



War Bonnet Region

War Whoop

News and Events from the Region

October 2015 - November 2015

Calendar of Events

NOVEMBER

- 8 Autocross** **Note the 10 o'clock start time! - 10 am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 11 Board Meeting** **Time for another Board Meeting ! - 7 pm.**
Louis Lackey's Home.
- 20 Poker Night** **Can We Play With a Pinochle Deck ? - 7 pm.**
Louis Lackey's Poker Table.
- 21 Club Meeting** **Breakfast at Cracker Barrel. 9am.**
I-35 and NE 122nd.

DECEMBER

- 12 Christmas Dinner** **This time at Hefner Grill! - 5 pm.**
Be sure to pre register for this event.
- 18 Poker Night** **Texas Hold'em - 7 pm.**
Louis Lackey's Poker Table.
- 19 Club Meeting** **Breakfast at Furrs Fresh Buffet. 9am.**
1201 S Interstate Dr. in Moore.
- 20 Autocross** **Last Autocross of the year! - 10am**
Sheriff's Training Center - NE 36th and Air Depot.

C O N T E N T S

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On the cover - Porsche 356s

Photo by Daniel Bates

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Editor's Notes



Brian Miller - War Whoop Editor

This issue remains a little larger than normal as we have an excellent article by Daniel Bates that he has written about Rennsport Reunion. Even though he included many pictures, it was very hard for me to choose the ones for inclusion in this issue. For space purposes, I was only able to choose four.

Matt Herndon received an article by Regan Holtgrieve about her experiences at the Ladies Only Autocross. I have included her article where you would normally find Matt's "Between the Cones" column.

Grady Buckhalter has written about some of the upcoming events and also discussed the Sunbeam Charity Car Show. I have included some pictures of the car show throughout his article as well.

I can feel the cooler weather coming as in the mornings I almost have to turn on the heater for a couple of minutes. Enjoy your Porsche!



Brian Swope was the first place winner at the Hooter Car Show

Erin and London were our two judges.



Porsches at the Annual Hooter Car Show

President's Podium



Grady Buckhalter - War Bonnet President

Fall has finally arrived in Oklahoma and we have been blessed with some gorgeous weather these last few months. September had several of our monthly events, which were well attended by our members. But the month was not only our events, Porsche held Rensport Reunion V in California which has become very popular and for good reason.

The event draws together historic racing Porsches and their drivers to a single location for a celebration of Porsches at speed and the people that piloted them. If you have never heard of the event, then look for articles in the

monthly PCA magazine, Panorama, and other Porsche centric publications. A quick search on the internet will also bring up a multitude of pictures, posts and articles on the event.

Following that event the PCA hosted an "Escape to Rushmore." The Escapes have become popular over the years as it is an opportunity for people that may not have been able to attend Parade to



Porsches at the Charity Car Show



gather with other enthusiasts. The location moves around the country so checking the national calendar is advised for future planning.

The month included our Board meeting where we finalized our plans for the 2015 Charity European Car Show and began laying the plans for the remainder of the year.

Our Charity European Car Show was held on Saturday, 26 of September. This year we moved from our location in Bricktown to the Sunbeam Family Services facility. Every year our designated charity has been Sunbeam and this year we wanted to provide participants the opportunity to see where the support has been going. Sunbeam opened their new facility this past spring and they were happy to

accommodate us in their parking lot for the show. This year we had 30 cars enter and vehicles from Ferrari, Jaguar, Mercedes, MG and Porsche were all on display. We could not have asked for a better day and the People's Choice Award was won by Randall Goodman and his 1968 Porsche 912. Pictures from the event are in this edition of the War Whoop and available on our website.

November begins with our Fall Out and Back Tour to Arkansas! Steve Hintze has once again planned out an amazing weekend of curvy roads and beautiful foliage for us to enjoy. Space, as always, is limited so you need to register as soon as possible. This year, our trip will begin on the afternoon of Friday, 6 November and we will return on Sunday, 8 November in the afternoon. For more details, please go

to our website and click on the registration link on the homepage.

