



## **War Bonnet Region**

# **War Whoop**

**News and Events from the Region  
October 2011 - November 2011**

# Calendar of Events

## OCTOBER

**1 Club Meeting**

**Breakfast at Ingrid's - 9 am.**

3701 North Youngs. Best German food ever!

**9 Autocross**

**Come hit some cones! 11 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**15 Car Show**

**Third Annual Porsche Club Car Show! See page 7.**

Sonic Headquarters- across from ballpark - 11am.

**21 Poker Night**

**Texas Hold'em at its finest! 7pm**

David Roy's Poker Lounge.

**29 Tour**

**Out and Back Drive! 9am**

Meet at Quail Springs Mall.

## NOVEMBER

**5 Club Meeting**

**Breakfast at Jim's - NW 39th and Counsel. See page 2.**

Come have some pancakes with your Porsche! 9am.

**9 Board Meeting**

**Come and join the board members for some pizza!**

Randal Goodman's House at 7pm.

**13 Autocross**

**Not just going in circles. - 11 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**18 Poker Night**

**Texas Hold'em at its finest! 7pm**

Back at Richard Davis' Poker Palace. See page 18.

## DECEMBER

**3 Club Meeting**

**Breakfast at Baluu's - 9 am.**

On NW 10th and Counsel.

**10 X-mas Dinner**

**It is that time of year again!**

Twelve Oaks - 5:30pm

**11 Autocross**

**Did you listen at the Driver Tech? 11 am.**

Sheriff's Training Center - NE 36th and Air Depot.

**16 Poker Night**

**Are You All In? 7pm**

Richard Davis' Poker Emporium.

# C O N T E N T S

## Inside this issue



On the cover - Glen Hoskins at the Parade Autocross



Porsches at the Hooters Car Show - Page 10.

Photo by Brian Miller

## Event Flyers

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The **War Whoop** is the official publication of the War Bonnet Region, Porsche Club of America. Opinions expressed herein do not necessarily represent the official position of the Region or the Porsche Club of America. The War Whoop is published bi-monthly. Material submitted for publication must be received by the 10th of any odd-numbered month. Associate Regions, by this statement, are authorized to use material in this publication, provided proper credits are included.

## EDITOR

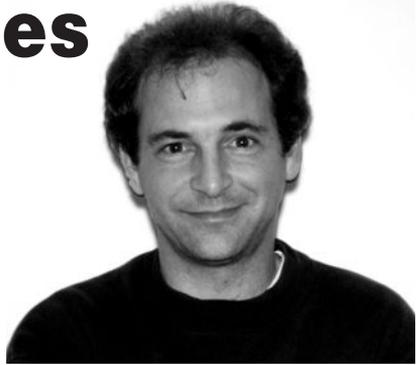
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# Editor's Notes



Brian Miller - War Whoop Editor

**W**e have had a summer full of fun and exciting events. We have had two Hooters car shows, several Route 66 tours, an autocross every month, a weekend drive and poker nights once a month. Even though the weather is starting to turn a little on the cool side, there is still time to bring your car out to an event.

Perhaps the biggest event of the year is coming up on October 15th. It is the annual Bricktown European Car Show. Check out the advertisement on page 7 for more information.

This issue includes Glen Hoskins' write-up on his 2011 Porsche Parade and I have included some pictures of

the last Hooters Car Show in my Roster Report Column.

You should find inside this issue a ballot for new board members and your menu for the Christmas Dinner. Be sure to return your ballots and make your vote count. I would like to thank Randal Goodman, David Tichenor and Glen Hoskins for their service to the club in serving on the board the last three years. Hope you enjoy this issue of the War Whoop!

An advertisement for 'Breakfast at Jims' featuring a background image of a classic car. The text is overlaid on the image.

**Breakfast at Jims**  
NW 39th and Counsel  
**November 5, 2011**  
9am

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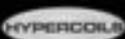
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# President's Podium

**G**reetings members!

Summer may finally be over and fall is in the air. I'm starting to see more of the air cooled Porsches coming out from the hot weather hiding places. I had the opportunity to take the Targa (top off, of course) out to the Choctaw Octoberfest car show September 10th. Nice BMW's, Mini's, Mercedes, and Porsche was represented also. Congrats to Steve Hintze who won the Porsche division with his Carrera S.

