



War Bonnet Region

War Whoop

**News and Events from the Region
October 2008 - November 2008**

Calendar of Events

NOVEMBER

1 Club Meeting

Breakfast at Cattleman's -See Page 3.

Located on South Agnew in Stockyards, starts at 9am.

9 Autocross

Time for the autocross again! - 8am.

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

12 Board Meeting

Come get involved !

Glen Hoskins Home - 7pm.

21 Poker Night

Guys and Gals are welcome! - 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

DECEMBER

6 Club Meeting

Breakfast at LaBagette - 9 am.

On North May Avenue !

13 X-mas Dinner

Ho Ho Ho ! See e page 3.

Twelve Oaks - 5:30 pm.

14 Autocross

Time for the autocross again! - 8am.

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

19 Poker Night

Texas Hold'em at its finest! 7pm

Richard Davis' Poker Palace.

C O N T E N T S

Inside this issue



On the cover - Glen Hoskin's 911.
Photo by Glen Hoskins



Racing and Wine - Jay Hanas
pg. 20

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EDITOR

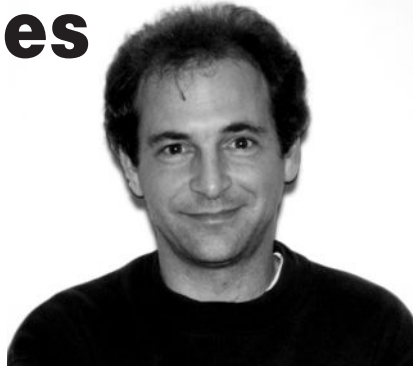
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Editor's Notes



Brian Miller - War Whoop Editor

I can't believe it but we are already talking about the Christmas dinner which is just around the corner. Inside this issue, you will find a form which needs to be filled out and returned indicating that you will be attending the Christmas dinner. This is usually the largest event of the year and we always have a great time. Remember, we are limited to the first 50 people, so remember to RSVP early!

The other part of the insert in this issue is the 2009 board member ballots. Be sure to vote for three members and mail your ballot back to us. These three new board members will take the place of Richard Davis, Mike Lindsey and Glen Hoskins. The Nominees are Grady Buckhalter, Randal Goodman, Glen Hoskins, Larry Hyatt, and David Tichenor.

I am glad that the Guys Night Out is being changed to Poker Night and we are now encouraging guys and gals to attend. Hopefully, we can start to get a larger turnout for the Poker Nights and start to get the pots even larger!

I have had to miss the last two Poker Nights as something had come up in the last minute for me on the first one and I had to miss the second one because my beloved Red Sox were

playing in the playoffs and there was simply no way I could miss that. So I did without a chance to win a large pot of cash and watched my Red Sox play once again in October.

I am really looking forward to the breakfast in November at Cattlemans and the November tour to the Chocolate Factory should be a lot of fun too. I have never been there and I am always looking for some good chocolate especially the weekend before stuffing myself at Thanksgiving.

Our breakfast in December is at Labagette and we usually get a good turnout every year for that breakfast location.

At the next board meeting at Glen Hoskins house, we not only will be adding up the votes and determining who will be on the board next year, but we will also be working on the event calendar for 2009. If you have any ideas or would like to see a certain location for one of our drives, please just show up and let us know. Enjoy your club!



BREAKFAST AT
CATTLEMANS
NOV. 1
9 AM



X-MAS DINNER

December 13 - 5:30pm

Twelve Oaks

Don't forget to RSVP

President's Podium



Richard Davis - War Bonnet President

Let's talk events. My new blue 928 GTS and I have been going to all the club events since I got it and quite frankly we are a bit disappointed.

The most disappointing for the GTS was the August tour. We were to drive to Roman Nose State Park for a picnic. Randal Goodman, Chad Goodman, and myself were the turn out for the event. We stood around chatting for a couple of hours then, realizing it was almost noon, we called it a day and went home. The GTS was aching to eat up some asphalt.

David Tichenor was my navigator for the Sunday afternoon gimmick rally. Following the witty clues, we found our way around 3 lakes, finally ending up at Red Robin in Norman. Everyone agreed Chad Goodman and family had put together a fun rally. Randal Goodman and family took first place, David Tichenor and myself got second, again. Now I've got one and my navigator David has one. The cool etched glass block trophies were made by Chad and Randal's father.