For those not participating in the tour, Cars and Coffee will be on Saturday, 7 November beginning at 8:00 am. The next day, Sunday, 8 November, our monthly autocross will take place at the Sheriff's Training Center. Registration will begin at 10:00 am and end at 10:45 am. As always you must be registered and passed tech inspection before the driver's meeting to participate. The November board meeting will be on Wednesday, 11 November at Louis Lackey's home starting at 7:00 pm. The board meetings are open to all club members and I encourage you to participate, if you are interested in the workings of the club. November is also important as we will be nominating new members to the board to replace those members coming off at the end of 2015. I will send out more information on nominations and voting procedures in November. The November poker night will be at Louis Lackey's home on Friday, 20 November, beginning at 7:00 pm. The final event for November is our monthly breakfast. This month we will meet at the Cracker Barrel on NE 122nd and I35 at 9:00 am.

December begins with another opportunity to attend Cars and Coffee on Saturday, 5 December beginning at 8:00 am. That same day we will have our annual Club Christmas Dinner. This year we will be at The Hefner Grill and dinner will begin at 5:00 pm that evening. Seating will be limited and reservations will be required.

Reservation instructions, menu selections and charity information will be provided in November. We really end the year with a packed weekend. Poker will be hosted by Louis Lackey on Friday, 18 December beginning at 7:00 pm. Breakfast will be the next day, Saturday, 19 December at 9:00 am at the Furr's Fresh Buffet in Moore. Finally on Sunday, 20 December our December autocross will be held at the Sheriff's Training Center with registration starting at 10:00 am and ending at 10:45 am.

It feels odd writing about winter, with fall just starting, but this is Oklahoma and we never know what the weather might do. I remember two years ago, when we had an early snow and ice storm that coincided perfectly with our Christmas dinner. The roads were cleared in time and we held the dinner but please keep an eye on the weather. You may have noticed that we plan for monthly autocrosses, even during the winter, but sometimes we need to cancel them. We will do our best to post cancellations or delays to our website and FaceBook pages if we need to alter the plans for an event. As always, if you have any questions regarding the club please reach out and contact any of the board members. Our contact information is in the back of every War Whoop and we have an automated email option available on our webpage. Our FaceBook page is another great way to connect with the board or any other member that has joined our FaceBook family."



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Between the Cones



The following is a letter by Regan Holtgrieve that I received for inclusion in this issue of the War Whoop.

“The Ladies Only Driver’s Education event was a big success overall. It brought out some women drivers (wives, girlfriends, and daughters) who were hoping to improve on their skills as well as some new faces who were willing to give autocross a try. The instructors who so graciously gave up their time to teach were very talented drivers who were very enthusiastic to help us get to the next level, whatever that level may be for each driver. Even my husband admitted that he was a little jealous of the one-to-one instruction that we received although he was a great sport about it!

One-to-one instruction was of great benefit for me. I had someone with me who could help me see better lines to run, different ideas for braking/or pushing through an area, or a completely different way of approaching a part of the track that my mind just didn’t see. I definitely learned some new skills and I learned a lot about my car on this day too. We spent a lot of time on skills: braking, using a skid pad, and slaloming through cones to help us learn what our cars limits



Matt Herndon

were. Once these were semi-mastered then we progressed to an autocross type track.

I was excited that I even learned some new slang, such as ‘scrubbing’ through a turn. This isn’t necessarily a good thing to do and I learned that the way that I drive into certain turns, my car loves to do this. I had to find a new approach into these turns so that I wouldn’t lose time as my car ‘scrubbed’ outward around a turn instead of pushing forward through it. One new participant told me that she learned she could push her car much harder than she ever thought in the turns and she seemed to have a very natural knack for it. As the day went on, we were all improving somehow. Whether it was with basic skills or breaking bad driving habits and finding better ones.