Fall brings more club events as usual. Steve has planned a nice 2 day drive October 29th. Check the website for the details. Hope to see you there.

October also brings the third installment of the Warbonnet Bricktown European car show on October 15. We will have Big Truck Tacos for sale and will again be supporting Sunbeam Family Services. I



Louis Lackey - War Bonnet President

have been told we will possibly have a very new and exotic car at the show. Many marquees will be represented. Shine and show your car, enjoy all of the others, and help support the charity.

Last Sunday's autocross was a big success. Many drivers showed up, apparently happy with the cooler weather. We are slightly increasing the entry fee due to some repairs to equipment and overall club expenses. If you haven't been before, I absolutely recommend it as another way to enjoy your Porsche.

....I'm still enjoying mine – thanks for asking!



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# Between the Cones



ave you ever really taken a close look at the edges of your laptop, the keys you use the most or maybe even your steering wheel. It seems I have rubbed all those surfaces smooth. A racetrack is much the same.

When cars use a dedicated track with a raceline that never changes, the cars often will wear a groove, or line into the track. Understanding the raceline is important not only for speed but also for traction. One thing that can change the raceline dramatically is rain.

A track that has been polished by the routine driving patterns of many cars chasing each other becomes very slick when water is added. The ability of cars to stick to the road in the normal driveline is greatly diminished. When this occurs, you will notice cars have to go much slower to remain in the normal dry raceline. The smart driver's quickly abandon the normal line and begin driving the wetline.

Driving on the outside of curves often gives a vehicle greater grip in the rain. This is one of the few times a racecar can take the long way around the track and be faster than others. This happens



Brian Swope

because water does not stand on the surface but rather falls into the grooves, leaving the higher edges available for greater traction. In dry conditions, quite the opposite occurs. Less traction is available on the outside because the tire stands on top of the surface, elevated by the non-worn area, leaving less area of contact for grip. In addition to that, debris from race tread tends to ball up and land in the outer edges creating a marble effect.

The lesson to be learned here, because so few of us actually go wheel to wheel racing here, is the fact that you can transfer this knowledge to the street. When the rain comes, the street surface releases oils and the polished area of the road tends to be worn down more. Driving the high sides of the road can give you more traction. Hopefully you'll get a chance to see what I mean if it ever rains again. Until then, I wish you many happy motoring days ahead.

# 2011 BRICKTOWN EUROPEAN CAR SHOW

BENEFITTING  
SUNBEAM FAMILY SERVICES  
**SATURDAY  
OCTOBER 15th**  
11:00 am to 2:00 pm  
IN THE PARKING LOT @ 300 JOHNNY BENCH DR.  
10:15AM REGISTRATION - \$15 ENTRY FEE/CAR  
PRESENTED BY



# Treasurer's Tid-Bits

**A**s a quick update on the region's finances, I can report that we have spent \$1200 on items to help the autocross. We had some of the timing equipment repaired. The September autocross brought in \$580 for just one event. Effective with the next autocross, we will raise the price to participate. Members will now pay \$20 and non-members will pay \$30. If we have the same number of drivers next month we will take in \$850.



Glen Hoskins - Treasurer

A black and white advertisement for Bob Dumont's. The top part features the text "Bob Dumont's" in a large, bold, sans-serif font, followed by the tagline "Servicing Porsches Only" in a smaller, italicized font. Below the text is a photograph of a large, single-story building with a wide glass front entrance. In front of the building, several cars are parked in a lot. The bottom part of the advertisement contains the phone number "(405) 232-6497" and the address "712 W. California, Oklahoma City, OK 73102" in a bold, sans-serif font.

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# Roster Report

**H**ere are the new members for this issue: James Mosley has joined the club in his 2002 Boxster S and our latest member transferred here from Tennessee Region. His name is Jonathan Egly and he drives a 2004 Boxster. I would like to welcome all of them to the War Bonnet Region of the Porsche Club !

On August 13th we held our annual Southside Hooters Car Show. We had about 20 Porsches show up and we filled up the first two rows of parking in front of the restaurant. We had several 968's, a couple 944's and a majority of the cars were 911's.