The GTS and I led the September tour for some BBQ in Chickasha. It was a beautiful drive taking the long way out

around lake Draper then down to Highway 9 and over to Chickasha. We ate at Roy's BBQ instead of Jake's Rib. Roy's was recommended by a local Chickasha Porsche owner Terri who met us there. It was good stuff. We also got to see John Temple's wife Johnre's new 997 C4S Cab. Wonder if she knows he drove it?

Besides the Roman Nose non-drive non-picnic bumming out the asphalt hungry GTS the events sound fun, eh? Well, yes and no. There just seemed to be something missing. It wasn't the routes or destinations. Heck, I even enjoyed the Saturday morning chat with the Goodman brothers. What was missing? Well, it was YOU, yes YOU! YOU were missing.

So, what makes an event worth attending? If it isn't the destination or route, what is it? It's seeing a parking lot full of Porsches and one of them is yours. It's a parade of Porsches cruising along and you right in the middle of it. It's friends swapping stories, sharing experiences, and of course there's the mandatory ogling of each other's cars.

It's being a part of a group having fun with their Porsches. The War Bonnet Region has almost 150 members yet only 3 or 4 cars show up at an event. I don't mean to complain but 3 or 4 is hardly enough to be considered a group let alone satisfy even the most basic story swapping and ogling needs.

Oh, I hear ya...I'm too busy; It's not a good time; I have to move cars around to get the Porsche out; It will take up too much of my Saturday. Well, I have personally battled all those, made time, and and guess what? My world didn't fall apart. In fact, I had fun. A relaxing drive combined with some story swapping and car ogling improved my attitude considerably on more than one occasion. So, come on, lets see just how many Porsches we can get lined up one right after the other at our events!

While on the topic of events there are a couple of changes worth mentioning. Our monthly Guys Night Out has settled into getting together to play Texas Hold'em. We no longer meet up at Hooters and go carousing around town or anything like that, so we've decided to just call it Poker Night and open it up to Guys and Gals. So ladies, come on out, ante up, and put on your poker face.

There will be two changes in this year's Christmas Dinner at Twelve Oaks. Last year the club reduced the amount the club paid per person to \$10 from \$20. This year there will be no club subsidy, everyone will be paying full price. Also instead of the dirty Santa gift exchange the board decided to have a charity

auction. Attendees are asked to bring something nice to be auctioned off at the dinner with the proceeds going to charity. We think it will be a fun change. More details will be available on the RSVP form mailing.

The Christmas dinner RSVP mail-out will include your ballot for the 2009 board member elections. Richard Davis, Glen Hoskins, and Mike Lindsey's terms are up and those three spots need to be filled for 2009. The Nominees are: Grady Buckhalter, Randal Goodman, Glen Hoskins, Larry Hyatt, and David Technor. There are no campaign promises or economic recovery plans just good people willing to help the club.

Even if you don't plan to attend the Christmas dinner, we ask you to please fill in your ballot, answer the included event questionnaire, place them in an envelope, and mail it in.

Lastly, the club iMac used to produce the War Whoop is getting long in the tooth. We've had it for 7 years now, and that is an eternity in computer years. We will be replacing the computer with a new one and updating the software. Having the computer and an editor willing to do all the layout work pays for itself within a year. I personally think Brian Miller deserves at least a faster computer and more up-to-date software for producing a War Whoop that has won national awards for the past three years.

Get that Porsche out, fire it up, and cruise on out to the next event!

Roster Report

T

he last couple months we haven't had hardly any new members join the club. Maybe the economy is starting to work its way into the membership numbers of PCA.

I get a monthly update from National regarding any changes from the membership such as addresses or phone numbers, and I also get a list of new members and the members who have not renewed their membership.

In August we didn't have any new members which was the first time anything like that had happened since I had become membership chairman. And then in September, we had one new member for the month. Usually we average 4-5 per month but we have only had one new member the last 2 months!

Coming up soon, I will be working on the new Turbo Phone (our membership phonebook), so please check out last years book and if you have any changes that need to be made, please email me the changes. Let me know if there is a change in your email, or phone number or even if your car has changed. Last year I had several typos that resulted in several members having the wrong phone number listed in the Turbo Phone. I should have all of these corrected in this issue -- hopefully!