I hope we get to do another women’s only skills/autocross day. I also hope to see many of the faces at the regular autocross that showed up to this autocross. The women instructors were wonderful drivers and at some point

they have all beat their husband's times on the track. They drive hard but they also bring a certain finesse that I hadn't quite seen before. I was definitely inspired as I left for the day. A big thank-you to those lady instructors and also a big thank you to the WarBonnet PCA for putting on this event for us. Ladies, if

this event comes around again, try not to miss it. It's very low pressure: the instructors will take you at the level you are and I promise that you won't be disappointed. If anything, you'll have a lot of fun and leave with a sense of accomplishment at the end of the day. "



**X-MAS DINNER
COMING SOON!**

DECEMBER 12

**MARK YOUR CALENDARS
NOW!**



Treasurer's Tid-Bits

The people have spoken. My standard opening line was always the same, and the readers demand something new. Even though the treasury does just happen to remain solvent, it did recently take a big hit. We finally made the charity donation for 2014, and we decided to save time and add the 2015 donation and do both at once. Elsewhere in the War Whoop is the photo of the check presentation. We donated \$4,000 to Sunbeam Family Services after the car show.

In the last ten years we have donated over twenty grand to charity. Every year the club pays a \$20 per head subsidy toward the cost of the Christmas party dinner. All the board members and the officers receive the exact same pay rate of zero. The autocross is the big money maker, so the hard work of Matt Herndon is the biggest source of income for the club. Matt has been volunteered by the rest of the board to remain the autocross chairman until he can find a qualified replacement autocross chairman. I kinda know that feeling as I have been the treasurer for a decade. If we have any volunteers for the autocross chairman or the treasurer, speak up.

Speaking of volunteers, we will be having the election for board members



Glen Hoskins - Treasurer

soon. The board members are the people who are elected by the members to run the club. The board then selects who will be the officers that run the club. We are always looking for new people to join the board and serve as officers. If you have any interest in serving as a club officer or just as a board member, please let us know. The job of board member is not difficult. The by-laws do require that you not miss more than two board meetings per year. The closest thing to a paycheck a board member receives of any sort is a free meal at the board meeting. The club does pay for the food, often pizza, for the board meetings. We meet at a board member's house and eat and discuss the club business.

We try hard to keep the tension down and the board meetings relaxed and enjoyable. The biggest challenge is finding where to have events. We try to come up with new club events and we are always looking for input from members.

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Rennsport Reunion V

By Daniel Bates

Having grown up in the Midwest, family reunions were a yearly ritual of summer. A long drive followed by unpacking the car, then running to play with cousins you hadn't seen since the last get together. Later, sitting down to eat the questionable potato salad, and meeting aunts, uncles and cousins you didn't know existed until that day. In the evening we would sneak close to the "old men", great-grandfather, grandfather and various other older male relatives as they swapped "war stories". They would tell tales of glory and days gone by when they had been young men and giants had walked the earth! Wonderful stories of taming the farmland our family had inherited from Revolutionary War service. Heroic tales of valor and having been to places with exotic names where they had been in combat. And always, later in the evening, speaking in hushed tones and bowed heads as they remembered family members passed, recounting their names and deeds in reverence that a small boy knew meant these were tales to remember.

My recent trip to Rennsport Reunion V had many of these same elements. First, a seemingly endless drive that in reality was only about an hour. I had barely slept Thursday night, visions of Porsches dancing in my head as if it

were Christmas Eve and I was 9 years old again. I jumped out of bed at 6 am, showered and ran out to polish the car. There was NO WAY I would show up in a dirty Porsche. Polish, spray, and polish again, the minor flaws seemingly endless. My traveling companion, my father-in-law, had to pull me off the cliff; "let's drive". I jumped into the wheelman position, firing up the turbo and taking in the satisfying "pop" that left no doubt as to what was under the "whale tail".

I drove the scenic highway leading to Laguna Seca. Laguna Seca. THE Laguna Seca! Where legends had been born, home of the famed "corkscrew", the Andretti hairpin, the place where George Follmer's spectacular crash had nearly ended his career. I felt myself pushing the accelerator harder than I needed too. It was easy to know we were getting closer as the number of other Porsches on the road became a common sight. The air was cool, heavy and damp with a salt tinge that let you know you were close to the coast. Soon, we crested the hill and looked down on the track. I had only seen it in photos and news clips prior to now. It was SPECTACULAR!

Already, I could hear laps being run. Tuning and tweaking performance was being completed in the pit area, drivers wound around the track looking for the



best line for their current set-up. We were directed to the correct parking corral. As we neared the parking area, I could only smile from ear to ear. More Porsche cars than I had ever seen in one place before and it was still early.

