



Cimarron Trail

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA June 2009

\$5 FINE for Riding or Driving
Bridge Faster Than a Walk

WEIGHT
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3
TONS

25



Inside this issue...

Sam and Ella's in Tahlequah

June 20

Porsche Parade in Keystone, CO

June 29—July 4

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CRPCA Lending Library

CRPCA has been invited to review a number of books offered by Motor-books International. There are some Porsche-related titles, and some general interest books, too. Currently we have the following books available.

The Book of the Porsche 356—Brian Long

Porsche High Performance Driving Handbook—Vic Elford

Porsche 996—The Essential Companion

Race To Win—How to become a Complete Champion Driver—Derek Daly

Autocross Performance Handbook—Richard Newton

Porsche Sixty Years—Randy Leffingwell

If you're interested in reviewing any of these books for CRPCA, or just want a chance to read them, contact the Editor at porschenews@aol.com.

THE MARKET PLACE

Set of four 18" Porsche twist wheels. Removed from a Boxster S. Fronts are 8.5 X 18 ET52 and rears are 10X18 ET47. There is some curb rash, but all wheels are straight. They would be great for track use. \$500.00

Contact Rennsport at 918-663-2906 or toll free at: 1-800-782-9711

Sheet Metal— LF front floor pan to fit 911/912. Pan from Restoration Design, .040 galvanized steel. \$75 Call 918 740-7951 or email jjone20@aol.com.

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



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President's Corner



Ready or not, school's out and summer has arrived. Fortunately we have some cool upcoming events and I hope to see you all.

Sam & Ella's – We have a dinner drive to Sam & Ella's in Tahlequah scheduled for Saturday, June 20th. In case you are not familiar with Sam & Ella's, I did a Google search and got 5,450 website hits. The first hit is from the travel channel and this is what it said:

"I have eaten in a few of the "top 10" pizza places in the US, and they all seem like plain old ordinary pizza compared to Sam & Ella's. Sam & Ella's isn't Chicago style, or NY Style, or California Style. They are their own style. Everything on their menu is a taste you can't get anywhere else, and that you will lose sleep over if you don't live close enough to satisfy your cravings for them. If you come to OK, skip the world famous Eskimo Joe's, skip OKC, skip Tulsa. The best pizza and Sandwiches you've ever had are in Tahlequah @ Sam & Ella's."

What more could you want from a Porsche club event, good friends, a great drive and the best pizza in Oklahoma. If you are planning to attend please RSVP with Steve Canada at scanada@cox.net or (918) 671-1499. We will meet at 4:30 at the Battlecreek Church parking lot at 145th and the Broken Arrow Expressway. We will go through Waggoner and Hulbert going over and have dinner around 6:30.

Queen Wilhelmina State Park Rally – As I mentioned in my last President's report, we are planning an overnight trip through Arkansas and will be staying at the Queen Wilhelmina Lodge on Saturday night, August 8th. The lodge's website is <http://www.queenwilhelmina.com>. We are holding a block of 20 rooms and once they are gone there will be no more rooms available, so if you think you will join us, please contact the lodge at 1-800-264-2477 and make your reservation. Be sure you give them group reservation number - 782840 and let them know that you are with the Cimarron Region Porsche Club.

Calendar of Events Postcard – By now you should have received the first CRPCA Calendar of Events Postcard. Since we switched over to an electronic newsletter we have received suggestions from some of the membership that periodically we need to mail out a schedule of events to remind them of upcoming events. This first one was a bit of a pain but now that it is set up, we plan to send them out at least semi-annually and perhaps more often. I hope you find it useful.

Vanity Tags – One of our member recently got a new vanity tag for his Porsche with a cool story behind it. Some of you may know that the tag on my 911 is "NOH2O" (because of the air cooled engine). I know a lot of you also have vanity tags and it got me thinking that we should put together a list.

If you have a vanity tag please take a picture or just write it down and email it to me at jjackson@benefitinformatics.com. Also if there is any explanation necessary please provide it as well. I will compile the pictures and list and put it in an upcoming newsletter. I know there are some creative people in the club and this should be a great way to prove it.