Brian Miller - Membership Chairman

After we spent some time looking at all the cars, we went inside for some lunch and we enjoyed discussing cars, we talked about the upcoming football season and a few of us argued about whether the Yankees or the Red Sox were going to make the playoffs. I think we decided that they were both going to make the playoffs.



Photo by Austin Miller

## The Next Generation of Porsche Owners



Photo by Brian Miller

After we were done with lunch, it was time to go back outside and have our cars judged by the Hooters waitresses. They took their time checking out the cars and even opened up the doors and checked out how clean the carpets were and they asked why some Porsches have the engine in the front and some Porsches have their engine in the back.

When they were done grading the cars the top two were chosen as winners of this year's Hooters Car Show. The manager had arranged for each of the winners to receive a gift certificate for 50 free Hooters Wings to be redeemable at their next visit. It turned out that I was not one of the two winners even though I could have put that gift

certificate to good use as I go through at least 50 wings per week there.

Anyway, we got pictures of the winners with the judges and we all had a real fun time. The manager wanted to know if we would like to have additional car shows there and I think next year we may look at having a spring, summer and fall car show. The Spring and Fall show will be at the southside Hooters and the summer show will be at the northside Hooters. I will try to work out the details and hopefully have a schedule set out for next year by the time the next issue is ready.

Don't forget to come out to the Bricktown European Car Show on

October 15th. We usually get several different car clubs to join in our show and it is common to see several Ferrari's, Mercedes, BMW's, VW's, and of course many Porsches.

We will have Big Truck Taco there to provide the food and we are hoping to raise a few extra dollars for our charity, Sunbeam Family Services.

Another big event coming up is the Out and Back drive on October 29th. This time we'll be heading south to Norman and then out on 9 and down to McAlester. We'll stop for the night in Poteau again at the same Best Western we used last time. It was very nice and they were very good to us. So it's a natural stop.

We will be stopping on Sunday for a picnic lunch at the bottom of Devil's Den National Park in Arkansas and then the long way home. If we play too much at lunch we can always jump on the turnpike to make it home quicker. Please contact Stephen Hintze at 405-833-8836 as soon as you can so he can get everything ready for the right number of people! This will be a blast and the foliage should be beautiful!

Hope to see you at some of the events coming up in the fall! Enjoy the cooler weather.



**The First Place Winner**



Photo by Brian Miller

**The Second Place Winner**



Photo by Brian Miller

# Parade 2011

By Glen Hoskins

**A**s many of you know, I like to participate in the national Porsche Parade. This year Parade was in Savannah, GA. It was a 1,100 mile drive from our house to the hotel. The trip was an uneventful two-day drive. We encountered the first rain we had seen in a long time on the drive to GA. We arrived at the hotel and started unloading the 911. This is a picture of the stuff we packed into the 911. We had to pack for a 10-day trip for two.



The next morning I got up before dawn to go wash my car. It was only in the low 80s but the humidity was in the 90s. I managed to get my car washed and dried, and then I washed and dried myself back in the room. We went off to registration and got our name badges and signed in for all the tours and meals.

We went into town and took the tour of the historic downtown area. Savannah is a town that predates the country. The tour takes a couple of hours and it is just amazing to see houses built 140 years or more before Oklahoma City was founded.

The next day was the concours held in a park in downtown Savannah. The setting was fantastic, and we were lucky to have cloud cover. The clouds kept the heat index into the bearable range. The concours was an overload of fantastic cars and the Panorama and the Parade web site cover the concours far better than I have room to write about.

That evening we ate at a restaurant aptly called The Pink house.

The pink house was a residence built in 1789 for James Habersham Jr., one of



Savannah's early founding-family members. The lot was originally a land grant from the British Crown. It is now a posh restaurant. We had a nice evening of appetizers and great company. We picked a quiet room and our table was joined by Philipp Salm-Reifferscheidt the manager of sales at the customer center for classic cars at Porsche AG. He was in charge of the restoration of the 1973 911 the factory restored for the club sweepstakes. At one point, Charlie Davis from the Maverick region asked a question and he said "wait a minute. Let me go get the man who knows." He returned to our table with Michael Bartsch, Executive Vice President and Chief Operating Officer of PCNA. He joined us for a while and a round of shrimp & grits. It really is a wonderful dish, even if it sounds very strange.