Brian Miller - Membership Chairman

In this issue Jay Hanas has written an article about the history of Watkins Glen and about the wineries around the area. He is an excellent writer and I enjoyed reading his article. I would like to see more articles like this from the membership in the upcoming months. If you have a story you would like to share with the club, whether it be an article about working on your car or an article about a road trip you made 20 years ago, just scribble down a page or two, include some pictures and email the story to me. I will always put your article in the Whoop.

I am hoping to restart the "In the Spotlight" section of the War Whoop in the upcoming months, so be looking for that in the upcoming issues.

Here are the new members for this issue: The only new member for this issue is Phillip Kennedy in his 1981 911SC. I would like to welcome him to the War Bonnet Region of the Porsche Club !



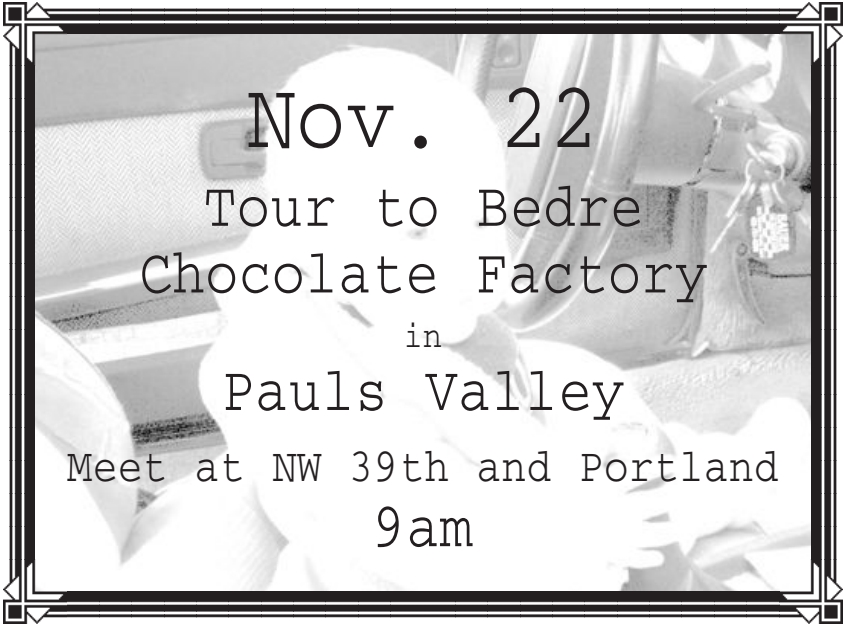
Don't forget
to vote
for your new
Board Members

(See ballots inside this issue)



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



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at the next

Autocross

11/9/08 - 8am

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Between the Cones



oday, I bring you not a tale of great driving experience, nor a story of superb styling or sultry motoring through a wonderfully wild ride around a track. No friends, I come to you to share memories of a few of my first Porsche club moments.

The first contact I had was with a man who was then the club president. He politely introduced himself and proceeded to tell me about the things I could expect from the club, all the while wearing a smile on his face which I could feel through the phone. He was as excited to have a new member coming as I was to arrive. He went on to gush about the newsletter, the Panoramas, the comraderie, all to be had by the few and elite who had a car and a V.I.N. number.

I was apprehensive, nervous, wanting to fit in and this gentleman had invited me and my wife to a Valentine's Day party with a bunch of people I have never seen, not to mention, they all own Porsches. I was giddy with glee. (side note) that almost sounds like you just said Geddy Lee! (for all those Rush fans out there). I was actually overcome with crazy clapping and jumping jigs around the house.



Brian Swope

We cleaned up Vanessa (my 1989 944 Turbo) which never takes much cleaning because I don't let much keep her dirty. Of course, most people don't hand-wash their car in February but porschephiles have always been a bit different in that regard. Cleaned up myself (Brian Swope) which usually does take a little while because I am so dirty. We then drove to the "love" affair at NorthPark mall and met Mr. and Mrs. first contact.

It was honestly uncomfortable at first because Laura and I were going to a romantic dinner... with 40 other people! Do you know what that feels like? It feels like going to someone else's church and all the people hug you just because your friends with the kid who invited you for the sleepover!

