

Cimarron *Trail*



FEBRUARY 2010

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA

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Officer Contact Information

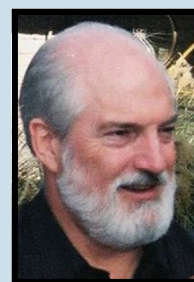
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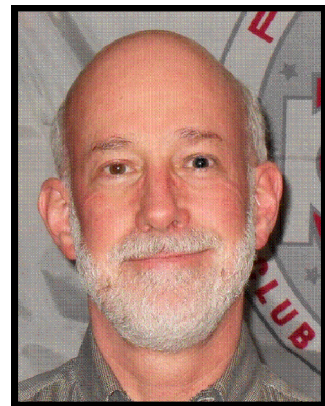
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President's Corner

Winter Greetings Cimarron Region Members!

As I write, the weather forecast seems to back up what the Groundhog prognosticated. We are in store for at least six more weeks of Winter. Not that I question the ability of a rodent to predict the weather, but that always seems like a sure bet, safe forecast on the second day of February. Indeed, last Friday the PCA Offices were closed for inclement weather—or at least the forecast thereof. Anyway, we have more time to make plans for exciting events for 2010, and our Social Chair, Steve Canada is hard at work, getting some special events lined out. I look forward to your participation, and seeing you at the events we are planning.



Thanks to Bob and Dulcie Miller, the Wine (Beer) and Cheese Party was a huge success. It was great to see a good mix of established and new members. Everyone had a good time, and I hope the newer members felt welcome. We hope to see them, and those of you that did not make it, at the next event.

Our next event is the Chili and Bunko Party at Claudia and Dan Arthrell's spacious home in Mid-Town, coming up on Saturday, February 13th. Billed as one of our "Top Club Events" the party has a Valentine's Day Theme. Expect some good and spicy Chili, sweet desserts, and a Bunko game you won't soon forget, with prizes even for those who don't win. You will find more information and details in this Cimarron Trail. Be sure to let Dan and Claudia know you will be coming so they can plan for a big crowd. Don't miss this great event.

Also, the Cherry Street Pub Crawl, which appears to becoming an annual event, is set for Saturday, March 13. Look for upcoming details and plan to join the fun.

On the Driving Front, contracts have been secured with Hallett for Mayfast on May 1-2, 2010, and the PCA Club Race on October 15-17, 2010. Please plan to participate in these driving events, or lend a hand, so that they will be successful. From a financial standpoint, these events involve a substantial investment of time and money for the Club. Your help in participating will assure that this is a successful year. We need to help our Club Race Chair, Earl Schott, with securing sponsors, providing hospitality and other details. And, we need for some members to get mentored this year, so that some new hands can take over next year's Club Race Chair. If you are interested, please let us hear from you.

That's all for now. I hope to see you at one of our upcoming events.

John Shafer



Notes From The Editor...

This month begins an introductory series on Autocross that we hope to run for the next month or two. Autocross can be daunting—nobody wants to look like a fool, including yours truly. But Autocross is also the essence of Porsche ownership—learning to control your car in more extreme attitudes. It's a cliché, but a Porsche, any Porsche, is meant to be DRIVEN. They are designed that way from the first pencil to paper, or mouse to computer, if you prefer. Your Cimarron Region PCA hosts a number of Autocross events during the year, and we hope by running this series we can get more of you Porsche owners out there on the course. Why haven't I done it yet? Too Chicken—that's the only excuse I have. The Autocross experts, led by our own Bill Jacobi, don't care if you're a new Porsche owner or a long time veteran, the point is to learn new driving skills and gain a better appreciation for your Porsche's—and your—performance. We hope you will join us—on course. Nobody cares what you look like, trust me. The point is: are you having fun yet?

The Rolex 24 at Daytona was run last month and the results were surprising. In the GT class, Porsche was outgunned by the Mazda RX8 for the second time in three years, but the Racers Group managed to put cars in the second and third spots. A broken shock in the late stages of the race kept our favorite marque from victory. In DP, the unofficial and un-sanctioned V8 engine built by Lozano Brothers Porting powered the Brumos "team" car to the win. One wonders what Porsche thought about all this. It also raises an interesting question. Yes, the engine is based on Porsche components, but is it really a Porsche win? Anybody and everybody builds Chevy V8s, for example, and I guess there's no harm in saying "A Chevy won such-and-such." But it seems a little off to me...



