



Cimarron Trail

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA - April 2009



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The Dogwood Spring Fling Has Been Cancelled

**Mayfast 2009
May 2-3**

**Lunch Drive to Ft. Smith
May 16**

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CRPCA Lending Library

CRPCA has been invited to review a number of books offered by Motorbooks 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.

Porsches at Hallett

April 4-5 the SCCA held a Regional and National at Hallett. There were a few Porsches on hand, notably Scott Ferguson from Ft. Worth. Scott ran both days in his 2005 996 Cup, won the Regional on Saturday and qualified first in GT2 for the National on Sunday. Unfortunately, after turning a 1:18:3 in qualifying, the clutch gave up. Scott says he's had the former TRG car for about a year and a half, and is having a great time with it. "I love this track" he says, "it's a lot of fun."

Scott says his goal is to make the Runoffs this year in GT2, but doesn't rule out doing PCA events as well. The last PCA event he raced at was in Atlanta, and it rained—a lot. "A little rain is OK", says Scott, "but this was ridiculous."



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President's Corner



What were you thinking? If you did not make the trip last weekend to Mount Magazine you missed out on a great drive and after all, isn't that why you bought your car. Aside from a little wind, the weather could not have been nicer with a high in the upper 70's.

We left Tulsa around 8:00 am and took a break at historic Fort Smith (*not the town, the actual fort!*). After stretching our legs and walking around the grounds we decided to take a look at Judge Parker's gallows. There is nothing like touring the gallows to put your life in perspective. After that, we climbed back into our cars and continued on to Mount Magazine.

At the lodge we "broke bread" with members from several other parts of Oklahoma and Arkansas. After lunch we drove around to one of the observation turnouts and took in the views which were quite spectacular. I suspect we had close to 20 cars by then. On our return to Tulsa, we took Arkansas highway 59 through the Ozark National Forest which is a great road and made it back to Tulsa around 5:00. Thanks to all that attended, it was a great day. And special thanks to Rick Daes and the Ozark Region who organized the event. Next month's newsletter will feature the Mt. Magazine event, including lots of photos. Don't miss it!

Spring Fling – As you may have heard by now, we made the decision to cancel Spring Fling. It was a difficult decision to make but a week before the event we only had 10 couples registered (four of which were workers) and that is simply not enough to warrant the event. Unfortunately we scheduled the event on the same weekend as a club race in Topeka, Kansas and I believe that scheduling conflict combined with the current economic environment lead to the low participation. I do not know whether we will try it again next year or perhaps change the format to a one day event. In any case, I want to give my sincere thanks to Bob and Dulcie Miller, and Ted and Pat Kelly for all their hard work on the event over the past eleven years. I have many fond memories.

Mayfast – Believe it or not, I have decided to participate in Mayfast on May 2nd and 3rd at the Hallet Motor Racing Circuit. I have already convinced a few others to join me and if you have never done a Driver's Education, this is your chance to get your car out on the track in a controlled environment.

In my last newsletter I discussed Driver's Education and as you may recall, *"The mission and purpose of the Driver Education Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so the participant can improve his or her driving abilities and acquire a better understanding of vehicle dynamics and driving safety at various tracks around the country."* I did three or four DE's when I first joined the club in the 90's and can see why they are one of the more popular events that PCA conducts and am anxious to get back on the track.

Lunch drive to Fort Smith – If you missed Mt. Magazine, you will have another opportunity for a drive in Arkansas. Mark your calendar for May 16th. The details are still being firmed up, but we will leave Tulsa that morning and drive to Fort Smith for lunch. Our return will be through some great roads in Arkansas with a potential stop at the Devil's Den State Park in Arkansas. I hope you can make it, because this will be an excellent drive.