Demographics – As I was putting together the Calendar of Events Postcard, I used the membership list to create address labels. While I was at it, I decided to compile some demographics of the club. I found it interesting and hope you do as well. The results are below:

<u>Members by State</u>		<u>Membership by City</u>	
Oklahoma	74%	Tulsa metro	60%
Arkansas	21%	Fayetteville	6%
All others	5%	Rogers	4%
		All others	30%

Autocross Update – Congratulations to Bill Jacobi. After significant effort by Bill with help from other members, we believe we have secured an autocross location. Details are still being firmed up but we hope to have our first autocross later this month. Watch for email blasts with more details once we get the first autocross scheduled. Hopefully we will have one per month for the remainder of the year.

Zone 5 Escape – The Legendary Mardi Gras region is going to bid for the PCA Escape in 2010. In preparation they decided to host a Zone 5 Escape this year the weekend of October 15- 18. See more information on the event in this month's newsletter. If you are planning to attend be sure to make your reservations now before the rooms are gone.

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

Dear Cimarron Region,

The Royal Sonesta Hotel has now blocked 35 rooms under "Porsche Club" for Legendary Mardi Gras Region's first annual "Zone 5 Escape." This event will take place from Thursday, October 15, 2009 through Sunday, October 18, 2009. The event will feature at least two of New Orleans' grandest restaurants, fun in the French Quarter, and a big Sunday brunch. Lots of other activities too.



Hurricane season will be over and the weather will be perfect -- in the 70's.

This event is a warm-up for next year's Porsche Escape 2010, which we hope to host. Please note that the "Zone 5 Escape" will be an annual October event regardless of whether LMGR gets the 2010 Escape.

This year's Porsche Escape 2009 is in Dayton, Ohio. I am hard-pressed to think of what sort of adult fun is available there. My guess is that your members would rather party with LMGR in New Orleans.

The Royal Sonesta Hotel, which is a very nice hotel, is located at 300 Bourbon Street in the heart of the French Quarter. It has rooms with balconies, several great restaurants and bars, and is located on Bourbon Street within very easy walking distance of where LMGR will hold the party and restaurant events. LMGR will have a party suite on a corner balcony overlooking Bourbon Street.

If you are planning to attend, please call (504) 586-0300 to reserve your room. The discount room rates are \$179 for Thursday night and \$219 for Friday and Saturday nights. **I very strongly recommend reserving rooms as soon as possible** if you plan to drive in because members of nearby regions -- Mardi Gras and Whiskey Bay -- might want those rooms too.

We will have secure, covered, on-site, self-park for 50 cars.

Also, if you plan to attend please e-mail me your name and contact information so I can begin to compile a guest list.

Thanks and I look forward seeing you in New Orleans.

Richard Martin
Captain, Legendary Mardi Gras Region



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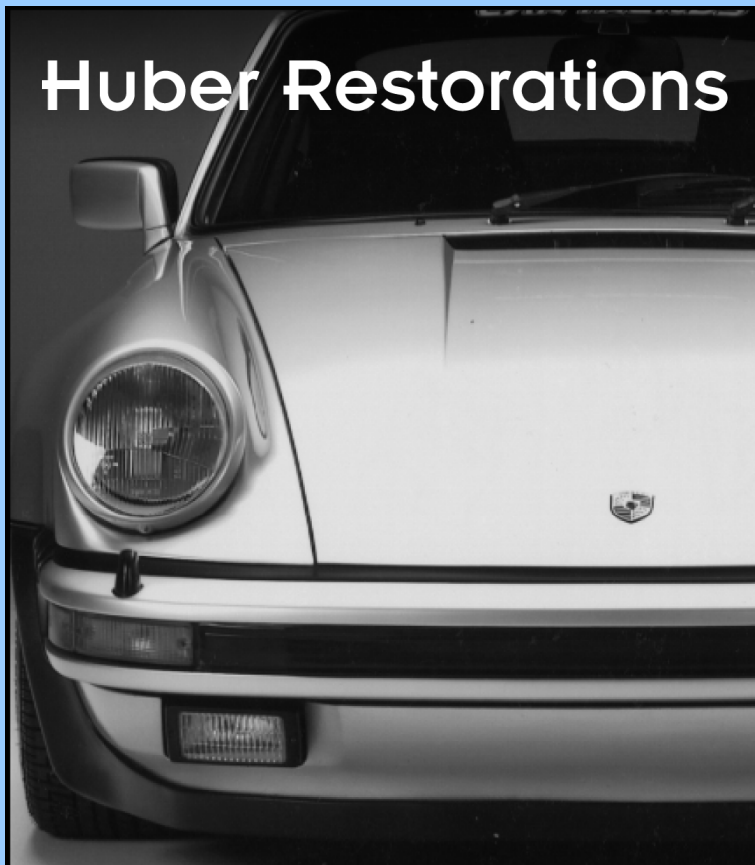
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Newsletter Advertising

Annual Ad Rates

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

Each page is subdivided into 12 units (boxes).

