

# ***Cimarron Trail***



AUGUST 2010

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA



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Cover photo: Cimarron Region's Randy Kaplin tested the cones, and his Carrera GT, at Porsche Parade

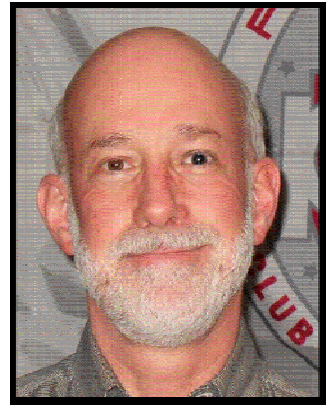
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## President's Corner by John Shafer

### Cimarron Region Members:

Thanks to Jon Jones and John McDermott for the great article in the July Cimarron Trail on the restoration of John's 911. I've heard a lot of good feedback from everyone who has read the lead article of the three part series. The second installment is in this issue of the CT. The photos of the finished car are stunning, but you should see the real item up close and personal. John McDermott is a regular at our Saturday morning breakfasts at the Wild Fork restaurant in Utica Square. So come out for breakfast and see the restored 911 in all its glory! John will be glad to show you all of the interesting details. This may be the inspiration you need to get started on a project of your own. If you have an ongoing restoration, or a DIY repair/maintenance project you would like to share with the Club, let Jon Jones know and he will try to get something worked up for the Cimarron Trail.



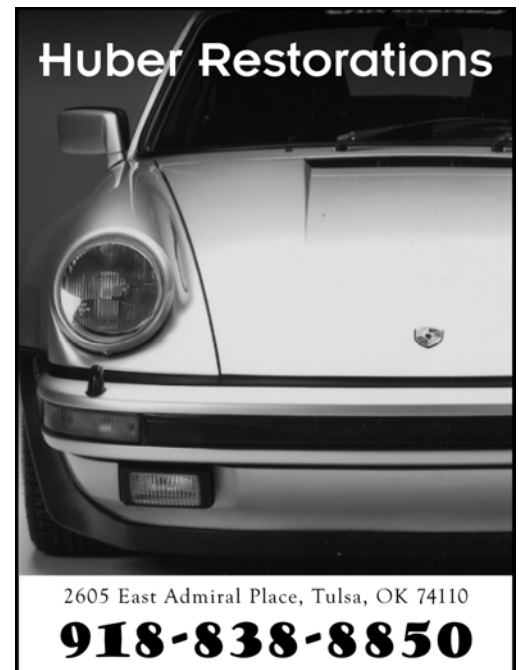
Bill Jacobi has another Autocross planned for Sunday, August 22, at the usual time and location. The "rumor" is that one or both of the Spyder replicas will be attending. That should give you a good excuse to show up, help set up, check out the Spyders, and try your driving skills. Many thanks to Bill for all his help in making Autocross part of our Club's events.

This Saturday, August 14, is the dinner drive to the Cookson Smokehouse near Lake Tenkiller. I plan to attend and hope that you can join us for a fun evening of BBQ, friendship, and a good way to get out of the heat. Also, Steve Canada has planned a weekday dinner at Compadre's Mexican restaurant (on Thursday, Aug. 26 at 6:30), and a drive to the John Zink Museum is set for Saturday Sept. 11. Mark your calendars and plan to join us. I will advise of details in upcoming e-mails. You can always contact Steve Canada for details at [scanada@cox.net](mailto:scanada@cox.net) or by phone at 918-671-1499. Thanks again to Steve for all his help in planning and arranging our social events.

Be sure to mark your calendars for Octoberfast, the Cimarron Region's PCA Club Race, which is set this year for October 15-17 at Hallet. Last year's Octoberfast was a great success due to the hard work of Earl Schott, Brian and Christy Thomas, and all our other members who helped out. Earl and his protégé Rocky Naff are working on this year's race. Be sure to thank them, and volunteer to help in some way, so that this year's race is another success for the Club.