Monterey Historic Automobile Race week – This is a little ways out but the Monterey Historic Automobile Race week is August 10-17. The Monterey Bay Region is planning events and if you are interested in attending, you can contact them through the following website: <http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/82BA9CE3-AABC-E751-F2AA487A528CC5B8>

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



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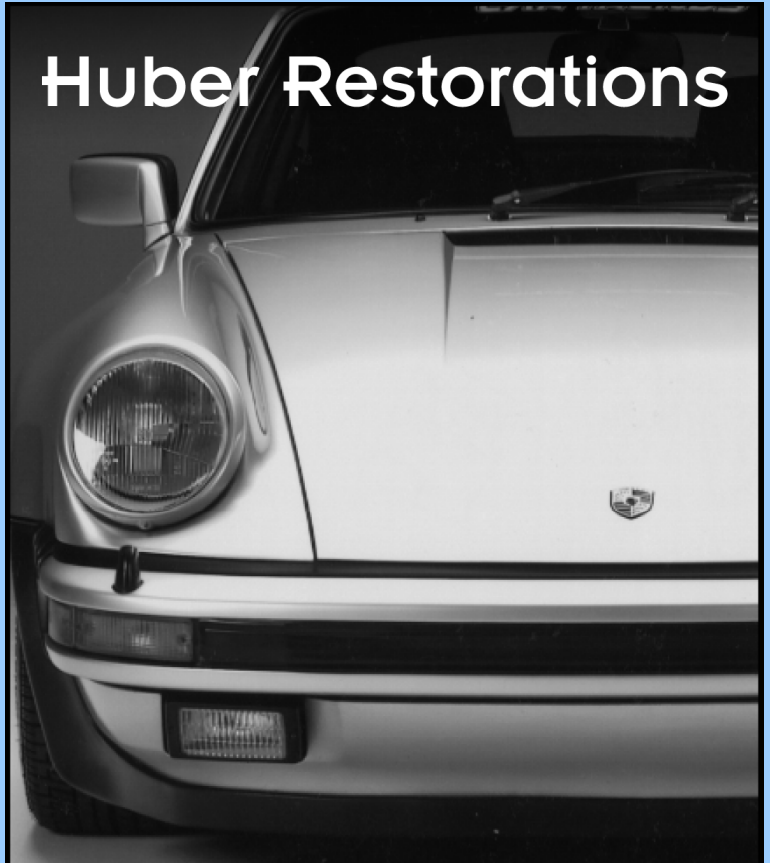
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Commercial Annual Ad Rate and Size:

- 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
to Gary Bernard, Treasurer
9417 S. 90th E. Ave., Tulsa, OK 74133

So, you're thinking about a Boxster...

The Porsche Boxster in all its iterations is a wonderful car. Truly a Porsche in the classic sense. The proliferation of used Boxsters on the market means opportunity for those who can't, or won't, afford new. Like buying the older air-cooled cars, there are tips and tricks to buying a used Boxster. The following information comes from the web site www.iwantaporsche.net. It is provided for entertainment only, as evidence of the resources out there for you to do your own research. Cimarron Region makes no representations or assurances as to the accuracy of the information. As with the older Porsches, there is no substitute for a pre-purchase inspection by someone who knows the cars and what to look for.

High mileage Boxsters are cheap, but you get what you pay for. Expect to put \$2k or more into your older, high mileage Boxster the first year of ownership. If you don't have this extra cash, put off buying the car until you do. I had to replace two struts, a control arm, radiator fan, brake pads and put new tires on my Boxster and just these things were over \$3k. Count the costs of buying an older car *before* you get all worked up about buying one in particular. Cheap Boxsters always cost more than newer ones with fewer miles on them. Period.

Buy as new a Boxster as you can possibly afford, and save up for the S (3.2L). Preferably, one with some remaining factory warranty on it. This will come in handy those first few months of ownership when the radiator overflow tank leaks, you discover a small rear main seal drip, etc. Everything is expensive to repair, so getting PCNA to pay for the first couple of rounds will quickly offset the extra money you paid for a newer one.

Pricing on used Boxsters is absolutely wild. You can find two Boxsters that are nearly identical in features, engine size and mileage and the price can differ as much as \$4000 or more. Do your homework and know the value of the model year you are seeking to buy.

Buy one from an individual who loved the car and took care of it. If you can possibly buy a one-owner Boxster who has kept good maintenance records, even if the mileage is high, you're doing better than buying one from a dealer where the car's been driven by 2+ owners and serviced at multiple dealerships around the country. It's just too hard to find out about work done on the car when it's been in a number of owner's hands at different cities.