The next day was the official rally, but Jeanette and I had signed up to do a nice easy drive to a Victorian mansion at Rose Hill. It is a wonderful mansion that is now a bed & breakfast. We were served lunch and had the entire mansion to explore. The mansion is filled with many antiques collected by the couple that own it and run the B&B. The grounds are covered with gigantic oak trees covered in Spanish moss. We had a relaxing drive back to the hotel and stopped at a roadside peach stand and bought some fresh peaches. We had planned ahead and packed a small kitchen knife to cut up them up.

That evening was the Concours banquet. Like all of the awards banquets they last a long time. Jeanette gave up and walked back to our room. I stuck it out to the end and I finally

### Glen's Door Prize



Photo by Glen Hoskins

won a door prize. This is my 10th Porsche Parade. In all the previous parades I have not won as much as a tee-shirt. At the Concours banquet I won a Porsche Design pen with a pen and pencil holder.

The next day was the first day of the autocross, but I did not autocross that day. We did another tour, this time to an old hunting lodge near Swainsboro. The trip to the lodge was fun until we arrived at the last mile of the trip. It was a nice dirt road, but it was just dirt. The group drove it at a very slow pace. Once again we were served lunch and looked around at the lodge. That night was the Rally awards banquet.

The dress code was much more casual and we had a great evening chatting with friends.

Thursday morning was my autocross day. The autocross was right next to the hotel just a few hundred yards away. My group was scheduled to run at 9:00 AM. The run group was large and we did not finish until after 10:00. We were allowed 5 runs each. The PCA autocross runs several classes of cars in the group. They are separated back out for the trophies, but I was next to a 1968 911 driven by Terry Zaccone. Terry bought his car new. He lives in southern California and has driven to 38 Parades and has driven over 480,000 miles. I took this

picture of his license tag. He has the original black California tag and just look at all the yearly stickers. That is 46 stickers on there.



Photo by Glen Hoskins

For those that are curious, I finished 8th out of 15 cars in my class. All but one of the cars that beat me had competition rated "R" sticky tires. The single biggest speed improvement anyone can do to a car for autocross is sticky tires. The general rule of thumb is 3 to 4 seconds advantage for the autocross tires on a one minute course. Big brakes, moderate engine upgrades, suspension upgrades and shocks do very little in an autocross compared to sticky tires. The rules bump cars with a lot of upgrades to the modified class. Sticky tires are ignored. Since I drive my car to Parade I use street-rated tires. All I need to do is spend 3 grand on new rims and 1.5 grand on tires and I will have a chance to win a trophy. Yeah right.

I returned to the hotel and took a long cold shower to cool off and relaxed for 3 or 4 minutes. We headed across the river on the ferry to look for lunch at the Pirate House. It was just a short walk from the dock to the Pirates house restaurant. Lunch was excellent and once again we met up with a PCA couple we had never met before. That sounds like a strange sentence, but at Parade we were constantly meeting other couples from all over the country. The couple we met on the walk up to the Pirates house was from Montgomery AL. We chatted during lunch and discovered we had a lot in common. They were into antique furniture and they knew the downtown Savannah area. After lunch we used the ferry to travel to the other end of Savannah and visited many different shops. I told Jeanette we only

had space in the car for antiques that would fit in her purse. She reminded me all the shops know about UPS.

On Friday we took a bus tour to Beaufort, NC for a walking tree tour. No, the trees do not walk; we walked through the city on a guided tour of the trees. The city is beautiful and has more historic houses that we could take in. We took the short cut walk to trim 20 minutes off of the walk. Once again we managed to find lunch at the end of the walk. I seem to have a talent for finding food.

That evening we had the best meal of all I have had any Parade. The Autocross banquet was open seating and I sat next to Bob Miller. Bob and his wife Dulcie live in Tulsa now. Bob lived in Oklahoma City for many years and has held every office possible in the War Bonnet Region. He was instrumental in the War Bonnet Tech sessions. He served as president of PCA. We have been friends for over 30 years. The meal that night was a low country boil. It was a HUGE platter of shrimp, crab, sausage, potatoes and corn. There was way more food than we could eat. I gave it my best try, but I had to stop eating so I could still walk.