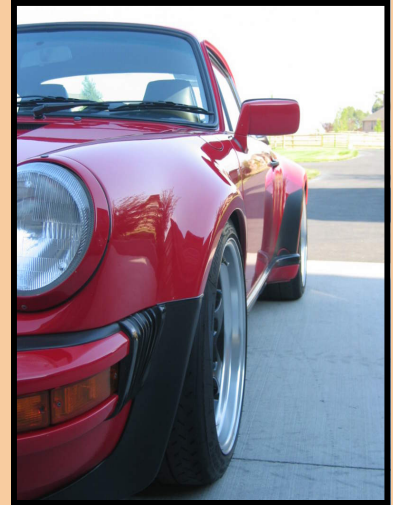
Commercial Annual Ad Rate and Size:

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

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Checks payable to Cimarron Region PCA and mailed
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turbo

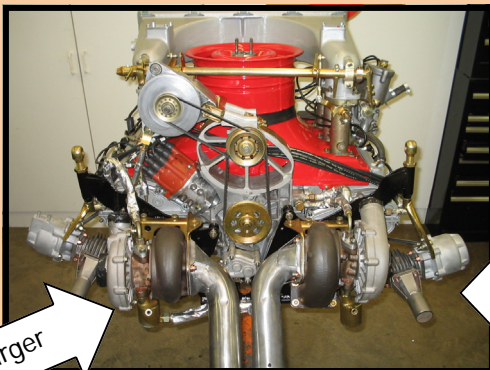
That one word set the stage for one of Porsche's greatest legacies – one that continues to this day. Porsche was not the first manufacturer to use forced induction – hardly. Various methods of improving intake volume had been around almost since the invention of the internal combustion engine. But the introduction in 1975 of the 911 Turbo Carrera, or 930 as it was designated, raised the bar of performance to such a height that the words Porsche and Turbo became synonymous with blistering performance.



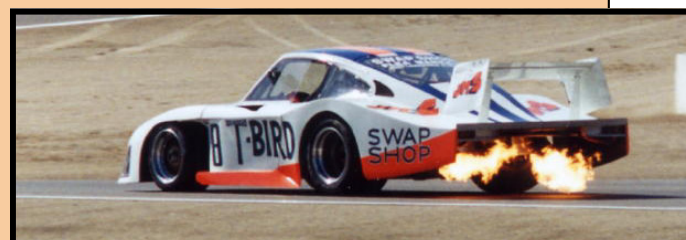
Turbocharging is a form of forced induction, as with supercharging, that increases the volume of air, and therefore fuel, into the cylinders. The use of turbocharged intake systems present their own set of problems, not the least of which is reliability. Turbochargers work by capturing the engine exhaust stream to spin an impeller which is connected directly to a similar device in the intake channel. As the exhaust spins the impeller on one side, it also spins the intake side which increases the flow of air into the cylinders. Turbochargers work at extremely high temperatures and turbine speeds, and they require special material construction and oiling systems to cope with these challenges. Porsche engineered a way of making turbochargers work, and last.

Another problem with turbocharging is so-called "lag". Because the turbo depends on exhaust gases to spin the impeller, it takes time for the impeller to spin up as demand from the driver increases. Many different schemes have been used to reduce turbo lag, from multiple turbochargers and fuel injection tuning to exotic, lightweight materials. Porsche has refined the performance of its turbocharged engines now to where lag is almost negligible.

Turbocharged engines also require a pressure relief system or "wastegate" to prevent over-boost in the intake system as throttle demand decreases. While the systems are minimally noticeable in street versions of the turbocharged Porsche, they present a spectacular sight for racing fans. The rear-end view of a Porsche Turbo belching flames as the turbo wastegate dumps the excess pressure, and fuel, is a cherished memory of many Porsche race cars.