We dug in, found our spot and turned to each other and said, "Is this the dinner or the AARP meeting?" No, really, we thought, wow, all these people are old! Okay, okay, for those who have become instantly offended I do apologize now but the REAL apology will come shortly.

So we mingled and made a few friends, even found some young bucks and I came away knowing I had just ventured into a new realm of existence, that is, I found other countrymen and their supportive, loving families. Over the last few years, I became heavily involved with the club and now the club is interwoven within me. It is a part of my life as much as family, sleep, work and football.

Now comes the REAL apology. You see, though I thought all these people were so old, I couldn't help to see how young their smiles made them, how free they seemed to be around each other and how excited they all were in meeting new people. After watching some of them, over the years, I found that we have a lot in common; we put our pants on one leg at a time, eat with our mouths and we secretly clap crazily in our private homes when we get super happy or something like that.

And you know who I thought the youngest of them all was? It was that first gentleman who called me to dinner and acted like a schoolboy everytime we talked about our 1989 944 Turbos. It was that man who was asking ME for advice on what to do on his car. It was my friend who made me realize my body may get old but my mind and my actions will keep me young.

It was Ken Johnson.

When you see me yell and whoop at the autocrosses, when you see me laugh and play, I hope you will come to realize that we all can be as young as Ken was... everyday.

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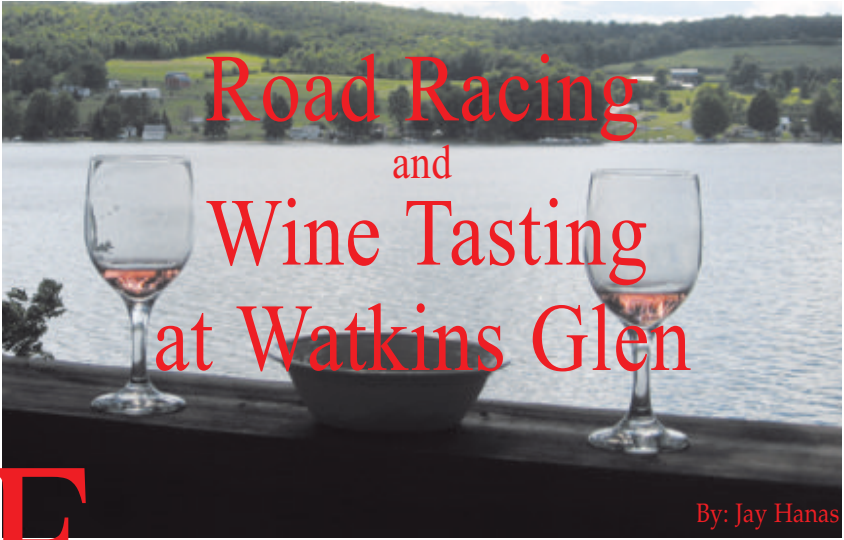
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By: Jay Hanas

For a good part of the year (November-April), Watkins Glen is a sleepy village of about 2000 denizens nestled in the middle of the Finger Lakes region of upstate New York, at the southern tip of Seneca Lake. But in spring, summer, and fall (May-October), the Glen comes alive with all kinds of activities including treks up the famous gorge, wine tastings, car and food festivals, outdoor concerts, sailing, lake trout fishing, spectacular fall foliage tours, and road racing.

Wine is big in the area as there are over a 100 wineries dotting the Finger Lakes within an easy drive from Watkins Glen. This is the largest concentration of wineries in the US outside of Napa Valley. However, to most sports car enthusiasts Watkins Glen is the home of American road racing, and 2008 is the 60th anniversary of racing at the Glen.

This author is partial to the area as he grew up in Corning, NY, which is about

15 miles south of Watkins Glen. I have fond memories of attending the races, and even driving my Karmann Ghia and Honda 305 Scrambler and my friend's Austin Healy 3000 on the Grand Prix track as a teenager in the 60s. I remember seeing the famous drivers of the day in and out of their race cars (Jim Clark, Jack Brabham, Dan Gurney, Bruce McLaren, Graham Hill, Innes Ireland, and Masten Gregory a.k.a. the Kansas City Flash).