Unlike most other car dealerships, Porsche service dept. people cannot tell you what work has been done on your Porsche if it was not serviced at that particular dealership. You can look at the Carfax report and find out where it's been titled and call the dealers in those cities and ask them to look up your VIN#, but there are no guarantees. Of course, work done on the car at a non-Porsche dealership will be unknown, so assuming maintenance was not done is the only safe assumption if the car doesn't have authentic records.

Speaking of Carfax reports, they are overrated. My Boxster had been slammed into a curb and spun around, doing sub-frame and rear strut damage, and the front bumper had been repaired and re-sprayed. Neither showed up on the Carfax. Get one though for title info.

Your PPI (Pre Purchase Inspection) should include a 4-wheel, laser alignment. Most PPI's don't come with this, so you'll need to pay extra for it, but it will quickly show you if the car's been wrecked and not repaired properly (which was the case for me). BTW, my car never drove or looked wrecked, but did fade to the right when I let go of the wheel...and the alignment brought out what was wrong (bent front subframe and bent rear strut. Ouch!).

Boxsters eat tires and brakes and brake discs. If you get more than 15k out of a set of rubber, you have bragging rights for sure. Brake pads are soft, and their wear point has a lot to do with how often and how hard you depress the brake pedal... but if you enjoy the gas pedal, the brake pedal is usually used as well. Brake discs *cannot be turned, only replaced*. Every third set of pads require new discs. And I make these comments as a conservative Porsche driver. I don't dump my clutch, spin my wheels or race between stop lights like a teenager.

Find a reputable Porsche mechanic before you take possession of your out-of-warranty Boxster. He must have (or have ready access to) a PST2 (a laptop-looking diagnostic tool) to discover most of the engine-related issues. Many dealership's mechanics are moonlighting on the side, and that's not a bad choice because they work on them all day and you can supply them parts bought cheap over the internet and save big bucks. I did not find my mechanic until after 6 months of ownership and far too much cash given to the dealer for repairs.

Ensure the Boxster you buy has the following:

Two remote keys that work well. Replacements are \$265 each and a real pain to secure (parts counter, bringing in your car for programming, etc.).

Manuals for the car. Expensive and needed as the car isn't a "self-discovery" kind of vehicle (the manual is actually very helpful).

Tools for changing tires and towing. Find out what came with the car and demand it be sold with these items or pay out the wazoo for them later.

Rollbar inserts & Lexan clear center windscreen. Also very expensive after the fact and without them, top-down driving is like being in a tornado.

Lots of speakers. If it doesn't have door speakers, you'll hate the stereo system. With door speakers, it's tolerable, but not enjoyable with the top down. The rear storage box with speakers is the best scenario and will save you big bucks later. Absolute best factory system is the Bose setup, which has a sub woofer and mid range speakers in a custom-designed rear speaker enclosure (BTW, the Bose option came with a center windscreen, so if this is missing pitch a fit over it!).

Upgraded convertible top transmission cables. If you see a diamond pattern on them, they're the newer reinforced version and won't stretch, which causes expensive repairs.

Coolant tank is not leaking (take up the carpet around it and look for wet spots).

Oddments Tray hinge is intact (the little flip-up storage space below your elbow).

A fairly clean record of not being redlined repeatedly. The way you find this out is to have the Boxster hooked up to a PST2 tool and the mechanic can query the OBC for this information. If it's been redlined a lot, walk away, even if it's under factory warranty. PCNA is quick to inform you that you (or previous owners) have trashed the engine and they will refuse to pay for a replacement, even if the engine is faulty. It's a loophole you do not want them to use, and believe me, they will use it if they can. Engines are expensive!



Cimarron and Ozark Region's "Slice of Pizza"

by Rick Daes, President, Ozark Region

On Tuesday, March 17th, members of the Cimarron and Ozark Regions met in Rogers, Arkansas for a "Slice of Pizza". In what would be called a "short notice invitation" the Ozark Region invited members of both regions and any Porsche owner to meet at the "Mad Pizza" restaurant along I-540 South of Bentonville. A better than expected turn out was had and plans for the next multi regional gathering was planned for April at "Jose's Mexican Restaurant" located at the intersection of Hwy. 412 and I-540. There will be more details once a date and time has been set.