Saturday was a highlight for me. I drove 35 miles to Roebing Road race track. The club had a driver's education day at the track. Roebing Road is an old track that is mostly sweeping curves and a long straight. Most of the curves are taken in 4th gear and for my car that is 90 to 100 MPH. It is a real thrill to scream around a corner at triple digit speed and come up to the

The View From the Hotel



Photo by Glen Hoskins

A graphic for a poker night event. The background is dark with a blurred image of playing cards and a coin. The text is white and centered. The top line reads "Poker Night", the second line "November 18", and the third line "7pm". At the bottom, it says "Richard Davis' Home". The playing cards are partially visible, showing the Ace of Spades and the Ace of Hearts. A coin is also visible in the bottom right corner.

straight and upshift into 5th near the beginning of the straight. Since I was planning to drive my car home, I was not real aggressive in my speed. I had asked for the green group to start my day. My instructor said I was too fast for that group so he bumped me to the blue run group for the second session. After two more sessions the rain started to move in, so I packed up and came back to the hotel.

Saturday evening was the victory banquet, the last event of Parade. We did not win the trip to Germany or any of the sets of tires. We got back to the room and started packing. I managed to get a lot of the luggage back in the car that evening. We headed for home Sunday morning and spent the night in Arkansas. We arrived home Monday morning about 11:00 and after we unpacked, I mowed the yard. Back to reality.

I used a GPS to help guide me through the city interchanges and just to get around. We did not run the GPS on the tours except to get back to the hotel. According to my GPS we drove 2,546 miles. That is off by a few hundred miles since I did not have it on all the time. Overall I drove just under

3,000 miles and did 5 laps at the autocross and four 20 minute sessions at Roebling Road. I averaged just under 25 MPG and 2.5 quarts of oil. I turned 140,000 miles on the trip home. For an air-cooled 911 one quart per 1000 miles is considered excellent and made me very happy.

The hotel was excellent but a bit pricey. The view was excellent, and most important, the air conditioning was great. This is the view out our window.

It was nice to be able to walk to every banquet from our room. There was underground parking that filled up quickly. I managed to snag underground parking most nights. Next year the Porsche Parade is in Salt Lake City UT. It will be a fun trip!



# TECH SESSION

## Transmission Swap - 944 Written by Brian Swope



his tech session was written a couple years ago by Brian Swope and I had a member request that I publish the write up again -- so here it is, with just a few edits along the way.

David Tichenor asked me about hosting a technical session and soon we were well into the planning stages of getting his black 944 back on the road. Just two weeks later, a fine bunch of repair volunteers showed up at David's house to perform the removal of a poorly working transmission and the installation of a good one.

### **Our tools list:**

- 8 mm allen socket
- 10 mm allen socket
- 17 mm standard socket
- 19 mm standard socket
- 13 mm wrench w/closed and open end
- 8 mm star driver for half-shaft bolts
- 3/8 drive socket wrench
- 6 inch socket wrench extension
- Standard flathead screwdriver
- Axle grease
- Transmission jack

The first thing we did before getting started was the inspection of the new

transmission. I wanted to verify this was a transmission that would fit and bolt right into place. The car was then chocked under the front wheels and the emergency brake engaged. The car was jacked up directly under the transmission and jack stands were placed under the trailing arms to support the car. Once the car rested on these stands, the driver's side wheel was removed and stage 1 was complete. We were ready to begin removing the transmission.

### **Stage 2: Remove Shifter**

Now that the car was stationary, we began removing the leather shifter boot by prying up the edge between the boot and the console to reveal the linkage to the transmission shaft. I pried the small clip ring from the end of the shifter. It is important to remove all the heat and sound guard from around the shifter at this point. We then pulled the shaft completely forward and removed the shifter to make this easier.