The beauty of the Finger Lakes Region with the green forested hills and valleys, clear lakes and streams, lake-side vineyards and wineries, winding two lane roads, and small quaint villages is something that needs to be experienced in person, and Jane and I are fortunate to be able to vacation there in the summer. The area is still pristine and has changed very little since I was a kid.

1948 was the inaugural year for road racing at Watkins Glen and the town's first Grand Prix. The original road

course started down Franklin Street past the court house and through the surrounding countryside. This 6.6 mile road course exists today for your driving pleasure (the start/finish line is still marked in front of the court house), and the race course is in the National Registry of Historic Places.

This street course was used from 1948 to 1952, when the circuit was deemed too dangerous and was moved to a hill above the village. The first race was sponsored by the fledgling Sports Car Club of America which formed shortly after World War II. Cameron Argetsinger, who passed away in 2008, almost single handedly started road racing at the Glen. His crowning achievement was the running of the United States Formula 1 Grand Prix at Watkins Glen from 1961 to 1980 at the scenic race course on the hill above the village overlooking Seneca Lake. The Collier brothers (Miles and Sam) of

Florida Collier County fame as well as Briggs Cunningham also were organizers of early races before World War II and after the war at the Glen.

The first road race in October of 1948 produced several shunts which to this day are part of the lore of Watkins Glen. Denver Cornett, an early racing enthusiast from Kentucky, in a practice race before the Grand Prix, flipped his MG TC into the dry creek bed below the stone bridge on the backside of the 6.6 mile course. Pinned underneath his car, he heard spectators milling around wondering out loud if he was dead. To which he yelled out, "well why don't you flip this dang thing over and find out?". Denver with help from his friends pulled the MG out of the creek bed, patched it up with a spare wheel from Briggs Cunningham, and placed 7th in the Grand Prix the following day. Forever after that, stone bridge is called Cornett's bridge and Denver Cornett is



Sam's Memorial Monument



Photo by Jay Hanas

a legend in the area. Another driver, Bill Milliken, flipped his Bugatti entering the final turn before the home straight in the inaugural race, pushed it back over, hopped in, and sped off to the enthusiastic cheers of the crowd. From that day on that corner is called Milliken's corner. Other famous drivers of the street course at Watkins Glen included Dave Garroway and his Jaguar. Dave was the first host of the popular TV morning show Today (my apologies to younger PCA members who never heard of Dave or his chimp sidekick, J. Fred Muggs).

Unfortunately, like all road racing in the 50s and 60s, tragedy struck and eventually was the undoing of the historic street course at Watkins Glen. After his brother Miles won the race in 1949, Sam Collier was killed leading the race in 1950, flipping his Ferrari 166 at the curve in the picture above. The picture shows Sam's memorial

monument in the foreground at the spot his car came to rest with the curve in the background. Miles gave up racing soon after and died several years later of polio. Sam was 38 and Miles was 40 at the time of their deaths. Their father, Barron Collier, was responsible for much of the early development of southern Florida where he made his fortune. Finally in 1952 a spectator, a young boy, was killed and several others injured when a car brushed wide into the crowd just past Milliken's corner. These sad events triggered moving the race to a hill above the Glen overlooking Seneca Lake where the US Grand Prix course resides today. You can even take a couple laps around the famous track for 25 bucks in your own car.

Cameron Argetsinger, the organizer of the original races, also founded in Watkins Glen the International Motor Racing Research Center

(www.racingarchives.org) which is located in the town's public library just off Franklin Street. This small gem of a museum/research center for car enthusiasts has lots of fascinating reading, picture, and video material, and always has a vintage race car on display in its lobby. This past summer on display was the racing Porsche 914 which belonged to Bob Snodgrass (Richard, do you think you could post some nice autocross time in this racer?). Bob who passed away recently grew up in nearby Elmira NY and was a Porsche racing enthusiast and owner of the famous Brumos Porsche dealership in Florida. As a fund-raiser every year the museum auctions off a sports car, and this summer I bought two raffle

tickets for a cobra 427 replica with a 1968 390 Mustang GT engine so please wish me luck. One last point, engraved on the sidewalks up and down Franklin Street are the names and accomplishments of the great racers who competed at Watkins Glen over the years, from Jim Clark and Graham Hill to Richard Petty and Mario Andretti, a historic list indeed.