This race-prepared turbo engine illustrates the use of twin turbochargers and wastegates. Though this engine was not used in the street 930s, it is an evolution of those engines.





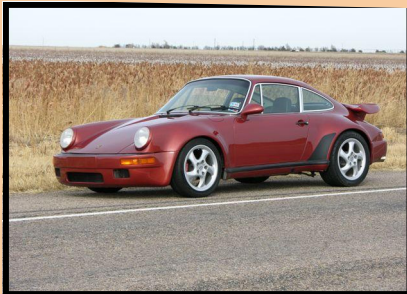
When Porsche introduced the Turbo, it immediately became an iconic car. The large fender flares and original "whaletail" spoiler gave it an unforgettable appearance. So too was its performance. There are many versions of 0 to 60 times, 0 to 100, 0 to 100 to 0 – suffice to say the Turbo was, and still is, quicker than just about any other production

car on the road. Big, whomping V8s or V10s may be faster in a straight line, but nothing combines the violent acceleration with the finesse of the Porsche handling and the incomparable stopping ability of the Turbo.

For many Porsche fans, the 930 remains the goal of Porsche ownership – the holy grail. Porsche manufactures new Turbos, including the stellar GT2, and these are the Porsche of choice for many who can afford the entry fee. But like all Porsches, there are those who value the early cars—the original Turbo Carrera. Unlike some of the normally-aspirated cars, prices for the early Turbo are remarkably stable in the \$30,000 range – not out of line for a real



930. Check out the back of Panorama any month for a selection of choice Turbos for sale.



Finally, the issue of driveability. Turbos can bite their owners – and many have. It takes a sensitive touch to stay on top of that much power and things happen very fast at the speeds these cars can achieve. But for the driver of a Porsche Turbo who can master the beast,

there is no finer ride anywhere.

The Porsche Turbo – a car for the ages.





Membership News

Important notice regarding PCA.ORG and your logon account

On Monday April 20 2009, we launched PCA's third generation web site! There's an entirely new look, updated to be easier to use and more attractive, while enabling us to offer new features and value to your PCA membership.

The launch happened a little earlier than we wanted, as the existing PCA server computer failed abruptly the evening of Tuesday April 14th. Numerous difficulties delayed the replacement server and web sites until just today. You may have also noticed some PCA region and zone web sites were similarly inaccessible, for the same reason. Most web sites are restored and operating once again but a few still need a bit more work in the coming days.

Existing PCA.ORG Users:

If you have an existing pca.org logon username from the old site, that will not change. However, **passwords will be reset**. Your initial password will be of the form "pcaNNNN", where NNNN is the last four digits of your PCA membership number (your PCA number is 2004120745). Upon first login to the new site, you'll need to pick a new password immediately; the password must be at least 7 characters long. If you have trouble logging-in, please try the password recovery feature, or email the PCA National Office.

Members without PCA.ORG login accounts:

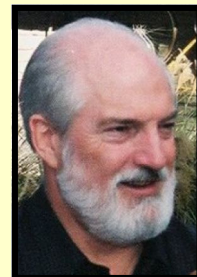
If you have not previously had an account on PCA.ORG, one has been created for you as a feature of your PCA membership. Your username will be of the form <first initial><last name><last 4 member number digits>. For example Joe T. Plumber, PCA #20090120, is *jplumber0120*. Your password is of the form "pcaNNNN", where NNNN is the last four digits of your PCA membership number (your PCA number is 2004120745). For example, Joe Plumber's password is *pca0120* (must be lower-case).

We trust you will enjoy the new web site for years to come!

Thank you for your patience during this unusual event,

Jim Selders

PCA Cimarron Region Membership News Reported by Dan Arthrell, Membership Chair as of June 1, 2009



Primary Members 238
Affiliate Members 183
Life Members 1
Total Members 422

April Transfers IN

None

April Transfers OUT

Transfer to: Southern Arizona
Jerry & Joanne Galliard

New Members

Richard J. Stewart 2009 Carrera S Tulsa, OK



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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 well along for 2009. We will post information about additional events as they are scheduled. Please remember that RSVPs, where included, are greatly appreciated to help in event planning. Thank you.

