



War Bonnet Region

War Whoop

**News and Events from the Region
August 2008 - September 2008**

Calendar of Events

SEPTEMBER

- 6 Club Meeting** **Breakfast at Java Dave's - 9 am.**
Just west off 235 on 10th Street !
- 7 Rally** **It is time for another rally!**
Rally starts at 3pm, meet at NW 39th and Portland.
- 10 Board Meeting** **Come get involved !**
Brian Miller's Home - 7pm.
- 12 Guy's Night Out** **Time for Poker again! - 7pm.**
At Richard Davis's Gambling Hall.
- 14 Autocross** **Time for the autocross again! - 8am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 27 Porsche Tour** **Porsche Tour to Jake's BBQ in Chickasha. See page 9.**
Meet at NW 39th and Portland at 9am.

OCTOBER

- 4 Club Meeting** **Breakfast at Ingrid's Kitchen. See page 10.**
Meet at NW 30th west of Penn at 9am.
- 12 Autocross** **Time for the autocross again! - 8am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 17 Guy's Night Out** **All-in or First-out? Could it be one in the same?**
At Richard Davis' Gambling Hall - 7 pm.
- 25 Porsche Tour** **Tour to Old Germany in Choctaw. See page 9.**
Meet at NW 39th and Portland at 9am.

NOVEMBER

- 1 Club Meeting** **Breakfast at Cattleman's**
Located on South Agnew in Stockyards, starts at 9am.
- 5 Board Meeting** **Come get involved !**
Glenn Hoskins Home - 7pm.
- 9 Autocross** **Time for the autocross again! - 8am.**
Sheriff's Training Center - NE 36th and Air Depot.
- 21 Guy's Night Out** **Time for Poker again! - 7pm.**
At Richard Davis's Gambling Hall.
- 22 Porsche Tour** **Tour to Bedre Chocolate Factory. See page 10.**
Meet at NW 39th and Portland - 9 AM

C O N T E N T S

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"Mr. Boost"

Photo by Brian Miller



Parade 2008 - Glenn Hoskins
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EDITOR

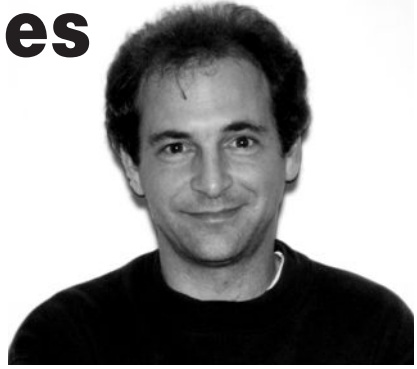
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Editor's Notes



Brian Miller - War Whoop Editor

The club has been really busy the last couple months with Tours and Rallies and Autocrosses and Poker Nights and Monthly Breakfasts that it really seems that there is something going on nearly every weekend.

Back in June we had a Tour to Davenport to eat at Gar Wooley's. Our original plan was to eat at the Rock Cafe in Stroud, but about 2 weeks before our planned trip, the restaurant burned down and we had to come up with an alternate place to eat. I came up with Gar Wooley's and it sure was a nice place to eat.

We began the Tour by driving along Route 66 to Arcadia. We stopped in Arcadia to check out Pops. Now I

don't know what the exact number is but I think they have about 3,000 different types of Pop to choose from.

After our stop at Pops, we drove a mile or so further down Route 66 and stopped at the Round Barn. We toured the Round Barn and checked out the gift shop they had downstairs. While up in the loft, we had fun looking out the windows and taking pictures of the cars out in the parking lot.

We then got back in our cars and continued down Route 66 until we got

to Gar Wooley's in Davenport. I had heard that they had hosted some car shows in the past with other clubs so I thought I would give them a shot. They had excellent food and I highly recommend the Indian Taco. After lunch, we hung around to enjoy a

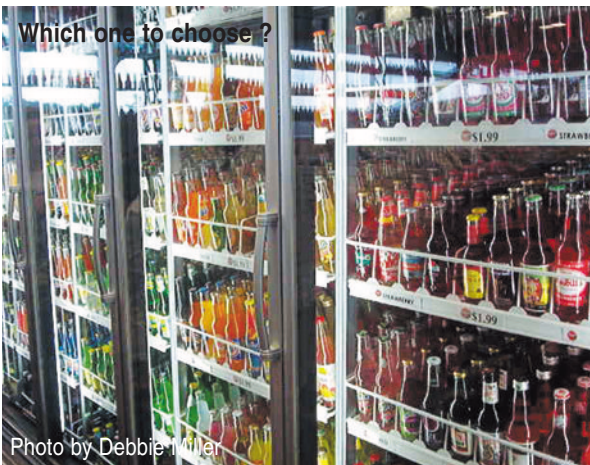


Photo by Debbie Miller

chocolate malt and then we all headed back home. After the tour, some of us commented that they enjoyed the several stops we made along the way and that the complete tour was only a couple of hours. Maybe in the future we will focus more on some short one or two hour tours with several stops along the way since it seemed so many people enjoyed this tour. We even got a comment that some would like to go on this same tour again in the future. I think maybe, if the weather is nice in December, we can schedule this tour again.

The Poker Night in July was a night for Richard Davis. We all should have known how it was going to end when the absolute first hand of the evening yielded a Royal Flush for Richard. I had never seen a Royal Flush before

and he had it on the first hand of the night. Well, as expected, he won that night but recently, I have been having some luck and have won 2 of the last 3 poker nights.

One of the upcoming events include a breakfast at Java Dave's on September 6th. Now I usually like to attend the breakfast at Java Dave's, but unfortunately, we will be out of town watching my beloved Red Sox fight for a playoff birth down in Texas so I will have to miss out on that breakfast. The poker night in September has been moved from the 19th to the 12th and the September Tour to Jake's BBQ is set for September 27th.

Almost all of these events in September remind me of Ken Johnson. As most of you know, Ken Johnson



passed away last month and I remember a lot of the fun club events we had with Ken. I remember the breakfast at Java Dave's and how he would move his car whenever he heard the sound of the train so his car wouldn't get any rock chips from rocks being thrown from the train. And every time he would move his car, he would take out a cloth that he kept with him and he would wipe down the door handle on his new Boxster.