We parked next to five other “whale tail” endowed beauties. I had not seen five lined up before and could only laugh thinking, “Save the whales”! We exited the car and began to repeat cleaning up the car. Other p-car owners wandered by and asked about the car, swapped stories and proudly told the histories of their cars. We spent the next hour visiting with other owners from all over the U.S. and even some from other countries. We heard tales of long drives, repairs, searching for parts and in general a true love for these unique cars. There was no gamesmanship, bragging or put-downs that those

outside of the PCA think is common at these events. We had found our long-lost cousins!

We ambled into the display area where some of the most rare and unique beasts were waiting. Some had a racing pedigree and the trophies to prove their prowess. Others had spent their lives as “garage queens”, with numbers on the clock in only triple digits (almost a crime in my personal opinion). All were proudly showing off in their Sunday best shine with owners nearby, standing with justifiably, puffed up chests ready to take and answer questions. Some had no shine, no touch-ups and like a grizzled old veteran, showed the scars of campaigns on the track or many miles driven in service to their owners. We spoke with one couple whose 1984, 911 had 199,000 miles and had been driven

to the gathering. These were owners after my own heart. While in the area I overheard; “you’re dancing with a super model. Even if she has a few wrinkles, she’s still a super model!” Hmmm, the older Aunt who was stunning in her day and still retains much of her beauty past, but shows a little age now.

We moved toward the PCA, Cayman Island and passed the corral marked for the 356. A truly stunning sight to behold, this number of these early forerunners to the modern history of Porsche, parked like soldiers in formation. Again, some loving restored to “all original” while others bore scars, but all a magnificent sight. I could only think that here stand the Grandfathers of the clan.

Nearby sat the 914 corral where some of the most loved, and for some reason, not truly respected (by some, but I’ve seen the 6-cylinder model run and it’s FAST) cars in the family. I must say, 914 owners may be the most enjoyable of all owners with whom to share a beer! They have a unique blend of zaniness that you won’t find with other owners but they share a love for the car that’s hard to match. We had found the crazy, fun-loving Uncles of the family.

We stopped at the PCA tent, checked the schedule and spoke with the local volunteers who made the event possible. You won’t find a more dedicated and fun group than these volunteers, giving directions, passing out cold water and in general putting up with Porsche stories all day long





with grace and a smile. Porsche had the 60th anniversary PCA edition 911 on display as well as half a dozen of the 918 Spyder Hybrid. I can't explain the feeling of this car rolling up behind you and not making a sound. When you finally turn around and look, your brain wants to scream that something is dreadfully wrong! That huge engine, those beautiful lines, the Porsche badge and NO SOUND!!! We had met the new, young cousin that everyone in the family was talking about!

A quick lunch break, with the more than appropriate beer and brats, and what's that? Cars on the track running full out, the first qualification rounds had begun. The 356's came out first, the whine of the engines leaving no doubt

that Porsche meant these cars to be tracked. The lead group came around the track like a swarm of very angry hornets jockeying for position and running as full out as 1600cc's would allow. Later, the deeper growl of the early 912's and 911's making a climbing run up the hill to the "corkscrew", downshifting and rev matching with a sound that was pure Porsche. Next, even when not looking at the track, you knew the Turbo's were out. There is no mistaking the snapping, popping as they downshifted and unburnt fuel ignited late in the exhaust causing flames.