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THE MARKET PLACE

For Sale: 2006 Carrera S Midnight blue/Gray interior, sport chrono, 6-spd, Pirelli P-Zeros, Kenwood AM/FM/CD-DVD/Sirius/Bluetooth, Clear Bra, clear/heat shield window tint, manuals, always garaged. Absolutely no issues...better than new? You be the judge! Factory and premium extended warranty thru July, 2012. A blast to drive with enough torque to make creeping in traffic painless and high speed romps blissful. PCA member for over 30 years. Approaching retirement dictates it's time to reduce the "toys to equity" relationship. A beautiful car for serious buyers. 17K mi. (Really!), \$51,500

Contact: Mel; 713-995-4312 or porsche@adpro1.com



For Sale: 914/6 gt4s club racer. Highly modified and very successful - in club racing and AX/TT. after perusing the info/photos at www.rubicon-racing.com, you'll see that it's well worth \$29.95k for car & trailer. Wayne at prsch914@hughes.net



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

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.

For Sale: Two K&N Gold (HP-4001) Oil Filters for 924S, 944/S/S2/Turbo, 968. Pelican lists for \$13.50 each. \$15 takes both of them. Richard Rulli, 479-251-1830 or rjrulli@sbcglobal.net, Fayetteville.

For Sale: 1982 Porsche 928, 4.5I V8, automatic transmission Pacific Blue Metallic with full leather interior in tan/brown 80,XXX original miles, sold new in Tulsa, second owner, owned since 29,XXX miles Recent repaint in factory Glasurit by Huber Restorations. No dings or scratches Upgraded suspension, intake and exhaust. Excellent mechanicals. Book of receipts No spoilers or ugly side impact strips. One of the nicest early 928's you are likely to find Asking \$11,500 ONO. Call John at (918) 289-6840 or e-mail pacificblue928@att.net



For Sale: 1999 Boxster, Zenith Blue Metallic/ Gray Interior, Sport Package, 17-inch wheels, 5-speed. Garaged, very clean, 1 owner/ 1 driver, under 36,500 miles. \$16,000 Contact: Michael Treadway, Broken Arrow, OK Phone: 951-296-8998 Email: m_treadway@hotmail.com

Porsche Club of America
Cimarron Region—North Western Arkansas & North Eastern

One of the top 10 club events of the year

2010 Chili Bunko Party

You don't
have to
make a
reservation
or pay a
fancy price
for a great
date on
Valentine's
Day.

Come to
the PCA
Cimarron
Region an-
nual Valen-
tine Party



Saturday — February 13

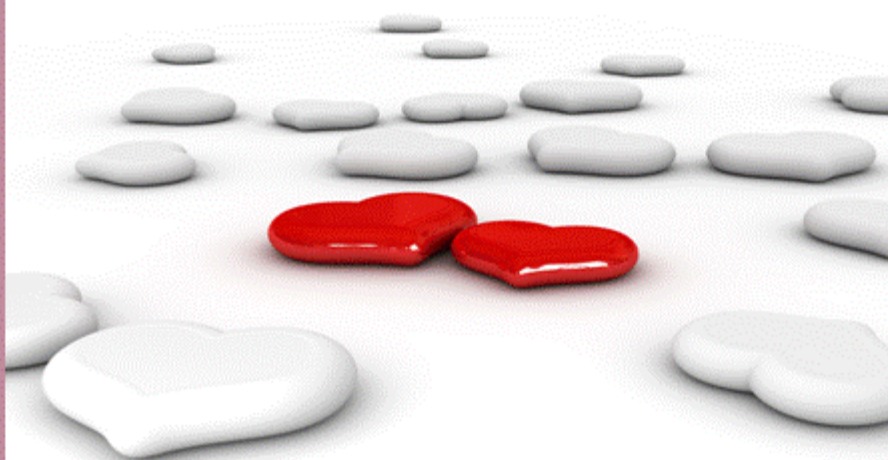
6:00 pm

1626 East 36th Place @ S. Utica, Tulsa

Claudia and Dan Arthrell's home

Please respond RSVP to **918-747-3800**

so we can prepare for the crowd



Annual Cimarron Region New Member Wine and Cheese Party

On the evening of January 16, over 25 Cimarron Region PCA'ers got together at the home of Bob and Dulcie Miller in Tulsa. These photos are just a brief glimpse of the wonderful hospitality shown both new and old members. A wonderful spread of yummy snacks and plenty of libations were available. And what a selection of German beer in the back room! If you missed it, hope to see you next time!