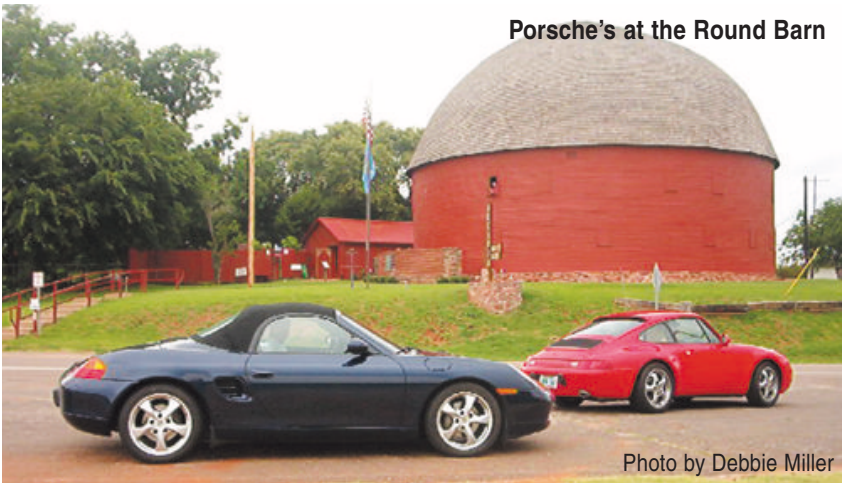
I remember riding down to Jake's BBQ with Ken in his 944 turbo. We talked about my work and some of the embarrassing moments and statements that attorneys make while in court and he told me stories of some of the embarrassing moments in his life. We laughed so hard on the way down to Chickasha that my stomach ached so much I couldn't hardly eat anything when we got to the restaurant.

I also remember working with him on the Christmas video we shared with

the club during the Christmas party. He had literally hundreds of photos from back in the 80's when he first joined the club through today. As we went through all the pictures, trying to pick out the best ones to use in the video, he had stories to tell about each picture and usually a funny thing that happened during some of the events.

He also was a usual attendee of the monthly poker nights and he always had a great time playing poker with us. It seemed that the first 3 or 4 times we played, each and every time he finished 2nd place to someone. Either myself, or Richard or Mike Lindsey would beat him out and he always finished second. The last couple poker nights just aren't the same without Ken being there.

The club certainly won't be the same without Ken Johnson at the events. Thank you Ken for all the laughs and fun we shared at the many events. I will miss you.



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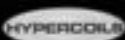
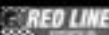
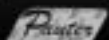
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President's Podium



Richard Davis - War Bonnet President

I have happy news and sad news. First, the sad news. One of our best friends, Ken Johnson passed away peacefully Sunday evening, July 20th from long suffering heart problems. Ken was a big part of the War Bonnet club and impacted so many of our lives in a positive way, he will be greatly missed by all of us who knew him.

I first met Ken soon after I joined War Bonnet. I had just discovered autocross in my new to me 88 944 Turbo S and Ken was selling his extra set of forged Turbo S wheels with R1 competition tires. When I went to pick them up we spent almost 3 hours sitting on his back porch talking. I left with not only the wheels and tires, but a new friend. That was very typical of Ken.

Ken loved his Porsches. At our first meeting Ken talked about how much he enjoyed his 944 Turbo. When the Cayman was announced, Ken got new Porsche fever. He quenched it several times by fixing up his 944. Only after doing everything he could to the 944 did he sell it and get a Boxster. And I know he loved that Boxster. If it was a pretty day Ken would stop by while out cruising so we could go to lunch, enjoy a top down drive, or just chat.

I wasn't a member when War Bonnet and Cimarron Regions co-hosted Parade in Oklahoma, but I understand it was Ken's idea to host a Parade, and that Ken got the two clubs together and got National to let us host Parade. Ken would have been the Event Chair but was forced to reluctantly step down due to the beginning of his heart problems.

Despite his health issues Ken remained a very active War Bonnet member. A great organizer, Ken held most of the club offices including president. Ken always had his list of what we needed to get done and had copies for everyone else too.

Ken was charitable with his time both for the club and our community. As an example, he did so much of the work on our charity car show event, the Porsche Pow Wow, that when he was forced to step down once again with health issues we stopped putting on the event.

Doing the artwork and printing for the club I worked closely with Ken. When

Ken was around, putting together newsletters and working on club notices and events was never an unfun task. Ken made the work more like friends getting together that just happened to have something to do.

Yes, Ken will be missed greatly. I ask that you keep his wife Toni, and his family in your thoughts and prayers as they go through this difficult time. Toni asks that in lieu of flowers a memorial donation in Ken's name be made to the Salvation Army Auxiliary. The club itself is making a \$500 memorial donation in Ken's name. If you would like to make a donation, the address to the Salvation Army Auxiliary is 311 SW 5th St., Oklahoma City, OK 73109-5300 and mention that it is donated in Ken Johnson's memory.

Now happy news. The impeachment proceedings can be halted. I, the War Bonnet Region President, am no longer Porscheless. I am now the very proud new owner of a beautiful 1994 928 GTS. It's Iris Blue Metallic with Classic Gray interior, has only 47000 miles on it, and it's a rare 5 speed GTS.

If you hadn't heard, this spring my 944 Turbo blew a head gasket and I sold it. I decided to wait until I could pay cash for it's replacement. Pining for a Porsche, I often found myself pricing various models to see how long it was going to take to save for what. On one such search I stumbled on this rare Blue 928 GTS 5 speed. The GTS was located at Wilhoit's in Springfield MO. Michael was great and really has a knack for finding really nice low mileage cars.

This was the first time I've bought a used car from only pictures and a description. It was like all pins and needles right up until I heard that unmistakable rumble and saw the pretty blue car being unloaded from the transport. The GTS was everything he promised.

Since getting the GTS I've autocrossed it, Zainoed it, did the July tour drive, and road tripped to Dallas for a 928 owners breakfast. After the autocross, I got wheels and tires with more meat from Cory at Planet 9 Eleven, dropped it by Dumont's for front brakes, and had Scott at Bob Moore do an alignment. I swear the only plans I have for this baby is an X-pipe exhaust and a session with a Shark Tuner to tweak the chips for the X-pipe. It 's just a bit too quiet and an X-pipe does add almost 40 rwhp.