### **Stage 3: Detach long shaft from transmission**

This part of the removal is done under the car now so the official dirty work begins. The long shaft is connected with a set screw that has a hole in it. Wire is ran through this so we carefully removed it but it broke anyway. Once

that was removed, we slid the long shaft back towards the front of the car. A rubber piece attached to the bell housing was removed and we could now see the coupler. A bolt on both ends of this piece must be loosened before you can slide it onto the transmission. Take note that the coupler must go onto the transmission and not remain on the shaft. Another small rubber piece must be removed to reveal the second bolt. The shaft will have to be rotated slightly to allow access.

#### **Stage 4: Back-up lights and gear selector switch**

You can't forget the small stuff. We unplugged these items and let them dangle just out of the way. Now it was time to bring in the heavy equipment.

#### **Stage 5: Transmission jack in place**

I wanted to have the jack ready to support the weight of the transmission as we all took turns removing the half-shaft bolts. Remember to belt this guy in because it is heavy.

Only the shaft ends which attach to the transmission need to be removed. Then the bell housing bolts should be removed. Tip: Spray these nuts and bolts with a loosening agent like WD-40 and take a lunch break. This is when we washed off and had a pizza break.

Remove the bell-housing bolts, 2 on top and 2 on bottom and make sure the transmission jack is secure. Don't worry, we aren't done yet, it won't fall. Two little nuts and bolts are still holding tight at the top of the transmission. They go through a hard rubber mount thus making this a

“floating transmission”.

We removed the last two bolts and wiggled the transmission backwards until it came free of the bell-housing. Lowering it came in stages as we had to move backwards and then down a little at a time until we cleared the rear bumper.

#### **Stage 6: Now we threaten to leave unless David buys cokes for us all.**

The new transmission is already prepared and clean for reinstallation. It was strapped in and bolted up basically in reverse order. We remembered to spread axle grease on the shaft and coupler to make it slide together easier. Some more grease was applied to the half-shaft bolts as they went back together with the cv joints.

Ear to ear was the grin upon David's face as he watched his car come together and when it was lowered, he practically ran to the driver's side to try out his ride. He took it around the block and pats on the back all around were in order for the rest of us.

It really was rewarding to take part in this tech session as it gave first-hand knowledge to all those who helped but most importantly, it gave David Tichenor his 944. He has since driven it to work every day, to my house for the desert party and then to the Saturday morning drive. From all us grease monkeys, we are happy you are back on the road.

# Board Meeting Minutes

**War Bonnet PCA Board Meeting:** September 7th, 2011 at Glen Hoskins' home.

**Board members attending:** Louis Lackey (President), Glen Hoskins, Chad Goodman, Randal Goodman, Grady Buckhalter, Sidney Johnson, Matt Herndon, Dave Tichenor, and Richard Davis.

**Members attending:** Floyd Carter, Jeanette Hoskins, Jay Hanas, and Steve Hintze.

The meeting commenced at 7:15 PM after delicious Earl's BBQ.

Time has arrived for our Porsche Club/European Car show which will be held on October 15th, with registration starting at 10:15 AM in the Sonic Executive Building parking lot in Bricktown on Johnny Bench Blvd. Board members please show up by 8:15. A Ferrari 458 Italia is already committed to the show. Entry fee will be 15 dollars and commemorative tee shirts will be 12 dollars. Sponsors for our annual charity event include Bob Moore Porsche which will have several cars on display, Planet 911 of Edmond, and Bob DuMont's Porsche Only. Our charity this year will be Sunbeam Family Services of Oklahoma City. Everybody is in for a real treat as Big Truck Taco will be there as the food vendor. Let's have another great turnout this year! Sunbeam and Big



Jane Hanas - Secretary

Truck already have the event on their Facebook pages.

Other upcoming events on our calendar include the annual popular Octoberfest breakfast on October 1st at Ingrid's at 9 AM at 36th near May Ave. On October 29-30 member Steve Hintze will lead another tour through eastern Oklahoma starting at 9 AM on the 29th in the Quail Springs Parking lot east of Sears. The tour will go south to Krebs for an Italian lunch, and then over through the rolling mountains of eastern Oklahoma for an overnight stop. Next day rev your limiter up to Tulsa and then back to OKC via route 66. Steve anticipates another great tour like the last one through Arkansas.