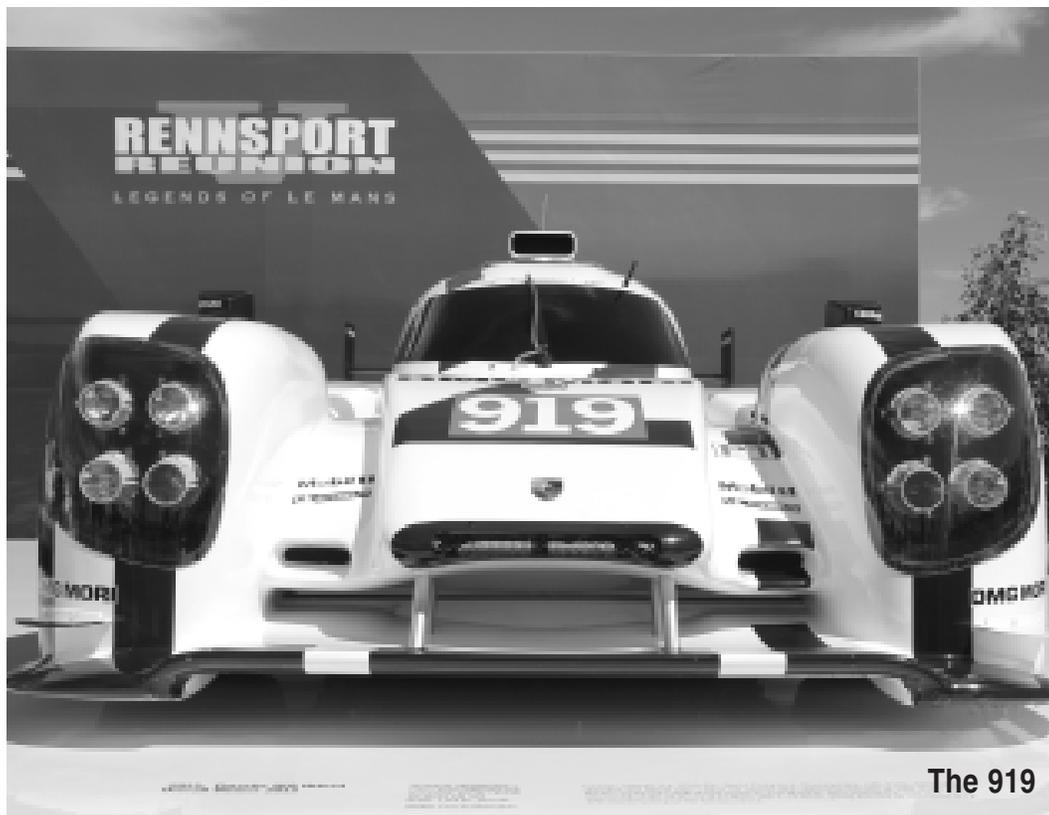
Finally, what I had hoped for and had waited for patiently. The car I had originally fallen in love with, the one

that made me a Porsche owner long before I ever had a “pink slip” and a PCA membership card. There is no mistaking the livery, the lines, the SOUND! Not just one, but three on the track at the same time, all were sporting the Gulf orange and powder blue colors, the 917 Long tail! It was a time machine back to the early 1970’s of my childhood, wondering what is Le Mans, can someone explain the Mulsanne to me and I WANT TO DRIVE ONE OF THOSE!! While clothing design was horrid in the 70’s, car design was in it’s heyday, the colors may have been down right ugly, but the lines, those beautiful lines on the cars.

After overdosing on the 917’s, down to the Porsche Platz where the legends

were holding court: Derek Bell, Hurley Haywood and others answered questions and recalled days of legend and glory. Moved over to the Chopard display and amazingly ran into George Follmer! He was gracious, gentlemanly and willingly endured photos and handshakes. Listening to Mr. Follmer, now aged 81, tell a racing story, I saw the years fall away and it was if he was in the seat again, full accelerator. The glint in his eye made me think that this is a man you did not want in your rearview mirror, as soon you would be following him. The family Legends had made an appearance.

What followed was 2 more days of much the same, Porsche, Porsche and more Porsche. Until....the pit line doors were open and very close looks



The 919

at the 917, the 919 and other amazing feats of Porsche engineering. I had thought it could never get better until my co-driver reminded me; it's time for your parade lap!

Nearly 100 cars lined up for a chance to drive the track. Intentionally, I stalled to be sure I was at the back of the pack. The group rolled into line, queued up, and slow rolled onto the track. I was doing all I could to hold in the excitement I was feeling, the strong desire to really hammer-down the accelerator and pass the 356 in my front, down shift and take the turn late apex and drive furiously out to the escape point. Well, that is what happened in my mind! The sensation of driving up to the corkscrew was incredible, needing to keep speed to climb the hill, then suddenly you are there, the track just falls away in front of you! Even at a leisurely 50mph, it's a little scary, having no sight line of what's coming; left, right then left again at the corner. The first lap I was just happy I had stayed on track and not done anything foolish like stalling the car or getting in the "marbles". The

second lap was MUCH more fun, now knowing what was coming and the feeling of the car lifting slightly as I crested the hill to drop in. As we were flagged off the track, the thought ran through my head; "how much trouble would I borrow if I ran JUST ONE hot lap"?