I've been lax attending club events since Porscheless but the GTS has renewed my enthusiasm. We've got some great tours coming up with the picnic drive to Roman Nose August 23rd, the Morning Rally in September, and the tour to Jake's BBQ also in September. Mike Savuto did great leading us the round about way to Jones for authentic New York pizza. I loved hearing Russell Kim's GT3 European delivery and Nuremburg Ring lap stories. I can hardly wait for another opportunity to get out with the group and of course drive the GTS. Come see my purdy blue 928 GTS at the next event.

Roster Report

The summer months are starting wrap up and it seems that the fall weather will be here soon. We have had a lot of new members joining lately- averaging around 7 to 8 per month recently which is a lot higher than we used to average which was almost 3 per month last year.

Some of the upcoming events that new members should be looking forward to is the Saturday Tour to Chickasha to Jakes BBQ. A tour is a great event for a new member to attend. We meet up at NW 39th and Portland and drive together to a prearranged restaurant. The drive is usually a lot of fun and we take a lot of back roads so you get to see parts of Oklahoma you don't normally get to see by driving on just the highways.

We also welcome the new members to attend one of our poker nights. We hold a poker night once per month, usually the 3rd Friday of each month. In September, we will hold it on the 12th which is the second Friday because I will be out of town during the 3rd week of September. We usually get around 6-10 people and we have a lot of fun dealing cards and counting chips.

Some other events you should mark down is the October breakfast at Ingrid's on October 4th and the Tour to



Brian Miller - Membership Chairman

Old Germany in Choctaw. Now if you have never eaten there before, now is your chance. I think they have some of the best German food I have ever had.

Here are the new members for this issue. David Blair in his 2002 996 turbo, David and Stacy Herman have joined in their 2004 Boxster S and Andre and Cynthia Lothes are in the club with a 1974 914. Clay and Anne Moore have joined in a 2006 Cayman S and Daniel Loeffler has transferred here in a 2007 Boxster. Wade and Cassie Clark were welcomed into the club in a 2001 996 and Steven Lilly is in the club with his 1995 993. Charles and Patsy Riney have joined in a 2005 911 C4, and Charles and Teresa Brekke are in the club with a 1987 911. Also in the club is John and Angelita Main in a 1990 911 and Patrick and Grace Ryan have joined in their 2008 Cayman. Our newest member is Scott Witt who has joined the club with his 2003 Boxster S. I would like to welcome them to the War Bonnet Region of the Porsche Club !



September 27

Tour to Jake's BBQ
in
Chickasha

Meet at NW 39th and Portland 9am

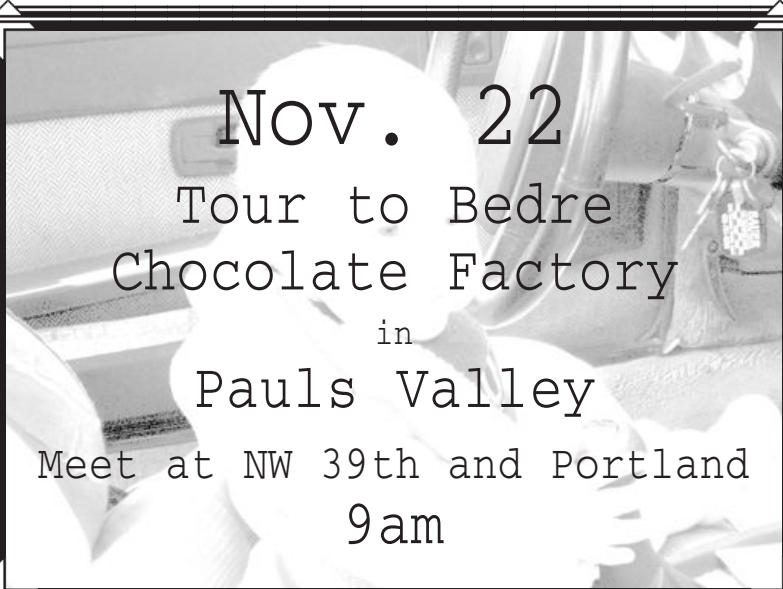


Porsche Tour
Old Germany

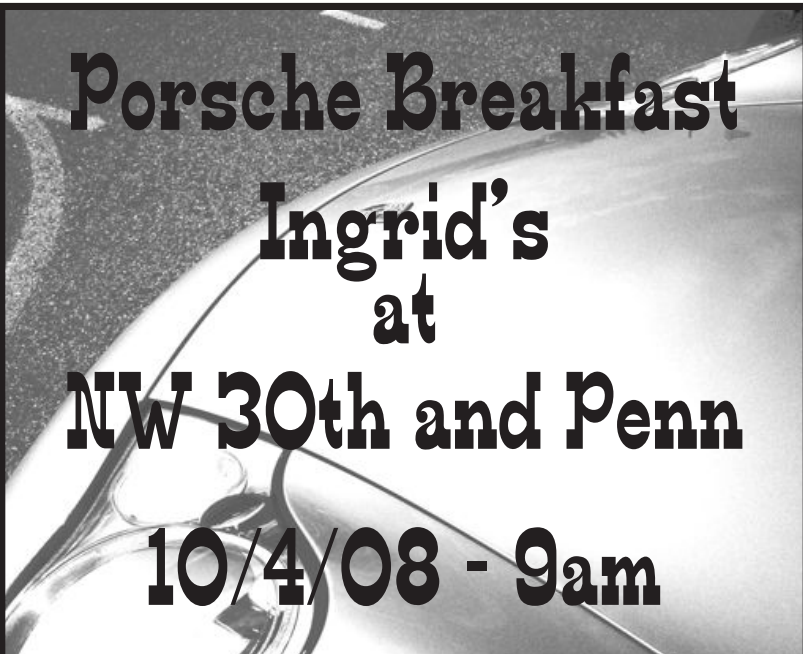
in
Choctaw

October 25th

Meet at NW 39th and Portland, 9am



Nov. 22
Tour to Bedre
Chocolate Factory
in
Pauls Valley
Meet at NW 39th and Portland
9am



**Porsche Breakfast
Ingrid's
at
NW 30th and Penn
10/4/08 - 9am**

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Between the Cones



alutations autocross fans and welcome to the mid-summer edition of the racer's column. This column brought to you by Brian Swope with the editing talents of Brian Miller and produced by the War Bonnet Region of the Porsche Club of America. In this installment, you'll read about autocross mishaps, funny hats and a couple of big congrats, so without further ado, let's get started.