Let me know if you have any ideas, or suggestions for any of our events. All of you are welcome, and I look forward to your participation in our social and driving events.

Best Regards,  
John Shafer



**Huber Restorations**

2605 East Admiral Place, Tulsa, OK 74110

**918-838-8850**

## THE MARKET PLACE

**For Sale: Complete set of 19" Tires and 3pc forged Wheels** (Black/Porsche Crest/Chrome Lips) for Porsche 997S backup set never used and sold car. Michelin Pilot Sport Tires. (2) Front 235 35 ZR 19 (2) Rear 295 30 ZR 19  
Cost \$4000 Asking \$2000 obo **Brent**, 479-936-1209, email [jba02@msn.com](mailto:jba02@msn.com)



**For Sale: 2005 Porsche Boxster S**, with only 10,000 actual miles, Silver w/Black interior, 6-speed, Bose, Wind Blocker, excellent condition. \$31,000.  
Bruce Bartovick 918-625-4587, [bbartovick@ststulsa.com](mailto:bbartovick@ststulsa.com).

**For Sale: 1974 Porsche 914** Silver and Black, race ready PCA class GT-6 race car. 2.0 big bore kit, full cage, chassis strengthening kit, Weltmeister tubular torsion bars, Weltmeister 22mm front sway bar, solid engine mounts, turbo tie rods, Bilstein Sport Shocks, MSD 6AL ignition, Weber carbs, New Lexan windshield, motor overhaul 2007. Prepared and maintained by Rennsport Werkstatt, Tulsa. Extra wheels, new track tires. \$12,500.

Bill Jacobi 1-918-694-1261 cell or [bjacobi@sbcglobal.net](mailto:bjacobi@sbcglobal.net)



**For Sale: - 1989 911 Carrera Cabriolet - OBO**  
81K miles. Guards Red in excellent condition.

SSI headers; ANSI dual inlet/outlet SS muffler; MSDS cone type air filter; Turbo tie rods; MOMO steering wheel; 17" 'Twist' wheels with practically new Yokohama tires. New Blaupunkt head end, amp and 10 disc CD changer. New flywheel, Sport clutch & Px plate. Maintained by Rennsport, Tulsa. Asking \$21,000.

Contact Jeff Creamer, 918-865-5198 or [Creamers@cimtel.net](mailto:Creamers@cimtel.net)



**For Sale:** Set of replica Cup rims with Pilot Alpins from a 1996 Carrera. Listed on Craigslist at : <http://fayar.craigslist.org/pts/1691615583.html> Bill Needy, Fayetteville, AR 412-337-0271

### Market Place Requests:

Ads are FREE!!!! Must be something that is Porsche related.

Ads last 3 months and must be submitted by the 20th of each month to [porschenews@aol.com](mailto:porschenews@aol.com)

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# Building Your Dream Car

## One Man's Journey

We continue the evolution of John McDermott's 911 this month with work on the interior, initial paint and some personal touches. As we have seen, John started with a 1983 Carrera that was in relatively good shape. But John wanted something different, something with his own stamp. With the help of Huber Restorations, he got there.



A beautiful coat of Arrow Blue single stage Glasurit arrived and it was worth the wait. A week to fully cure, block sanding to a high gloss and then the reassembly could begin.



The doors were painted off the car but hung back on before it was moved out of the paint booth. It is surprising how many parts needed to be painted separately - bumper extensions front and rear, gas filler cap, torsion bar covers



I chose black for a donor car as I was not planning to take it back to a tub and black would be the most palatable color to leave the front trunk and engine bay. The doors were painted off the car and the interior was taped off where the door rubber sits, so the sills and door jams are the same color blue as the exterior but you cannot tell from the photos. I will probably paint the front trunk and the engine bay with black POR-15 to tidy it up but that





And attention now turns to the interior. Headliners typically show some wear, and of course are very visible. While a headliner can be replaced without painting the car, while it is disassembled for paint it is the best opportunity. Replacement headliners are readily available, and are carefully trimmed to fit.