FEB OKLAHOMA 2010

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Membership News

PCA Cimarron Region Membership News Reported by Greg Hart, Membership Chair as of February 3, 2010

Primary Members	255
Affiliate Members	194
Life Members	1
Total Members	450

Welcome New Members

Monte Butler	2007 911 Turbo	Ft. Smith, AR
Dave Coats	1995 911	Greenwood, AR

Transfers IN

Michel Jones	1984 944	Bixby, OK
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Transfers OUT

None

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
Checks payable to Cimarron Region PCA and
mailed



Autocross Update



What is Autocross?

Autocross is a sport of trying to navigate your car through a defined course of pylons usually on a large parking lot, faster than your competition.

Autocross courses are set up using soft orange traffic pylons which will not damage your car, but they do melt!!! Events are run at speeds usually between 35-45 MPH, usually in 2nd gear.

Autocross is a *"performance driving event"* and a safe way to learn how to drive your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- Gain confidence in your driving ability
- Learn the limits of your car's brakes
- Learn correct seating, hand, and feet positions
- Learn the limits of your car's tire adhesion

Finally, Autocross is a social gathering of new and old friends and **LOTS OF FUN!!!**

Your first Autocross Day

A course will be setup on a large parking lot. Soft traffic pylons will be used to form a course consisting of turns, slaloms, and straight areas.

ARRIVE EARLY -- See what goes on... GET INVOLVED

New Drivers will be offered the opportunity to drive the course at reduced speed (no helmet required) to see if they want to let 'er rip!

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Courtesy of Porsche Club of America website <http://www.pca.org/Activities/Autocross/AutocrossDefined.aspx>





Autocross Update



When you arrive

Arrive early to help set up the course:

This is a good way to get a close-up view of the course and help is always appreciated.

Prepare your car:

Secure all loose items in your car such as coffee cups, etc. Check tire pressure and make sure your lug nuts are tight.

Sign in:

- Sign in at the timing table.
- Receive a run group assignment.
- Complete waiver form.

Sign up for a work station—all drivers will be required to work the course when their run group is idle.

Technical Inspection:

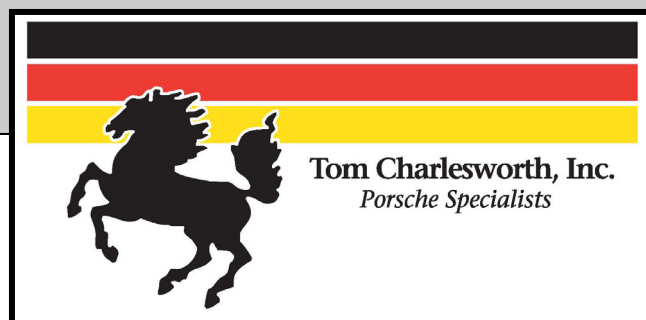
Cimarron Region does not currently perform a tech inspection, but drivers should ensure their vehicles are in good operating order.

- A helmet is required

Driver's Meeting:

Attend the driver's meeting where you will learn about the course, and other important subjects:

- Safety
- Danger Zones
- Tight Corners
- Wet or Oil Spots
- Uneven or Rough Pavement





Autocross Update



Course Walk

Otherwise known as *walking the line* - when possible, walk the course with an experienced driver.

Study the course, look for: Turn in and apex points, braking points, entry point of slalom etc.

Check for surface bumps, loose gravel and stones, uneven pavement, joints, oil, etc.

You will be given time to walk the course before the first run session.

To 'stay the course,' you must first stay on course.

The first problem that confronts every autocrosser is staying on course. So the first step is learn *where* it goes.

Walk the course at every opportunity...and take your time. Avoid following a crowd that blocks your view.

Walk the line you plan to drive as if you were sitting in the driver's seat.

Stop and study difficult or optional sections of the course to plan your line. Observe other drivers; note where they have difficulty -- hitting pylons or staying on course. Move around the course to observe problem areas from different locations.

Having completed this step, decide *how* to go. How to go calls for a plan. And remember, an imperfect plan is always better than no plan at all.

The question autocrossers most often ask is, "*How do I determine the best line or path around the course?*"

To begin with, concentrating only on determining the best line in autocrossing may be compared to slalom skiing. In an autocross, we are concerned with three things: time, distance and speed.





Autocross Update



The formula $time = distance / speed$ expresses the relationship of three factors. We must determine how to drive the course in the *least possible time*. In order to do this, the path chosen should offer the *shortest distance* and permit the *greatest speed*. As the formula illustrates, time can be made smaller by either decreasing the distance or increasing the speed...or better yet, both. Many times it becomes impossible to drive at the highest speed over the shortest distance. When this occurs, the best path is a compromise somewhere between the two extremes.