The question was asked (jokingly) if this was an attempt by the Ozark Region to steal away members of the Cimarron Region. The answer was a resounding "No". The purpose of this and future events is to offer members of both regions, living in Northwest Arkansas, something to do in their immediate area and to recruit Porsche owners in the area to join the PCA. New PCA members living in Ft. Smith, Fayetteville, Springdale, Rogers, Bentonville and Eureka Springs are automatically assigned to the Cimarron Region, due to their close proximity to Tulsa. This is not the first time these two regions have participated in joint activities, ever since the first PCA-Palooza held in November in Eureka

Springs, Arkansas and then at past years fun runs to Jasper, Mount Magazine and Wiederkehr Village, these two regions have met have and started to know one another. Last September in Kansas, Oklahoma; Jay Jackson, Gary Bernard, Leonard Zechiedrich and myself had dinner together to discuss the upcoming PCA-Palooza and future activities for both clubs to participate in together. In February of this year, at the Zone 5 President's meeting, Jay invited the Ozark Region to join the Cimarron Region in their fun run to Queen Wilhelmina State Park located outside of Mena, Arkansas in September.

Regardless of which region you belong to, there is no rivalry between the two regions, there is no line drawn in the sand, all roads leading to Northwest Arkansas are fun roads to drive and we plan on having more events in that area.

I want to thank all of those folks who came out on such short notice and look forward to seeing more of you in April at "Jose's".



Rock & Roll

Garage Party at the Kaplin's



Cimarron Region Proves It Can Both Rock AND Roll!

By Greg Petzset

More than 35 Cimarron Region members converged on Randy and Elinor Kaplin's home for the Rock-N-Roll Garage Party, March 21. Revelers were greeted with a buffet array of gastronomic proportions! Also on hand was a generous selection of thirst quenching beverages, and "to die for" desserts!

While the partiers slaked hunger, thirst, and sweet tooth, able guitar-men Jeff Huber, and our own VP, John Shafer, plugged in, tuned up, and turned on the music. As Allen Hill fronted with his harmonica, Jean Kelley, Laura Shafer, and Claudia Arthrell, among others, provided a back-beat, and one by one would-be vocalists stepped up to the microphones and delivered their own renditions of a variety of the timeless classics, mostly oldies.

Bound for stardom, many partnered up for duets and trios. Dan Arthrell teamed up with wife Claudia; Jean Kelley and Greg Petzset sang *My Car* to the tune of the classic Temptations hit, *My Girl*. Then a chorus of voices, including Nancy Anderson, John Blocha, and most everyone in attendance, chimed in on one hit after another. At times it was difficult to tell if all were singing the same lyrics, but they belted it out from their hearts to the appreciation of the entire audience.

As the live music came to an end, Randy fired up the Karaoke machine out in the garage. Highlights included Jean Kelley and Bill Jacobi performing a memorable and quite moving *I Got You Babe*, from Sonny and Cher. Finally, as the evening festivities waned, the last of the red-hot singers congregated and joined voices on "old blue eyes" *New York, New York* and *My Way*.

If you weren't there and it sounds like fun, shame on you for not making the scene, jelly bean! A huge thanks goes out to the Kaplins. NO ONE throws a bash like Randy and Elinor; and though Porsche was the centerpiece, it's the people who made it special!

Rock & Roll

Garage Party at the Kaplin's



Ken and Phyllis Thomas, Pam Petzet, and Vicky Hart scope out the Kaplin's garage.



Vicky Hart admires a 1952 model 356 Pre-A.



Alan Hill, Jean Kelley, and John Shafer warm up the crowd with some rock-n-roll!



Musician/restorer Jeff and Gail Huber relax with a bite in advance of the big show!



That's entertainment! Jeff, Alan, John, and Jean burn down the house!



Claudia Arthrell, Laura Shafer, and Nancy Anderson team up on a number.



Now that's a centerpiece!



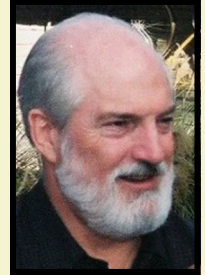
Membership News



Host and hostess of the recent Rock & Roll garage party, Randy and Elinor "Don't Take My Picture" Kaplin.



