the Scrapbook on display at all major War Bonnet events.

Robert & Linda Fillmore

Picnic & Swap Meet



Thirty five undaunted Porsche people, with their families, made the trip to Lake Heyburn for the War Bonnet Region annual picnic. Very reminiscent of last year's picnic the morning started out with a continual downpour of rain and only a slight hope for blue skies. Fortunately, the rain stopped and a great day for a picnic was in the making.

A new addition to the picnic this year was a Swap Meet for all the old parts and pieces of Porsche Potpurri that was collecting dust in everyone's garage. Many great deals were made and everyone had a lot of fun negotiating the price and terms of each transaction.

By far the highlight of the day was the traditional, Tulsa vs OKC volley ball match. The coveted "bruised



knee" award again this year goes to OKC, mainly because they had more players than Tulsa did.

Several new members attended and a couple of old members, Ron & Phyllis McAtee, who we haven't seen since they transferred to Ohio.

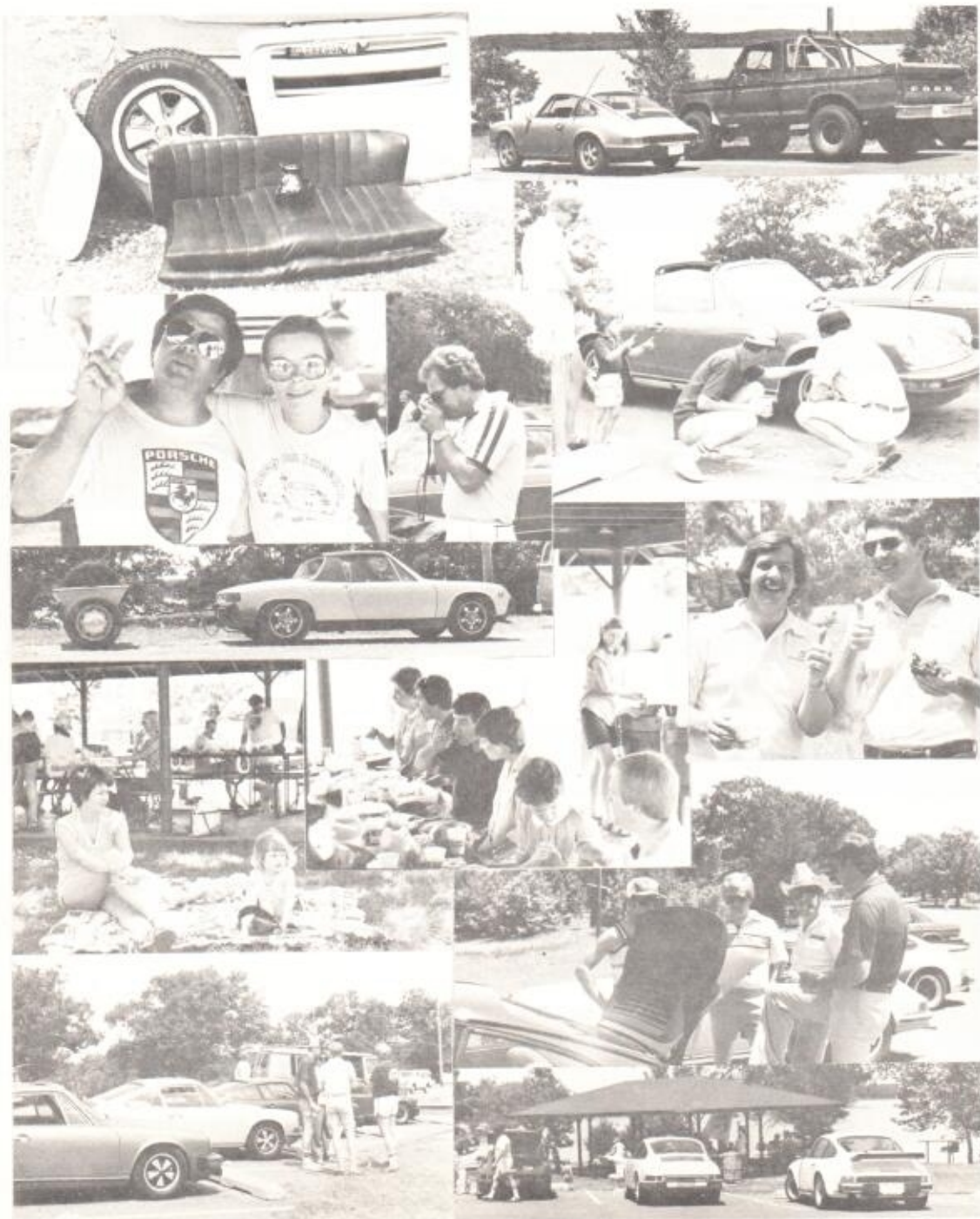
Everyone had a really great time, especially Yours Truly and our esteemed President, who tried in vain to finish off the waning keg of beer on the wayward trip back home.

Plan to attend next month's event, The Hare & Hound Rally, in Tulsa. It's a very easy and fun rally that you're sure to enjoy.

Now, thanks to Glen Hoskins, who gave us overnight developing service, here are a bunch of pictures of the picnic.

Mark







From The Unknown Author

Dateline: Hallett, Oklahoma
June 1, 1980

War Bonnet Region of the PCA sends three intrepid reporters to the initial SCCA CRC Chemicals Trans-Am of the 1980 season.

Score: Hallett and Ringnes beer, 3; Reporters, 0. No, actually the event was well attended by the competitors and spectators alike.

Due to the peculiarities of the Trans-Am, the vast majority of the entrants are racing big American iron (Corvettes, Camaros and Monzas). The Porsche contingent was represented by John Bauer driving Larry Green's "911SC" (Nee ex-factory RSR Carrera) and everyone's hero, Robert Overby. (By the way, the skinny is that everyone is running the 2.7 motor because 3.0 parts are impossible to get, even if you can afford them.)

It was a race to warm the cockles of a PCAer's heart. Bauer put the "SC" (ho-ho) on the pole with a time of 1:24.64 and used excellent judgement in starting to lead into the first corner even though second fastest qualifier Bob Raub, in one

of the Ofendahl Camaros, had the motor on him.

Basically it was a race of attrition and one of your intrepid reporters lost \$5.00 to another of your intrepid reporters figuring that lots of big American iron could surely overcome two of Stuttgart's finest. Wrong again, Honey! Bauer never put a foot wrong, in fact, after about 15 laps, the race was never in doubt and he went on to win by about one full minute.

All in all, it was an excellent way to spend the day and afterall the outcome was what we all expected wasn't it? Sure it was.

The Unknown Author

(But the editors believe it just could be Andy Boone.)



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