The November breakfast will be at Jim's on 39th street at 9 AM on the 5th. The November board meeting will be at Randal Goodman's on the 9th. Our annual Christmas Party will be on Saturday December 10th at Twelve Oaks in the rolling hills of East Edmond on Midwest Blvd., starting at 5:30 PM. Member and guest dinner prices this year after subtracting the

club subsidy are (includes soft drinks/tea, salad, starch, entrée, dessert, gratuity, sales tax): \$30 for filet mignon, \$20 for salmon filet, \$16 dollars chicken breast. The Christmas Party is where we make our annual announcements with respect to new board members as well as family of the year and member of the year.

Candidates for the board include Floyd Carter, Steve Hintze, Chad Goodman and Steve Pistole. You will receive ballots in the mail as well as Christmas Dinner reservations and menus. Reserve quickly as there is only room for 50-55 diners. Also please think of nominations for family of the year and member of the year and email your suggestions along with a few reasons for your choices to club President Louis Lackey as soon as possible so those can get on the ballots as well (louis.lackey@anheuser-busch.com).

The autocross in October will be on the 9th with registration starting a 11:15 AM. An incident earlier this summer has necessitated an increase in

autocross fees. A non-member wiped out our road timing devices which cost close to 1200 dollars to replace. We have an honor system such that when incidents like this happen the crasher agrees to pay half the price. Well the crasher is nowhere to be found, has stopped going to our autocross, and doesn't return phone calls. Therefore a new fee structure will be put in place to help pay for such unfortunate incidents. The member fee has been increased 5 dollars to 20 and the non-member fee has been increased 10 dollars to 30. This is still a major bargain when you consider you get 8 runs on basically a 1.1 mile racing road course. With respect to holding individuals to this 50% rule, an additional liability form will be required for participant's signature.

The meeting adjourned at 8:30 PM with the usual camaraderie and bantering taking place afterwards. Note: All members are encouraged to attend at least one or two board meetings a year.

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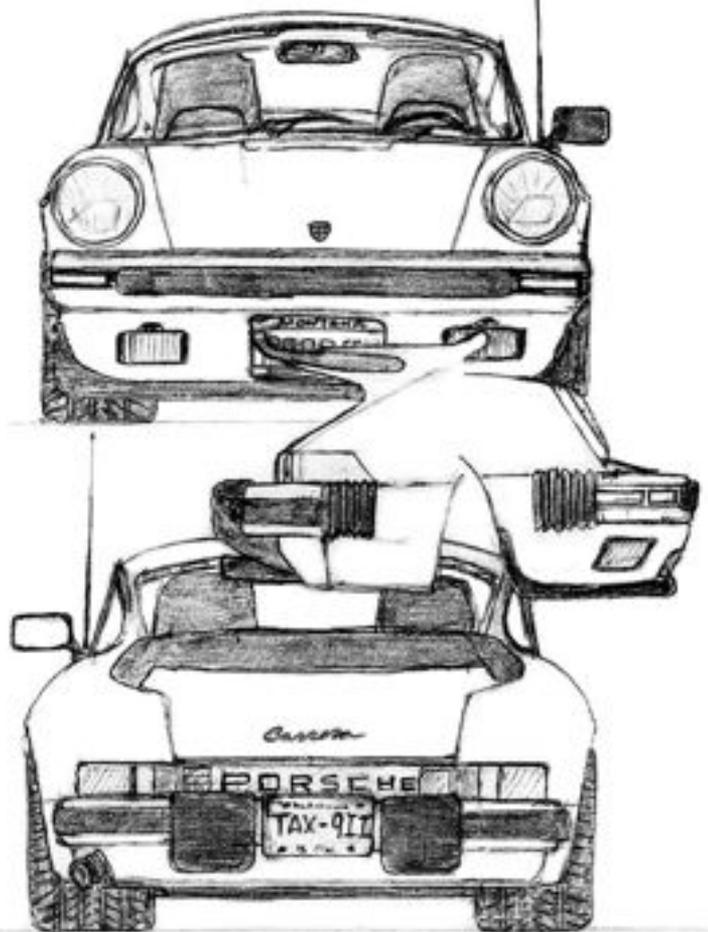
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**Club Secretary**

**Jane Hanas** - rushie99@yahoo.com . . . . . 641-6631

# ZONE 5 PRESIDENTS

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