June

June 20

Lunch Drive to Sam and Ella's in Tahlequah

June 29-July 4

Porsche Parade

Keystone, CO

July

July 11

Pool Party

Details to Follow

August

August 8-9

Queen Wilhelmina Rally

September

September 19

Drive to Lakeside Grill

Cross Timbers at Lake Skiatook

PORSCHE on TV

Date	Event	Coverage
June 20	Grand Am at Mid Ohio	SpeedTV
July 4	Grand Am at Daytona	SpeedTV
July 7	SCCA World Challenge GT (5/17)	SpeedTV
July 18	ALMS at Lime Rock	SpeedTV
July 19	GrandAm at Barber Motorsports	SpeedTV
July 22	SCCA World Challenge GT (7/5)	SpeedTV

October

October 2-4

Octoberfest 2009

Hallett Motor Racing Circuit

October 24

Drive to Click's Steakhouse in Pawnee

November

November 7

Margaret's German Restaurant

November 13-15

PCA Palooza

Eureka Springs, AR

December

December 4

Holiday Party

Five Oaks Lodge, Jenks, OK

December 12

Wrapping Party—Adopt a family





Motorsport Report

Success...Here and There

Despite grim predictions and much hand-wringing early in the racing season, Porsche has scored some significant victories in American road racing to date. In the SCCA's Speed World Challenge Series, Porsche has won two events against such rivals as Volvo (yes, Volvo), Chevy Corvette, Dodge Viper, and Ford Mustang. Unlike their much-massaged competitors, the Porsche 997 GT3 raced in this series comes out of the factory at Weissach ready to rumble. And though not every event has resulted in victory, Porsche has a fighting chance on tracks ranging from concrete-walled street circuits to wide open, natural-terrain road courses.

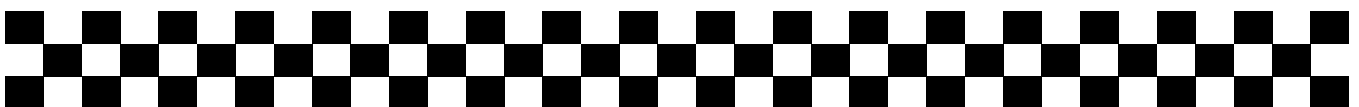
In Grand Am, the story is quite different. Both the GT cars and to a greater degree, the Daytona Prototypes have been hobbled by rule changes impacting the performance of the cars. Since the Brumos entry won the season-opening Rolex 24 at Daytona, the DP Porsches have had their weight increased and their transmission gears reduced – from six to five. Perhaps the whining of the second place Daytona finishers had its desired effect, but the result is Porsche-powered DPs struggling to find their pace. Especially ironic since the appearance of Penske Racing in the series (on hiatus from the American Le Mans Series) was expected to raise the stakes. But Penske has struggled too, some of which has been their own making, but no doubt hampered by Grand Am's incessant rules tinkering.

In Grand Am GT, the story is similar – some success, some failure. The Porsches seem to be ill-suited to the new Pirelli tire, with excessive wear and blistering issues on the heavy back end of the cars the biggest problem. It's been so bad that at the most recent round at Watkins Glen the cars were allowed to be fitted with extra cooling ducts and blowers over the rear tires to help reduce the tire temperatures. Good Lord! But the Porsche of Leh Keen and Dirk Muller came away with the GT Class victory, so it was worth the effort. Keen and Muller lead the points chase in GT.

Oddly enough, the brightest spot seems to be ALMS where the increases to the GT2 field are the only thing keeping the series afloat. Gone from LMP2 are the spectacular Porsche RS Spyders; gone from LMP1 are the Audis, too. In GT2 the 997 RSR has scored several wins in fine fashion as the Ferraris have struggled, the BMW is still in development, and the factory Corvette has not yet appeared. Pat Long and Jorg Bergmeister lead the points—its a fine thing to see a 911 consistently in victory lane, don't you think?

* * *

Your editor's annual pilgrimage to Barber Motorsport Park for the Porsche 250 will take place July 17-19. We've been granted a press pass this year, so we'll try and get up close with some of our favorite teams and drivers. Deadline for the July newsletter will have come and gone by the time we get back, but look for a full report from Barber in the August edition.





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

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