An unfortunate mishap occurred at the last autocross held in July. No, no, no... no cars were crushed or people smushed, but some feelings may have been trampled upon. For an entire half year now, I have begun the autocross driver's meeting by stating the cutoff time for registration is 8:45. We pull the registration table and place a barrier to the track entrance.

But it never fails to have 1 straggler. Usually the straggler arrives while we are putting things away; however, we had 2 late-comers this time and they were more than 10 minutes late which meant everything for registration was packed away and I was just beginning my safety meeting. In the past, I have allowed the single offender as it was not problematic for me to get them up to speed but this time was different.



Brian Swope

Hosting the autocross sessions is a joy and a privilege which I take very seriously so I expect all those in attendance to adhere to the rules. Our insurance carrier is very adamant about applying the rules and enforcing them as there is a tidal wave of follow-up paperwork after every event. The (feelings trampled upon) part came when one of the late driver's drove around my barricade, through the grass and up the closed course. I witnessed this event and yelled down to the gate for the driver to not come onto the grid.

One driver didn't but the other one did. I politely told the driver to turn right around and park in the spectator's section. He left and never came back whereas the other driver stayed for a few moments. My apologies to those who bore witness to how loud I was but I cannot be sorry for my commitment and dedication to the safety and respect of my fellow racers and their families. Wouldn't you want me in your corner?

Beyond the incident, the affect late arrivals have cascades towards everyone at the event. I have to pull my safety inspector to judge the car fit for track use. The registrar, Laura, cannot setup timing equipment because she would be busy collecting the fee, getting a signature and assigning a number, all of which was already bagged. The driver might miss out on the parade lap which is essential for driver education and preparation. If the driver is not prepared, he may go off course which affects people and property. I bare the responsibility for the one club function that makes us money, not spends it and my salary has been unchanged for two years now, which is zero. I pay to play too.

We all have personal lives outside of the Porsche Club, though my wife thinks I don't, and it gets hotter every minute of the afternoon. Please arrive early or at least not after 8:45 a.m.

A proud new owner of a black GT2 came in late as well. He drove down from Enid; was snagged up in traffic on

the highway. I told him registration is closed but he was welcome to join us for fun runs after initial time trials are over and he mentioned he would love that. He was gracious enough to volunteer to work as a corner flagman and was overall gentlemanly. He did have a funny hat.

His hat or helmet, if I remember correctly, was not a full face one like mine. I think I might get one like that because it allows more air around the face. Another convertible 911 driver wears a funny hat which would barely cover my bald-spot! I'm almost positive he wears the same helmet on trips around the block... on his bicycle!

And speaking of bikes, one of our esteemed members no longer has to ride his to get around anymore as he finally owns a new car so congratulations to him. I'm sure you already know the mystery man.

But let there be no mystery about autocross. Be on time friends and have the most fun you can have in your car while being horizontal.

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Griswold's (Goodman's)

Go To Parade

By Chad Goodman

Our goals for the trip included having fun, exploring different parts of the country, seeing the best man from our wedding for the first time in six years, and not killing each other during the 12 ? day trip. I'm proud to say we accomplished most of these. To quote Dicken's, "It was the best of times, it was the worst of times." So went our trip to the 2008 Porsche Parade in Charlotte, NC.

just drive the Porsche?" Logistics. A Porsche with 4 people + 12 days + 3,000 miles + luggage = does not compute. After an easy morning of driving, the AC began to blow hot air just as we were crossing the southern bridge into Memphis, TN. A few quick taps on the GPS unit found a nearby Goodyear.

It turned out to be a distribution center. Minus 1 for the GPS but there was an Autozone across the street. After much

help and consultation from a shade tree mechanic it was decided that more extensive work needed to be done at the shop down the street. At first glance, I didn't notice something different about the mechanic but when you have HOURS to stand around you'll eventually

notice the gun he was wearing on his belt. Meanwhile, Janie, Katie and Michael were at McDonald's down the street until the mechanic feels it would be better for them to be at the Memphis Public Library.



We set out after work on June 24th for Russellville, AR. The first of many sessions (on the road and at the pump) in our Chevrolet Tahoe pulling a trailer with our 1998 Carrera Cabriolet. To answer the question "Why didn't you

This was a very nice facility located in a shopping center, covered with window bars, and 3 security guards for 3,500 sq. ft. The kids were able to play cards and read books while Janie helped a couple of teenage girls with no computer skills fill out McDonald's applications on-line.

At 8:00pm, with Mickey Mouse credit card beginning to feel some heat, the front AC unit was finally working and we set off to make-up the lost 8 ? hours. The result was a lot of driving, limited stops, and little sleep in a hotel after arriving at about 4:30am local time in Roswell. No not that Roswell, this one is in Georgia.

We happily checked out of the hotel at 10:59 later that morning to start an "easy" day of shopping/sightseeing followed by only a 2 hour drive. It was quite a shock to get in the Tahoe to find out once again the AC was not working. After dropping everyone off



at American Girl in Alpharetta, GA, I found a nearby Goodyear store to look at the AC. A short wait produced an estimate for about \$1,200 and an

overnight stay. After further discussion with the guys at Goodyear and Janie, we decided to gamble for a cheaper and faster patch that kept the AC working the rest of the trip. So at 5:30pm on Thursday, with Mickey starting to get uncomfortably warm, we set out for Augusta, GA. This is when I begin to loath the unholiness of traffic in and around Atlanta but we eventually made it to Augusta.

The next day proved much better as nothing went wrong and Mickey was eased to the back burner. We drove effortlessly through South Carolina and arrived at Coastal Carolina University (Go Chanticleers!) where our friend is an Asst. Athletic Director. He took us on a great tour of the campus and the kids got to pretend they were calling a football game from the announcer's booth. This was followed by our families enjoying an excellent meal at a local seafood restaurant on the beach and an evening of catching-up while our kids played together at Broadway at the Beach.

The plan for Saturday was an early morning swim in the ocean, check out early, and drive to Charlotte to check-in at Parade, unload the Porsche, and get settled at the hotel. Reality was a problem with a trailer hub, going to four places to find one that will "fix" it before they close at noon (nobody works on Sunday) and Mickey getting another workout.