The dashboard has been recovered in OEM type black vinyl. The steering wheel is a Prototipo replica with white stitching so I had a French seam done around the instrument binnacle in the white also.



I chose the domestic carpet with a shorter pile than the original sliver knit and it is very light. I was tempted to go for the perlon carpet but I like the blacker black of this type. It is a semi-RS style with no rear seats but I will still have the rear parcel shelf and rear quarter panels.



I did not want rear seats but at the same time I wanted something more visually interesting than the RS carpet set. What I ended up with is a blend of a '74 interior but with carpet covering the rear seat area. After having a spare parcel shelf recovered we found that I must have purchased one from a Targa as after installing it was an inch short on either side which exposed the foil of the soundproofing pad underneath. Fortunately Rick from American Auto Trim in Tulsa came to the rescue and fabricated a new parcel shelf and the end result I think is even nicer than what we started with. Houndstooth material was sourced from Stefan at GTS Classics in Austin. Not quite the OEM pattern but closer than any other material that I looked at and it blends nicely with the black vinyl on the pillars and the cream headliner.







Sometimes it's the little details...note the "911" script on the door release. And why the tape on the power window switches? To protect them during reassembly, of course. A sign of care and professionalism...



Next month, final assembly!





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# Membership News

## PCA Cimarron Region Membership News

*Reported by Greg Hart, Membership Chair  
As of August 1, 2010*

<b>Primary Members</b>	<b>248</b>
<b>Affiliate Members</b>	<b>186</b>
<b>Life Members</b>	<b>1</b>
<b>Total</b>	<b>435</b>

### Welcome New Members

George Paul	Tulsa, OK	1999 Boxster
Randy Hales	Ponca City, OK	2010 Cayman

### Transfers In

None

### Transfers Out

Carl and Cathy Brooks

## Newsletter Advertising

### Annual Ad

Cimarron Trail advertising rates are based on the  
size of the ad (number of units).

Each page is subdivided into 12 units (boxes).

#### Commercial Annual Ad Rate and Size:

2-unit.....\$175	
3-unit.....\$230	
4-unit.....\$285	
6-unit.....\$395, Inside Cover	6-unit.....\$430
8-unit.....\$485	
9-unit.....\$545, Inside Cover	9-unit.....\$595
12-unit...\$595, Inside Cover	12 unit.....\$660

Please submit ads to [porschenews@aol.com](mailto:porschenews@aol.com)  
Checks payable to Cimarron Region PCA and  
mailed



## Autocross Update



### Cimarron Region Autocross July 18, 2010 #5 @ Corporate Woods

**Hey Guys, Did the Girl scare you away from autocrossing?  
We only had six drivers show for what turned out to me a pretty  
nice morning! Had a new leader Brian Thomas, with some very  
close competition!**

NAME	CAR	TIME
1. Brian Thomas	968	53.550
2. Bill Jacobi	Boxster	53.762
3. Randy Kaplin	996 Turbo	54.021
4. Carl Hughes	996 Turbo	54.255
5. Greg Petzet	911	58.195
6. Rod Nordstrum	911	60.217

**Next Autocross is August 22, 2010, same place, same time!!!!  
Lets try to have a better turnout for this event!**

#### Bill Jacobi

Cell 1-918-694-1261  
Home 1-918-493-5030  
[bjacobi@sbcglobal.net](mailto:bjacobi@sbcglobal.net)





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# Web Resources for your Porsche

By Jon Jones

**What Would I do Without it?** The Worldwide Web is an amazing place for Porsche lovers, with an abundance of websites devoted to information on our favorite marque. We've compiled a list of some of the more well known sites, and included it for your reference. But a caveat—while most of these websites are honest and reliable, they are notorious for characters who spread misinformation. Like any other web activity, there are no checks and balances on content, so you have to take postings with a grain of salt. There are a lot of self-proclaimed "experts" who are sometimes "legends in their own mind".