As Sunday ended, we watched the final racing laps. While standing at the fence, a young boy stood near me, jug eared and smiling, with his earplugs sticking out like a junior Frankenstein monster. As the GT3's screamed down the straight, he laughed like something between Renfield of the Dracula movie of the 40's and Gene Wilder in Young Frankenstein! I had to smile, the next generation was here, hooked, and dreaming; "I want to drive one of those".



Roster Report

We are still officially over 170 members as of the latest update received from National. The board members are now looking toward the membership to fill up some openings we have on the board. Every year, three board members roll off the board and we elect three new board members to serve a three year term. Also, we cannot have the same board member serve two consecutive terms, so this means that Edwin Seda and Grady Buckhalter will have to step down, at least for a year, and we will have to have two new board members fill their space. The other board member is Glen Hoskins, but because he has served only one term, if he chooses, he can be on the ballot for the third board member.

If you are interested in becoming a board member, please let one of us



Brian Miller - Membership Chairman

know and we will be sure to put your name on the ballot!

Here are the new members for this issue: Alyson Coyle has joined the club driving a 2008 Boxster. Dan Rotelli is in the club with his 2006 911 and Ed Fitch has joined with his 2003 Boxster S and 1981 911. Our newest member is Steve Maddox driving a 2006 Boxster. I would like to welcome all of them to the War Bonnet Region of the Porsche Club!

An advertisement for Red Carpet Car Wash. The top part features the logo "RED CARPET" in a stylized, outlined font. Below it, the text reads "Full Service Car Wash", "Exterior Wash & Towel Dry", and "Detail Center". A cursive tagline says "Maid for Your Car™". Below that, it says "Sparkling Clean while you Relax since 1972". At the bottom, there are four addresses and phone numbers: "208 S. Air Depot 737-8807", "6405 N. May 840-4477", "5100 N. Penn 840-4446", and "7224 W. Heiner 773-7222". The website "www.redcarpetokc.com" is listed. On the right side, there is an image of a hand holding a clump of dark dirt, and another hand holding a small silver toy car. A Facebook logo is in the bottom right corner.

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Board Meeting Minutes



Louis Lackey - Secretary

The board meeting was held in September at John Leaton's home. John provided a wonderful BBQ meal that consisted of chicken wings, potato salad, chips and for dessert, drumsticks of the ice cream variety. In attendance were Chad Goodman, John Leaton, Glen Hoskins, Matt Herndon, Eric Costello, Floyd Carter, Steve Hintze and Grady Buckhalter. We focused on the remainder of the year and the major activities left.

The group discussed what was left to complete for the car show and everyone took some actions away to complete prior to the show. Items included, food, t-shirt, setup, etc. Contacting other car club groups came up and people divided up the clubs based on their connection with that club. Most items are ready to go and the board believed that the members would enjoy the show.

The Christmas Party was discussed. The date, time and location were finalized and the menu was discussed. John Leaton has been working with the restaurant on the menu. It should be an enjoyable time. Seating will be limited so the board determined that first come, first served will need to apply to reservations.

Board members were also discussed as we have several members coming off

the board in key positions. Board members will talk to different members about joining the board for next year. It would be good for some new people to get involved and provide some fresh ideas. The board discussed ballots and voting to coincide with the Christmas dinner reservations. It was decided that more information would be provided to the membership.

The remainder of the year activities were discussed which included breakfast locations, drives, auto cross start times and the fall tour. Steve Hintze asked that the email blasts be sent out about registration for the fall tour. The dates for the tour were finalized as well.