The hotel let Janie and the kids stay in the room until 1:00pm, which happened to be the time I arrived with new bearings in the bad trailer hub. We quickly loaded the luggage and kids then set off for Charlotte.

The GPS indicated an arrival time of 4:15pm with Parade Check-in closing at 5:00pm. There was just enough time for the inevitable food/gas stop along the way and a few minutes to spare. We hit traffic leaving Myrtle Beach due to people looking at a



wreck on the other side of a divided road. My blood pressure, which was probably higher than normal, began to rise as I watched the GPS's arrival time tick closer to the 5:00pm deadline. Once past the wreck, things moved smoothly until Florence, SC when the fuel stop was needed. Janie ran in for food while I gassed up the pig. The GPS moved closer to 5:00pm.

Despite a thunderstorm, we made steady progress along the state highways of South and North Carolina, even gaining back a couple of minutes on the GPS. Until we hit my undoing. There was 30 miles of road similar to Northwest Expressway in Oklahoma City leading into Charlotte. As we slowly moved from red light to red light, the GPS ticked closer and closer to 5:00pm. We arrived at the Westin and I jumped out rushing for registration only to be told that I missed it by 6 minutes, but was told, "Don't worry you can go through late registration tomorrow from 7-9:00am."

Our days and nights in Charlotte were filled with activities for both the adults and kids. It started with a "Welcome Party" for the Zone 5 members in

Caren Cooper's room and was followed by dinner at a nearby Mexican restaurant.

I was up early Sunday morning in order to make the 7:00am call to stage our car for the Porsche Paddock that accompanied the Concours on the downtown streets of Charlotte. I am told it's normal but there was a bit of delay in getting everyone to their proper spots. One volunteer quipped, "The Concours people won't put away their Q-tips." When we realized that I wouldn't make the late registration, Janie and the kids had to go without me.

After being parked at 9:40am, I went back to the hotel to hunt down my name badge. It was Katie and Michael's turn for some fun so we visited the Parade Kids Hospitality room where they created art pieces using paint and popcorn that were entered in the art show, watched part of a movie and played a game of Twister.

After lunch, we toured the Paddock and Concours as Janie helped the kids with a scavenger hunt. The kids ended the day's activities with few turns on the Slot Cars.

Monday started with Continental Tire hosting a breakfast prior to the Gimmick Rally. The Rally took us through some of North Carolina's scenic back roads while searching for answers. Despite some rather obscure and confusing clues, we managed to finish on the first page of the rankings.



Photo by Chad Goodman

After the Gimmick Rally, we hurried over to the Convention Center for the Remote Control Car Races. I'm proud to say Michael received a medal for finishing 3rd in his class with a black Carrera GT and Katie was recognized for participating. We received several compliments for our orange "Jagermeister" 911 race car, but I was shocked to learn that I won the adult class for participants who brought their own car.

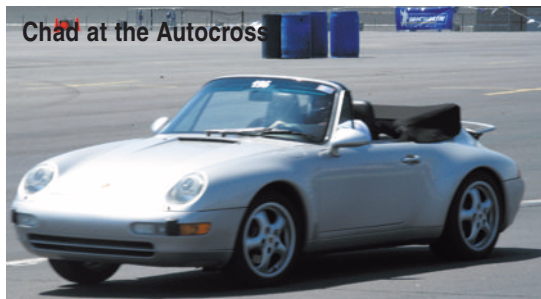
Next, I decided to catch part of the class discussing the Time/Speed/Distance Rally (TSD) scheduled for the next day. I left after twenty minutes to rejoin my family in our room. This is when I informed Janie that I loved her, the kids and our marriage too much to compete in the TSD Rally.

Later in the afternoon, I was privileged to listen to

Norbert Singer discuss some of the history of Porsche Racing and car development. The last job of the afternoon was to find another place to work on our trailer because we found upon arrival in Charlotte that the "fixed" hub had lost its dust cap again and we didn't have confidence in its reliability. This would prove a more difficult job than you might think.

Tuesday found us visiting the Heritage & Historic Display. What an amazing array of low production street cars and extremely rare race cars including a real 550 Spyder, the first factory turbo race car, a 2007 Penske ALMS RS Spyder and 1 of 2 cars with specially cast "944 Lemans" heads. On the grassy park across the street from the Convention Center, we attempted to beat the mid-day heat by enjoying an Ice Cream Social.

During a slow afternoon, I had the opportunity to take the trailer out to Concord about 20 miles away so it could be ready Thursday. Janie and the kids had another turn at the Slot Cars before we attended the Nacho and Margarita Party. This event was used to announce region awards, including War Bonnet's (i.e. Brian Miller's) second place finish in the Newsletter Category for regions our size.



Wednesday started EARLY with a 25 minute drive to Lowe's Motor Speedway before the 6:00am walk around the Autocross track utilizing the infield road course. As with many things, this proved to be a hurry-up and wait situation when the schedule was over an hour behind after the first run group. I was pleased to be a part of the third group so we could leave early in the afternoon. I was even more happy to finish 2nd in the Men's Stock Carrera 993 category, bested only by a 1996 Carrera 4S.

The day came to a close at the Desserts Party where the TSD Rally and Autocross 1st Place awards were announced. Thursday was a little more relaxed since we only participated in the Zone Challenge. We competed along side Glen Hoskins, Caren Cooper (Zone 5 Rep) and lots of new friends we met at Parade. Competitions consisted of a Tire Change Simulation,

Valve Spring Change Simulation and Porsche Club Race Simulation. Glen put his years of working on cars to use at the tire change simulator and I had a blast trying to keep my racecar pointed the right direction on the track. One of the highlights of the competition was watching Hans Peter Porsche compete with the Executive Committee Team. He was having as much fun as anyone and even tried his hand at the tire changer as well.

In the end, Zone 5 finished in 2nd Place. In keeping with the theme of the trip, we were then off to pick-up the now fixed trailer so that we can start home the next day.

On Friday, July 4th it was time for the first of 3 days driving home. We finished loading the Tahoe and Porsche then set out for "The Tail of the Dragon". The dragon consists of 318 curves in an 11 mile stretch of US Highway 129 near Deals Gap, N.C. In case you were wondering...that's a lot of very fun curves, we did do it in the Porsche and I do have the T-shirt to prove it.