Once the Competition starts

Watch other drivers:

What line are they driving? Where are the braking points? Where are the shifting points? -- (Up and Down)

Now it's your turn:

(1) Bring your car to staging area; (2) Proceed to start line — Check your seat belt, make sure all loose objects are out of the car, turn the rear view mirror away from view. (3) Focus your thoughts on how you want to drive the course.

Starter gives the OK!

Start sharp, but don't spin tires; Look ahead at gates and know where you want to be; remember when to brake and shift. If you should spin, BOTH FEET IN. Hands at 3 & 9 on steering wheel. Finish the course.

Drive the First Run at *Reduced Throttle*

- Learn to stay on course
- Drive a good line
- Drive S M O O T H L Y

And above all, HAVE A GOOD TIME !!!!

BILL JACOBI
bjacobi@sbcglobal.net



UPCOMING EVENTS

Steve Canada. SOCIAL CHAIR

On Going Club Events

Every Sat

Members' Breakfast

Description: Join us for weekly breakfast and some tire kicking.

8am, Wild Fork, 1820 Utica Square

Second Monday of Every Month

CRPCA Board Meeting

Monthly meeting to discuss club activities.

6pm, Jackie Cooper Imports.



Newsletter Submissions

Deadline for getting your articles, information or requests to the editor by the 20th of every month. Send to: porschenews@aol.com

As you can see our social calendar is beginning to fill out for 2010. We will post information about more 2010 events as they are scheduled. Please remember that RSVPs, where included, are greatly appreciated to help in event planning. Thank you.

February

February 13

Chili and Bunko

Dan and Claudia Arthrell's home

March

March 13

Cherry Street Pub Crawl

Kilkenny's Irish Pub

Tulsa, OK

April

May

May 1-2

Mayfast 2010

Hallett Motor Racing Circuit

June

July

July 3-8

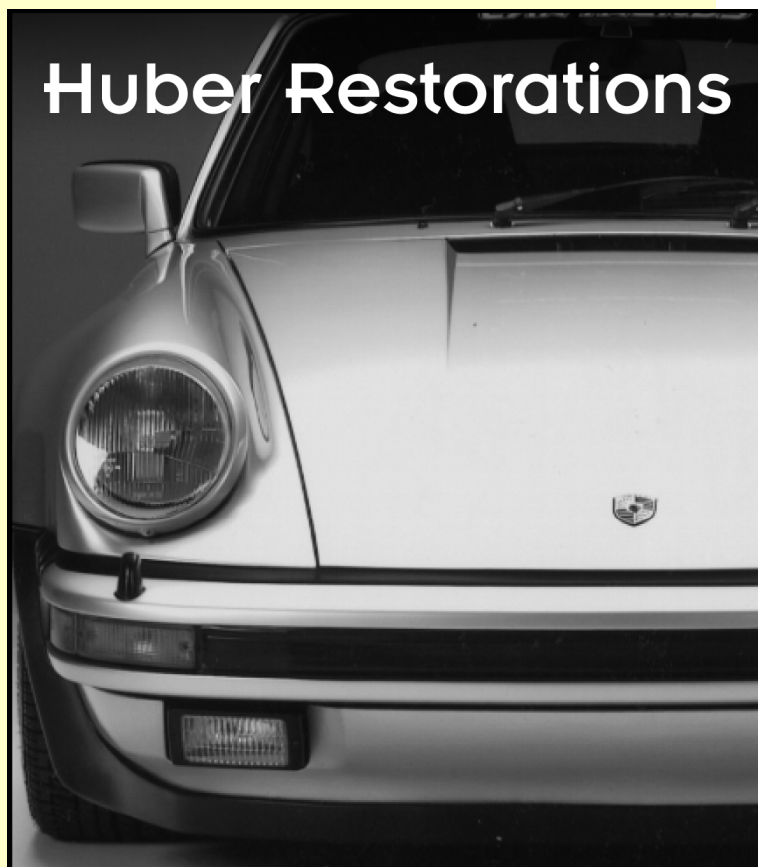
Porsche Parade 2010

St. Charles, IL

PORSCHE on TV

Date	Event	Coverage
March 6	Grand-Am/Miami	SpeedTV
March 20	12 Hours of Sebring	SpeedTV

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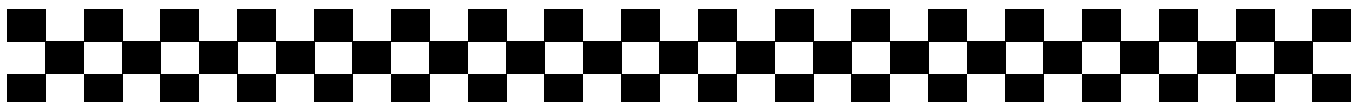


Motorsport Report

Porsche Wins at Daytona... Or Does it?