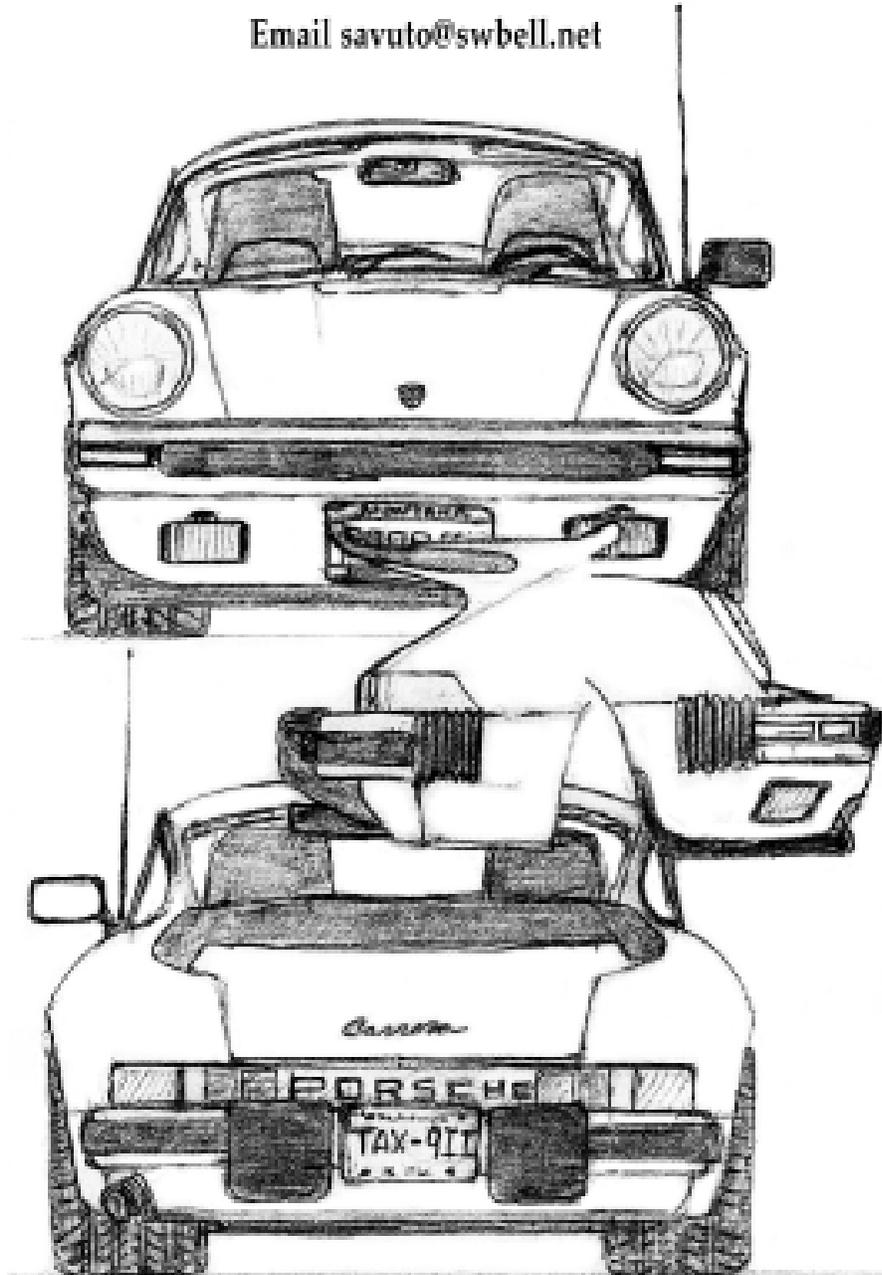
Thanks again to John Leaton for hosting the board meeting.

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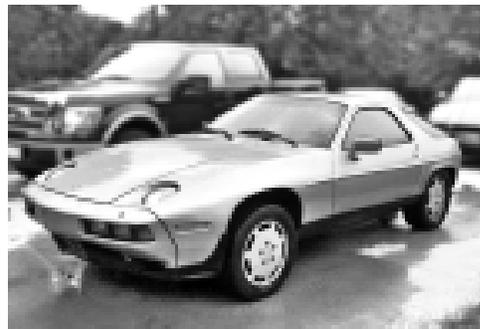
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