Following the Dragon, we detoured over to the Cherochala Skyway for some spectacular views of NC and TN along its 50 mile length through and over the mountains. Despite several stops along the skyway, we did have an issue with the Tahoe's brakes overheating on a very steep downhill section. We pulled off to let them cool down and ended up meeting "Topiary" Joe and his wife Mary Ann.

Joe was driving his 1967 912 up to watch fireworks. It was amazing to be able to see about 10 town's fireworks shows at the same time. The brakes eventually cooled and we drove into the night toward Nashville.

Saturday found us on the road again and headed back to Memphis with hopes of better fortune this time. We arrived at the Children's Museum of Memphis just in time to catch their afternoon show. Katie and Michael enjoyed exploring the museum's many different areas for a couple of hours before it was time to hit the road again.

We finished the evening in Conway, AR looking forward to getting home the next day.

Day 12 found us back on the road for the final run toward home and only a few more chances for Mickey to get lit up at gas pumps. Sunday was rather uneventful except for everyone's relief to finally get back home. Despite the problems along the way, we were already beginning to think about next year's Parade before we were finished unpacking and Mickey had finished sizzling. We hope to see everyone next year in Keystone, Colorado.

Katie and Michael at Museum



Photo by Chad Goodman

PARADE 2008

By Glen Hoskins

I can't think of any clever segue into a fun story about my fun vacation from the sad news about Ken Johnson. I know Ken participated in several Porsche Parades over the years. He would have loved to be there this year.

I left home on the way to Charlotte NC on Thursday July 24th. The 1st day was very long and boring, I made it to Alcoa TN, which is just north of Maryville. My GPS says the trip was 869 miles straight east on I-40. It took me 12.5 hours total.

On Friday I headed south and I drove the Dragon's Tail. I have the T-shirt,

been there, done that, crossed it off my list. It was fun, but for the most part it's just a nice road with a really cool nickname. There are many roads in the same area that are just as nice or better, and longer and safer. I spent six hours on fun curvy roads in that area and that made up for the boring day before. My face was hurting from all the grinning as I pulled into Parade headquarters.

Parade was fun as usual. The Concours was nice on the downtown city streets on a beautiful Sunday morning. I did not enter the concours but I did participate in the Porsche Paddock. My car is the only white car in the line of Porsches.



Photo by Glen Hoskins

The next "oh wow" moment was the historic display on Tuesday. I slept as long as I could and finally got up and walked across the street to the convention center at 10:00 AM. This is a photo from my camera phone from the floor above the display. This shows only part of the display.



There were cars on display that have not been seen since the last race they entered, cars like the 1st ever 911 built as a turbocharged car. This is a picture of former race director for Porsche, Norbert Singer discussing this very rare car.



I arrived at the bus for the NASCAR workshop tour at 11:45. Yeah, I know, whoopee turn left, turn left, and turn left for a few miles at 200 MPH. The first stop was Hendrick Motorsports. You can't be a car guy and not be impressed. It really is amazing. Next we went to Penske and we were able to

get up close and personal with several ALMS LMP 2 RS Spyders. I don't mean we looked at them through glass or in the distance. We walked right up to the cars, touched them and asked the mechanics questions. We are talking about cars that will be on the track the next weekend. The brakes are HUGE, as you would expect. Pure carbon rotors with carbon pads that are just amazing. Rubbing elbows with the guys trying to get a racecar ready for transport the next day was way cool. The bad news is, all cameras and even cell phones had to be left on the bus so I have no photos.

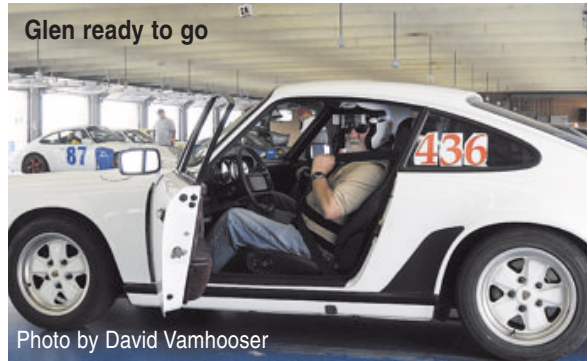
We met up with a lady who has been doing race shop tours for many years. She had a group there at the same time that we were there. She said her jaw hit the floor when she saw our

group "in there" with the mechanics. A direct quote is "I bet you could walk up to the White House and introduce yourself to the President easier than getting into the Penske Porsche area." She mentioned that she would never think to ask to take a group in there because the answer would be NO, what were you thinking!

The autocross was another challenging course on part of the infield at Charlotte Motor Speedway. All of the top finisher's in my class were on race rubber. I was in the top three of the street tire group.

The next big fun event was actually after Parade. The local club held a Drivers Education or DE event at Charlotte Motor speedway. What a BLAST! I saw 5,200 RPM in 5th gear. It was very difficult to listen to the instructor say "don't hit the brakes, just feather the throttle back and follow the

line." My brain was screaming, "Are you crazy? Slow down! You are going CRAZY - FAST and a corner is coming up." It is an awesome sensation to make a turn at that sort of speed. According to the owner's manual for my 1985 911 Carrera, 5,200 RPM is about 130 MPH. All of that was 100% legal. I was at the peak of my comfort level. David Vanhooser shot this photo and it shows me getting ready to go on the track at the DE.



The way cool part is that I passed a fellow War Bonnet member driving a GT2 on the track. That car is absolutely

awesome. I was parked next to them in the garage. I wanted to say that it was the chief instructor or some hot shoe driving, but that is as likely as my winning the lottery. It was David Vanhooser's



wife Stephanie that I passed. To be fair, this was the first time she has ever driven in a DE. I feel certain her number one objective was to return to the pits with no damage to the car. She drove great. She was not easy to catch on the track.

You must forget the image of wheel-to-wheel racing; this was a Drivers Education event. Passing is only allowed on two places on the track, and both of them are straights. The driver in the lead has to stick their arm out the window and point to the direction for you to pass. They slow down and you can pass. With all of that said, I am on a short list of people that can truthfully say that I passed a 2008 911 GT2 on the track. It may well be my biggest claim to driving fame.