The great thing about these sites is the speed of response. For example, we were working on our 1968 912 and found more rot than expected (imagine that!) below the battery tray. Checking the usual sites for a repair piece or patch panel yielded no results, so the request was posted on PelicanParts 911 forum. Within 15 minutes, we had a response and a transaction in progress for the exact piece we needed. That is impressive.

The area of specialization is impressive, too. Even the much-maligned 924 has at least one site devoted to it, which has plenty of information on performance upgrades, parts swapping ability between model years, and restoration.

As you learn about your Porsche, keep in mind that there will rarely be an issue or problem that someone else hasn't run into before. The key is to tap into that knowledge and learn from other people's experience and in some cases, mistakes. Porsches can be expensive, especially when things go wrong, but most of the sites are hosted by people with many years "under the hood", so to speak.

And finally, a word about anonymity. The great thing about the web is that, when you post your question about putting spinners on your Fuchs wheels, no one can laugh at you directly. It's all anonymous...

This list is certainly not all-inclusive, and we make no claims or recommendations. Most sites are free, but in some cases, membership fees may apply to access all of the features.

**<http://www.pelicanparts.com/index.htm>** One of the most comprehensive parts suppliers and information sources for most Porsche models. Pelican hosts extensive forums for all models and model years, and is populated by folks who know their stuff.

**<http://www.912registry.org/>** One of the best sources for information on the 912. From restoration to competition, this site is very helpful.

**<http://www.914club.com/bbs2/index.php?>** For 914 owners, this is a good place to start. There is a good amount of technical data and a number of forums to get that all-important question answered.

**<http://www.356registry.com/>** Want to convert your 6-volt system to 12 volts on your 356? This is the site for you. Not all subjects may be as obscure as that, but the 356Registry has loads of information on these wonderful cars.

**<http://986forum.com/>** 986 being the internal designation for the Boxster—but you knew that. 986forum is a relatively young site, but it has upwards of 22,000 members and some good forums. Start your search for Boxster information here.

**<http://www.924.org/>** An excellent site for the 924 owner or researcher. 924.org has a number of technical articles and how-to guides for the water-cooled guys and girls.

**<http://www.rennlist.com/>** Rennlist is a comprehensive site for Porsche owners, though they also cover Audi and BMW, as does Pelican-Parts. Rennlist hosts extensive forums on just about any Porsche topic, but some folks gripe about the membership fee.

**<http://porsche928forums.com/>** As a forum-only site, porsche928forums provide plenty of links to 928 parts and information. A good place to start for the 928 fan.

**<http://www.panameraoc.com/forums/>**  
Yes, there is a forum already for the Panamera owner. Not many posts yet, but who knows? In 10 years they could be looked on as classics. Well, maybe...





# UPCOMING EVENTS

by Steve Canada

scanada@cox.net 918 671-1499



## August 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 Breakfast at The Wild Fork Utica Square
8	9 Board Mtg.	10	11	12	13	14 Wildfork-Cookson Smokehouse
15	16	17	18	19	20	21 Breakfast at The Wild Fork Utica Square
22 Autocross # 6 Merit Industrial Park	23	24	25	26 Dinner at Compadre's 71st & Sheridan	27	28 Breakfast at The Wild Fork Utica Square
29	30	31				

## September 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 Breakfast at The Wild Fork Utica Square
5	6	7	8	9	10	11 Breakfast at The Wild Fork Utica Square
12 Autocross # 7 Merit Industrial Park	13 Board Mtg.	14	15	16	17	18 Breakfast at The Wild Fork Utica Square
19	20	21	22	23	24	25 Breakfast at The Wild Fork Utica Square
26	27	28	29	30		

For more information on events, please check the  
Cimarron Region PCA website at [cim.pca.org](http://cim.pca.org).  
Where noted, RSVPs are greatly appreciated.