Happy driving and wine tasting to all!



Photo by Jay Hanas

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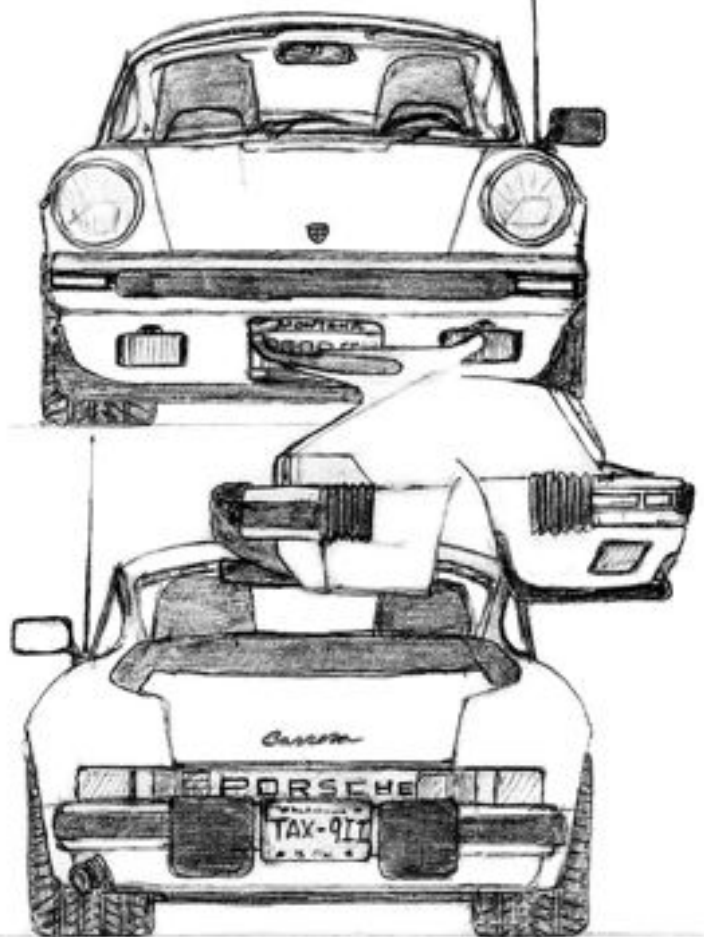
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Board Meeting Minutes

War Bonnet PCA Meeting: September 10, 2008 at Brian Miller's home.

Board members attending: Richard Davis, Brian Miller, Glen Hoskins, Mike Savuto, Brian Swope, Chad Goodman, Louis Lackey. Members attending: Jane Hanas and Debbie Miller.

The meeting commenced at 7:30 p.m.

The Christmas party is scheduled for December 13 at Twelve Oaks.

Reservation forms will be available in November. We are limited to 50 attendees.

It is time for nominations for the 2009 Board. Those retiring from the Board are: Richard Davis, Mike Lindsey and Glen Hoskins. Those staying on the Board are Vice President, Membership Chairman and award winning War Whoop Editor Brian Miller, John Temple, Louis Lackey, Safety Officer Chad Goodman, Mike Savuto and Autocross Chair Brian Swope.

Nominated for the 2009 Board are: Glen Hoskins, Randall Goodman, Grady Buckhalter, Larry Hyatt and David Tichenor. Ballots will either be mailed or we will be able to vote online. A questionnaire will be attached to the ballot asking for your input as to future activities of the club and an address update.



Jane Hanas - Secretary

The autocross digital display of run times had a few bad cells and needed a new battery but has been repaired.

Louis Lackey is currently working on a new design for club t-shirts. Once perfected we will be able to order club t-shirts online.