For the trip home I went south to Montgomery Alabama to see my brother & his wife. My brother drives a 1952 VW Bug as his daily driver. It has a lot in common with my 1985 911. It is rather primitive, but it is a 56-year-old car. My relatively new 23-year-old car is primitive compared to any modern car. Both cars are water free and the engine is in the proper place. Both are designed by the same family members named Porsche.

I was fortunate once again to meet Peter Porsche at Parade this year. He was happy to sign my Parade name badge. I was lucky enough to have dinner with Norbert Singer. I assumed he might be tired of Porsche questions, so I asked him about his family. It was just the three of us at the table, Norbert, his wife and your humble author. I

have his autograph as well on the very same Parade name badge.

I crunched the numbers and my overall trip covered 2,969 miles. I used a little over 2 quarts of oil. I will call it 3,000 miles with 2.25 quarts or 1,333 miles per quart. For the readers that don't know about older 911s one quart of oil every 500 miles is the maximum, to go 1,333 miles per quart is very good. I spent about an hour on the track at the DE, at wide-open throttle. That hour of track time used up half a tank of gas!

The best mileage I saw on pure gasoline was 27 MPG. There is a lot of 10% ethanol in that part of the country. I averaged 22 MPG over the entire trip. That includes the autocross the DE and many hours of "spirited" driving on curvy roads. It was just a flat-out fun Porsche week.

My 1985 911 ran like a Porsche was designed to run, perfect. My car now has 128,174 miles on it. I am already planning on driving to Keystone CO. for the next Porsche Parade.

WATKINS GLEN



By: Brooke Van Horn

Land several other War Bonnet members have returned from "Clash at The Glen" from May 29 through June 1. This was a weekend of club racing.

Cory Jump, Wally Ruiz, Scott Johnson and myself along with our racing buddy, David Gross from the Hill Country Region went to "The Spiritual Home of American Road Racing", i.e. Watkins Glen. This was certainly a very memorable weekend.

The up-state New York area with its rolling hills, green countryside and beautiful lakes were a plus to racing "The Glen". The area is dotted with unique places of racing historical significance along with a multitude of vineyards. Our trip was further enhanced by the excellent food found at the "Montague Restaurant" of the historical Glen Motor Lodge and the Red Newt Vineyard. Our meals eaten on the respective patios was a delight.

This was my first trip to this racing venue and it will not be my last. There

were over 270 racers for the weekend with 60-70 cars in each run group. The Metro New York Region hosted the event and I must say did an outstanding job. Volunteers were ever present and all questions answered. There was an occasional rain shower, but that did not deter the racing. It took me sometime to get up to speed on this track. After learning the track and doing some "bench racing" we all found out that we were only in 3rd gear for 2 of the corners and that 4th & 5th gear were used for the rest. BTY, that means are engines were sucking the race gas.

Cory won another "Worker's Choice" award and Wally's 3rd overall in the Sunday enduro was tremendous. Wally continually out performed more powerful cars throughout the weekend. Scott dropped his lap times over the weekend but was plagued with brake issues as was I.

Many thanks to Cory and his support staff.



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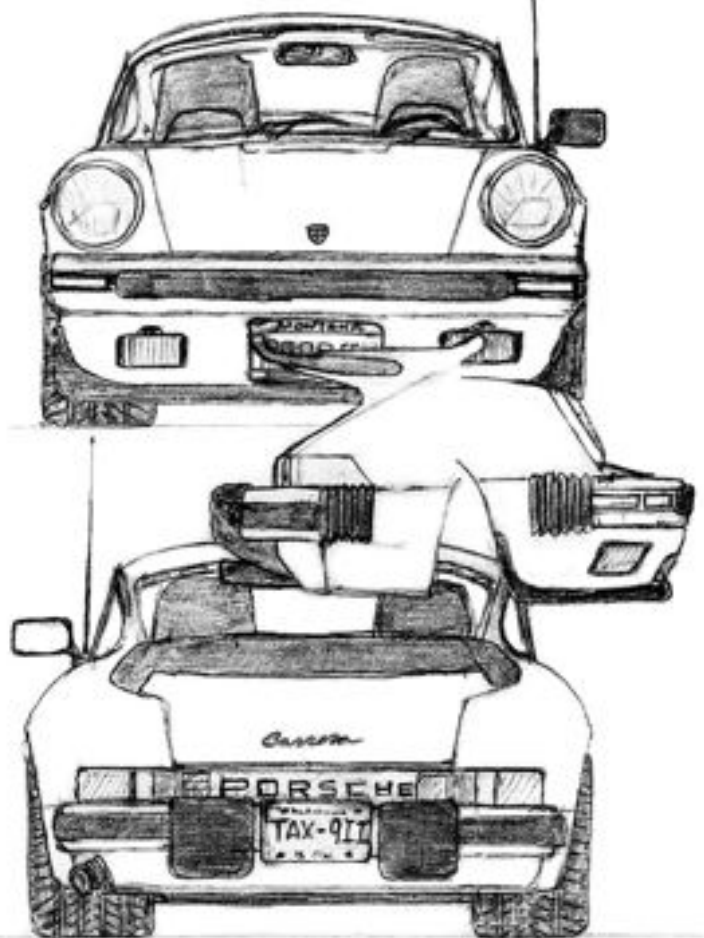
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Board Meeting Minutes

War Bonnet PCA Board Meeting: July 9th at Richard Davis' home.

Board members attending: Brian Miller, Glen Hoskins, Chad Goodman, Mike Lindsey, Mike Savuto, Brian Swope, Louis Lackey; members attending, Laura Swope, and Jay Hanas.

The meeting commenced at 7:30 PM after a delicious snack of barbecue from Steve's ribs. Much news from the national Porsche Parade. Glen Hoskins made his annual trip to Charlotte NC in his trusty 911 Carrera and reported back wonderful goings on including high-speed passes in the Drivers' Education meeting. He also participated in the autocross as well.

Glen reported that Brian Miller and our War Whoop received 2nd place this year at the Parade which is a high honor. Brian won this award the last three years and is already planning on how to regain the top spot.

Mike Savuto reported that he has completed the club taxes which we all thanked him for. He will be compensated by receiving free ads for a period of time in our War Whoop. Brian Miller will have our new waiver form by the next board meeting in September. The waiver has to be signed by all who participate in any War Bonnet event.