# Motorsport Report

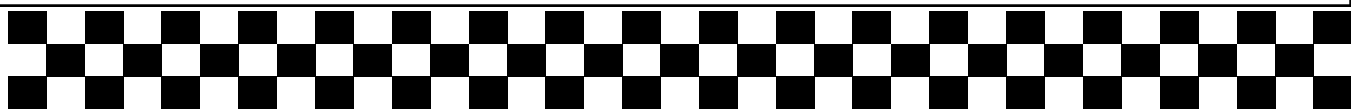
by Jon Jones

## Change Is In The Air

**W**ith the dog days of summer upon us, it's hard to imagine that the road racing season is well past halfway done. In fact Grand-Am has only two races left, and ALMS, three. For some teams and drivers it is crunch time as there are fewer and fewer points available to secure those all-important championships. For many teams out of the hunt, it is time to begin preparations for next season in the hope of better showings. Brumos Racing for example, recently underwent a restructuring of its organization and we understand that some employees were let go. Brumos has been loyal to the flat-6 engine in the face of long odds, but Porsche Motorsport North America is perceived as being less than impressed with Grand-Am and may have scaled back their support, both in Daytona Prototype and GT. Brumos team principle Hurley Haywood has a deep commitment to the Daytona Prototypes, having been involved in their design and development, but even deep commitment cannot overcome financial realities.

All may not be lost, however, as there are a number of sources claiming that changes are afoot at Grand-Am. Some of the rumored developments include allowing center lock wheels in GT as a sop to certain manufacturers (Audi, perhaps, the Ferrari 458, maybe) to bring their cars to the series. There is also talk of allowing the current European GT3 class into Grand-Am. While it is not certain yet whether this proposal would require merging the two classes or adopting the GT3 rules package, such proponents as Eddie Cheever push for a bigger European footprint in Grand-Am.

The DPs are said to be undergoing design changes to the "greenhouse" of the drivers compartment to address long-standing complaints about the car's appearance. Other suggested DP changes include some allowance for paddle shift arrangements and cost cutting moves like carbon clutches.







# Motorsport Report

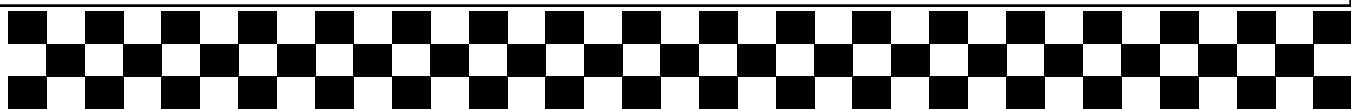
Much of this rumor-mongering is the result of concerns over the viability of the ALMS. Some pundits suggest that Grand-Am is positioning itself to take advantage of ALMS's troubles which include moribund prototype car counts, a questionable TV package, and some head-scratching rules interpretations. Another factor may be ALMS' commitment to so-called "green" technology. There are different opinions about this, as can be imagined, but ALMS is by design connected to European rules makers. And Europe is full bore into green racing technology. Whatever your proclivities are regarding the "greening of America" it is a huge gamble to position a racing series as the "Global Leader/Green Racing" as ALMS bills itself. That may work in Europe where diesels have been popular for years, wind farms multiply like rabbits, and nuclear power is still a viable clean energy technology. But over here, many fans like their racing fast, loud and don't care a whit about how many kilowatts of regenerative

braking energy are captured. And ALMS' endorsement of ethanol should be very suspect as ethanol is not energy efficient in its manufacture and delivery. Could it be more marketing strategy than good racing?

Much like Mark Twain, the demise of ALMS has been reported several times, yet it continues to move ahead, even on a green trajectory. Perhaps the only bright spot for Oklahoma racing fans is the reported ALMS OKC street race next year. This would be huge for us, but only if it comes off. And right now, the odds are 50/50.

## PORSCHE on TV

Date	Event	Coverage
Aug 22	ALMS Road America	SpeedTV
Aug 28	Grand-Am Montreal	SpeedTV
Aug 29	ALMS Mosport	SpeedTV
Sep 11	Grand-Am Utah	SpeedTV





Cimarron Region PCA  
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