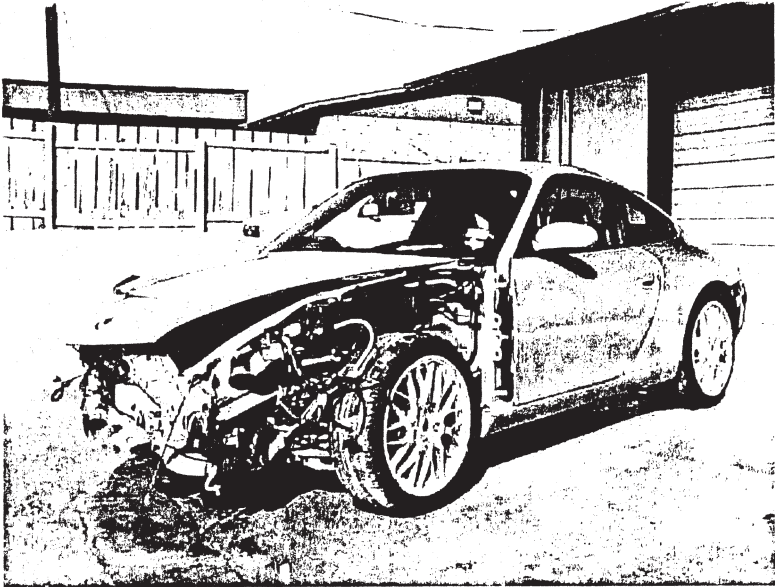
The club computer has become decrepit. This makes it difficult for there to be communication between the club computer and Richard's up-to-the minute computer, which, in turn, slows down the production of the War Whoop. Glen Hoskins motioned that we purchase a new computer for club use. Brian Swope seconded this motion. We hope to have a new computer soon.

The next Board Meeting will be November 12, 2008.

Keep an eye on the War Bonnet website, warbonnetpca.org, for current club news.

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Treasurer's Tid-Bits

The club finances remain strong and secure, quite unlike the national crisis on Wall Street and the world economy. We will not need a bailout from PCA National. That is the good news. There is no bad news, so that is just more good news.

The autocross continues to be our best local source of income. Brian Swope and his wife Laura make a great team as autocross chairs. Brian & Laura work hard to make the autocross a fun and safe event month after month.

War Bonnet Region is lucky to have a great autocross site. If you have never driven your Porsche at an autocross you are missing out on a major part of the fun of owning a Porsche.

I drove in my first autocross back in 1976 in my 1974 914 2.0. I can't ever remember thinking I don't want to run in the next autocross. Unless it is raining hard on the morning of the autocross, I make it out there every month.

After all those years, I should be the fastest guy on the track. I am not even close to the fastest, but I do think I have the most fun.



Glen Hoskins - Treasurer

My 1985 911 Carrera is 100% stock. If I spent several thousand dollars on suspension upgrades and track tires and wheels I could be a lot faster. We don't award trophies at the track, all I would get is a hole in my wallet. It just does not bother me at all that I am not in the top few fastest cars.

I drive a stock Porsche 911 that is 22 years old. I am not making excuses; I am just having fun at the track in my Porsche. Year after year I have a blast driving on the track. It is the most fun one can have for fifteen bucks. It is big reason I own my Porsche. After all of those autocrosses, I have never broken my car at an autocross. I have chewed up a lot of tires and brakes, but those items are meant to be easily replaced. Come out and join the fun!



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PORSCHE PUZZLE

Driver's Exam

Still told that the last one was too hard. This one should be easier.

Last week was a big week at the Department of Motor Vehicles. Five individuals came in, each on a different day of the week (Monday-Friday) and each were driving a different model of Porsche. All five of these individuals passed their driving tests, each with a different number of points (out of a possible 100). Can you determine the day on which each individual took the test, the model Porsche he or she drove, and the number of points he or she scored.

1. The person who scored 100 points isn't Kaehler.
2. The 928 driver took the test at some point before Austin but at some point after Debbie.
3. The average of the five scores is 88; the only two people who scored lower than 88 are the 911 driver and the one who took the test on Thursday.
4. Richard and Kaehler did not take the test on consecutive days.
5. The 924 driver took the test at some point before the one who scored 90 points (who didn't drive the 914) but at some point after David.
6. The driver who took the test on Wednesday scored five more points than Richard but five fewer points than another driver.
7. The 944 driver's score was higher than Richard's but lower than that of the one who took the test on Friday.

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 November 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

Monday Richard 4 @\$2 chocolate bars

Tues Austin 5@\$1 cookies

Wed David 1 @\$3 nuts

Thurs Jeff 2 @\$4 dried fruit

Friday Aubrey 3 @ \$5 Chocolate truffles

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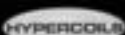
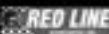
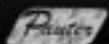
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