Jane Hanas - Secretary

Members discussed having a show and shine at Bob Moore's this fall and all agreed it was a good idea and planning is in the works.

Louis Lackey reported that the autocross staff needed to get their shirt size selections to him soon.

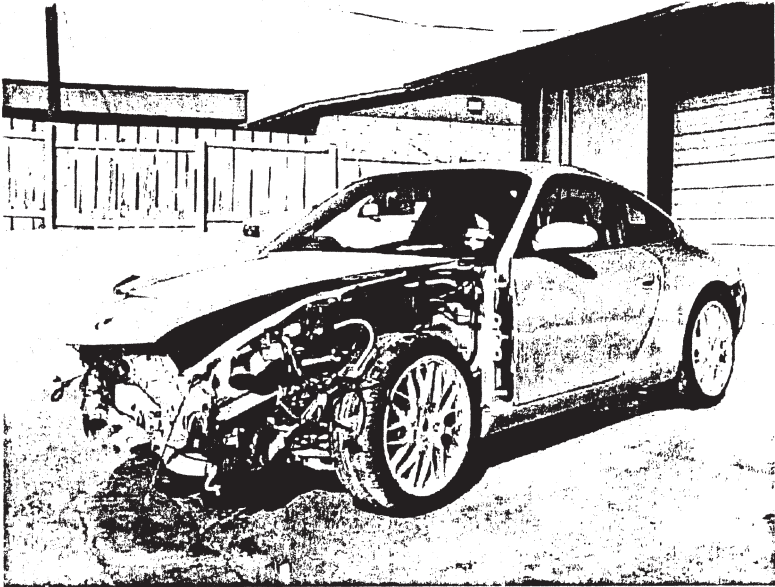
Brian Swope, our autocross director, reported that he is preparing a War Whoop article on his 944 turbo engine rebuild.

The terms of three of our board members expire in the fall, Richard Davis, Glen Hoskins, and Mike Lindsey. Richard will retain a seat on the board as past president and Glen and Mike can throw their hat in the next election cycle.

Upcoming events include a Sept. 7 Sunday Rally at 3 PM organized by the Goodmans, breakfast at Java Daves on Sept. 6, and the next board meeting at Brian Miller's on Sept. 10. The meeting adjourned at 8:30.

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Treasurer's Tid-Bits



Glen Hoskins - Treasurer

You already know that Ken Johnson passed away on July 20th. I have known Ken since he joined the club back in May of 1986. We all recognized Ken's talents right away and we put him to work immediately. His talents as a planner and organizer were amazing. Ken was instrumental in the national Porsche club selecting Oklahoma to hold Parade 1996. Parade was the main source of the money WBR has invested in CDs. Ken's hard work for the club for so many events brought in a lot of money. Ken and the board of directors decided we needed to donate some of that excess money to charity. As a club with no employees, rent or fixed expenses except the newsletter, it was silly to have \$25,000.00 invested in CDs and \$12,000.00 in the checking account. We needed to share the wealth with those less fortunate.

In 2005 & 2006 Ken was president of the club once again. I was proud to go with Ken to the Sunbeam Family Services in December 2006 as the club presented the charity with a check for \$4,000.00. This is the same charity that received \$5,500.00 from our club in November of 2005. The club has donated a considerable amount of

money to multiple charities over the last decade. All of that money came from the hard work of the core group of volunteer club members, and Ken was a leader and participant for a lot of that work.

Ken worked long and hard on the War Bonnet Region's 40th anniversary party. He put together a neat DVD video of the WBR. He spent an entire day with Brian Miller editing the video.

Ken & Toni did not want any flowers. They preferred a donation to be made to the Salvation Army Auxiliary, so the board voted to spend \$500.00 to honor Ken's wishes. I was honored to write a check in Ken's memory on the behalf of the War Bonnet Region to the Salvation Army Auxiliary. I plan to send a personal donation as well, and I urge each of you to do the same. No amount is too small, Just mail your donation to: The Salvation Army, 311 SW 5th St Oklahoma City, OK 73109-5300 and mention that it is donated in Ken Johnson's memory.



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PORSCHE PUZZLE

Ken's Sweet Tooth

Still only got one correct last time and I thought it was an easy one but I was told it was too hard so I we will try this one and hopefully it will be a lot easier.

Ken has a sweet tooth and a kind soul, so he never disappoints any of the young sellers who come to his door with fund-raising catalogs. On each day of last week (Monday - Friday), one of five neighborhood children (including Aubrey) rang Ken's doorbell. Each child was selling a different product, and Ken purchased a different number (1,2,3,4,or 5) of each one. Each individual item costs a different price(\$1, \$2, \$3, \$4, or \$5). Can you determine the day on which each child came to Ken's house as well as the item he or she was selling, the number of each item Ken purchased, and each item's price?

1. Ken purchases from the five children totaled \$39.
2. Ken made an \$8 purchase the day before he made a purchase from Austin.
3. Ken bought five bags of cookies, and each bag costs \$1.
4. Jeff and the child selling boxes of chocolate truffles (who didn't ring the doorbell on Tuesday) are, in some order, the child who was selling items for \$5 apiece and the child from whom Ken purchased two items.
5. On Wednesday, Ken purchased canned nuts from David, but not for a total cost of \$8.
6. Ken spent \$8 the day before he bought chocolate truffles.
7. Ken bought exactly three more units of Austin's items than he did of the bags of dried fruit.
8. Richard went around the neighborhood selling chocolate bars on Monday.

You now have enough clues to solve the puzzle. If you think you have the correct answer, email me and if you are correct, I will put your name into a hat for a drawing to win a prize at this coming Christmas party. I will accept one correct answer per member and only accept your first submission, so be sure your first one is correct. The deadline for this puzzle is September 20, 2008. I will print the correct answer in the next issue.

Good Luck -- Brian Miller - brianmiller3732@att.net



Answer to Last Issues
Porsche Puzzle

Mary Wilson-Gabe Kapler Fund-\$10

David Smith-Curtis Pitch Fund-\$20

Austin Davis-Kevin Youkilis Fund-\$30

Jeff Miller-Jimmy Fund-\$40

Brian Jones-Mike Lowell Fund-\$50

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