PCA Cimarron Region Membership News Reported by Dan Arthrell, Membership Chair as of February 9, 2009



Primary Members 246
Affiliate Members 191
Life Members 1
Total Members 438

No Transfers In or Out

New Members

Oklahoma

David Hughes, II 2001 996TT Broken Arrow

Rocky & Cynthia Naff 2005 Boxster Tulsa

Arkansas

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THE MARKET PLACE

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Market Place Requests:

Ads are FREE!!!!

Must be something that is Porsche related.

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.

April

April 17-19

13th Annual Spring Meeting
Hilton Inn Express,
Miami, OK

Cancelled!

PORSCHE on TV

Date	Event	Coverage
April 19	ALMS at Long Beach	ABC
April 25	Bosch 250 at VIR/Grand Am	SpeedTV

May

May 2-3

Mayfast 2009

Hallett Motor Racing Circuit

May 16

Lunch drive to Ft. Smith

June

June 13

Lunch Drive to Ponca City and Tour Marland Mansion

June 29-July 4

Porsche Parade
Keystone, CO

July

July 11

Lunch Drive to Sam and Ella's in Tahlequah

August

August 8

Summer Pool Party

September

September 19

Talihina Drive (Ouachita Mountains)

October

October 2-4

Octoberfast 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

December

December 4

Holiday Party

December 12

Wrapping Party—Adopt a family





Motorsport Report

Absent at Sebring

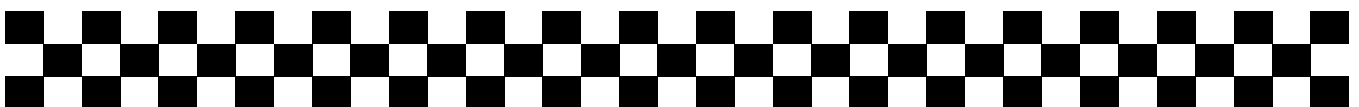
From the podium, that is. There were a few GT3 RSRs in the race, notably led by the Flying Lizard bunch, but it was all Ferrari, all day. Even the redesigned Panoz Esperante had a better finish than Porsche with a third-place result in GT2. What happened? Mechanical failures and contact on the circuit spoiled the race for Porsche, with problems coming early. Though a Porsche sat on the GT2 pole position, the Farnbacher Loles RSR left the track in the second of 12 hours with a differential failure. Repairs were made but the car returned 45 laps behind the GT2 leader. The race began just as bad for the Lizards—Jorg Bergmeister was hit by another GT2 competitor on lap two and spent a desperate 12 minutes in the pits for repairs. Left with playing catch-up for the rest of the race, the Porsche contingent was pressing hard to make up lost time and opportunity. With about an hour to go, the Flying Lizard Porsche driven by Marc Lieb came into contact with the Panoz while in third place. The RSR suffered damage and had to limp back to the pits—losing all hope of a podium finish. At the end, it

was the Bergmeister/Pat Long/Lieb car in fourth place for the best Porsche finish of the long day.



While Porsche consoles itself with the number one starting spot and fastest race lap, it was not an auspicious start to the season. The cars performed well and made up lap after lap overcoming their common misfortunes. But they did not lead many laps and are out of the top three in points. Early, yes, but from such seedlings do mighty oaks grow. Or not.

While in Florida recently on business, your humble editor had the opportunity to visit that most famous of Porsche dealers— Brumos in Jacksonville. We have been a fan of the Brumos operation since 1973 witnessing Peter Gregg in an RSR at Lime Rock Park. All of the race activities have been moved to the Charlotte area, but that didn't mean there were no race cars to look at or race memorabilia to scrutinize. Included in the showroom display was one of Bob Snodgrass' early 914 racers, a perfect 550 Spyder, and one of Hurley Haywood's famous number 59 911s. Hurley, unfortunately, had gone to lunch or we might have quizzed him for the benefit of Cimarron Trail readers. Among the many trophies on display were this year's Rolex 24 hardware, along with a slightly tarnished cup with the names Bob Holbert and Roger Penske engraved as the winning drivers. We had as a tour guide Roger Edmondson, son of the man who runs Grand Am for NASCAR. Roger passed along a couple of tidbits to us—in particular expressing frustration with Grand Am's reduction of transmission gears from 6 to 5 and increased weight penalty for the Daytona Prototypes. We wound up spending a little time in the gift shop too, but it was a worthwhile side trip—off company time, of course.





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