It was a typical Rolex 24 at Daytona—weather, conflict, heartbreak, and mechanical carnage. But in the end, a Porsche-powered car took the overall win. Starting a somewhat reduced field of cars in pouring rain on Saturday, the Rolex 24 was underway with some familiar story lines. Would the favored team repeat? Would the previous year's Grand-Am championship winners finally get their first 24-hour win? As the rain stopped and the track slowly began to dry, it was a calm race—not a lot of contact between cars or concrete. As the hours wore on into the night, the true character of endurance racing began to exert itself. Prime teams with star driver lineups fell to the side through mechanical ills—gear sets and transmissions seemed to be the gremlin this year. At dawn, a surprising combination was up front, the Porsche V8-powered Riley of Action Express Motorsports. What? Action Express Motorsports? What the heck? True enough—the team fashioned out of the ashes of Brumos Racing's former second car was in the lead, powered by an unproven, unauthorized Porsche-based V8 engine. The team was new, but the chassis was not, it being a Brumos team car last year. The drivers were not new, a collection of guys trying to salvage their careers; nothing to lose, but everything to prove. And prove they did. While the lone flat-6 entry expired in the mid-morning hours in a cloud of smoke, the Action Express Porsche V8 kept plugging away in the lead. Luck in the Rolex 24 means never assuming anything, and the team began to hope against hope. It was a little boring, for anyone not attuned to the stakes at hand. Except for the second-place car, most of the “big” teams had fallen out. But that's Daytona—the chance for a small team to gamble on a combination and win. And win they did. Driver's Terry Borcheller, Mike Rockenfeller, Ryan Dalziel, and Joao Barbosa lapped consistently ahead of the second-place BMW-powered Ganassi car, controlling the fifty-second gap. By the last hour of the race, while the SpeedTV broadcasters kept asking questions like “What would this win mean?”, thereby (almost) jinxing the team, lightning did not strike. As the laps wound down, there was not a blink, not a hiccup, not a flinch on the part of the car or the team. Smooth laps without whacking a slower GT car; no botched pit stops; no strategy miscues. The Porsche V8 cruised to a one lap victory over the Ganassi BMW, and the rest of the Rolex 24 field. An incredible victory against considerable odds.

The story of the Porsche V8 engine is an interesting one, if only because it lacks the official stamp from Stuttgart or, better yet, Weissach. But in the world of Grand-Am racing it makes perfect sense. At the beginning of the series in 2001, Grand American Road Racing used the then 3.8 liter Porsche engine as the baseline for its Daytona Prototype engine rules. Grand-Am wanted more manufacturers than Porsche, and they knew it, but they also wanted to give Porsche a fighting chance. So the rules were written to allow both the flat-6 configuration and to invite numerous existing V8 manufacturers to join in. And join they did. The corporate GM engine became a contender, as did the Lexus (Toyota) engine, the Ford entry, and even the BMW—all V8s. What about Porsche? Grand-Am was ever-vigilant about Porsche dominance, and worked to “level” the playing field in order to prevent Porsche engineering excellence from taking over the series. And it worked. Porsche Cars North America, and Porsche AG, weren't interested in committing too many resources to a US-only series, and one not very well followed or attended at that. So they dealt with the rules tinkering and soldiered on with a win here and there—enough to guarantee their continued support. But there are others who saw the writing on the wall, and knew that the flat 6's days were numbered in Grand-Am DP competition. It wasn't that the configuration was outmoded or uncompetitive, it's just that it didn't fit the model for Grand-Am. What to do? Was there a V8 configuration in the Porsche order book? There was, but it was designed and controller by Porsche for Le Mans-style prototypes, and therefore not compatible with the Grand-Am series. There was however, the V8 used in the Cayenne SUV. Would it work? This V8 was a dry-sump design using overhead camshafts of 4.8 liter capacity with about 380 hp in stock configuration. Tailor-made for Grand-Am. Who would build it? Lozano Brothers Porting (LBP) in San Antonio, TX has a long history of engine development. While their greatest success was with V8 engines for the SCCA's Trans Am series in the '80s and '90s, they were up to the challenge. Over the course of several years, with limited funds and zero support from Porsche, LBP has worked to develop the engine. Weight has been an issue, especially up high on the engine. There have been engineering issues, too, as Porsche restricted data on the camshaft profiles. But in true American fashion, an idea has triumphed. A privately-developed engine has conquered all comers at one of the premier racing events of the year.





Cimarron Region PCA
4705 S 83rd E Ave
Tulsa, OK 74145

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