

The Cimarron



Trail



Cimarron Region Porsche Club of America Newsletter - March 2014

Huge Bonus Issue



On The Trail:

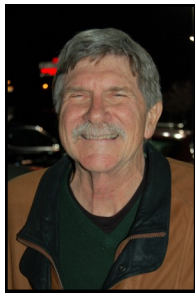
Who in the World is Pinky Ping Lai?
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PCA Palooza 2013 Review (Part 1)
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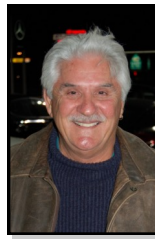
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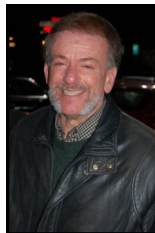
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All photos by the editor, except where noted.

President's Perspective - March 2014

By Randy Kaplin, CRPCA President

As I am typing this report I look out the window and see a snow covered terrain with the temperature at 4 degrees and looking for a high of only 23 today this global warming is killing me! Upcoming events for this month are somewhat sparse since we are still in hibernation mode.

In regards to notifying members of upcoming events, our club's procedure will continue to be via "e-mail blasts" sent through PCA's national website e-mailer. This means that your membership information must include correct and complete e-mail for you to be directly notified of upcoming events via e-mail. So if you want to be advised of Cimarron Region events verify your e-mail information contained in the PCA national database is correct. To review the information on file for your membership go to <http://www.pca.org/> and log in and update your info if necessary.

The other means to access scheduling of upcoming events is to visit the Cimarron Region's local website at <http://www.cimarronregionpca.org/>. On the home page the next three events will be prominently displayed. If you want to view events for the year simply click events/calendar at the top of the page and a listing of all the scheduled-to-date events for the year will appear.

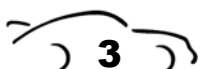
I should add our Autocross season kicked off with a practice event March 9. The next is Sunday, March 30th. Hopefully the arctic air will have left the state by then!

I would also like to remind everyone that the Porsche Parade (the week long national PCA annual gathering) is being held this year in Monterey, California! Registration via the PCA national website is open on April 1 and a sellout is expected. Right now the temp in Monterey is 50 degrees and Highway 1 is nationally recognized as one of the greatest roads in the country ---just FYI. And if you have never been to a Parade this would be a great place to start since it means traveling to the number one car enthusiast state of California. No doubt this much anticipated event will be well attended and fill up quickly. So if you are planning to attend please register immediately when the registration opens.

Registration opened March 1 for the upcoming Fiesta New Mexico scheduled for May 22-25 in Albuquerque, NM. The Roadrunner Region of New Mexico sponsors this event. I have attended Fiesta New Mexico for the last several years and would highly recommend this event. For more information visit their website at <http://www.fiestanewmexico.com/>.

Additionally, anyone who would like to contribute articles or photos for publication in the *Cimarron Trail* Newsletter, please send them to Greg Petzet (our new professional newsletter editor) at cimnews@cox.net. I know we have a lot of writers and photographers out there just waiting to be discovered!

See you on the road,
Randy



PCA Cimarron Region Member Update

Reported by Greg Hart, Membership Chair

As of March 1, 2014

Primary Members 220

Affiliate Members 149

Life Members 1

Total 370

Welcome New Members!

John Clinton--Muskogee, OK--1995 911
Keith Gucwa--Muskogee, OK--2014 Cayenne
Steven Mack--Tulsa, OK--1987 911

Transfers In

Christopher Cooper--Bartlesville, OK--2007 911 Turbo

No Transfers Out

Please Support our Oktoberfest Race Sponsors



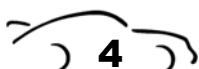
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in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



Legendary Monterey!

Registration
opens April 1,
2014 so start
planning now!

Learn more and register at parade2014.pca.org

Fiesta New Mexico 2014 Fiesta de Enchantment!

Registration IS OPEN for the 36th Fiesta New Mexico! May22- 25, 2014



Roadrunner Region of PCA has a weekend full of notable drive outs and tours, outstanding autocross, elegant concours as well as an exciting TSD rally planned.

You can visit the website www.fiestanewmexico.com and get details on this upcoming Memorial Day Weekend event.

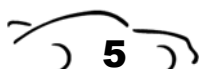
This year's Fiesta is hosted in Albuquerque's Old Town. There will be a concours at the Albuquerque Museum, Autocross at Napa Speedway and a TSD Rally. All are included in Fiesta registration, along with several interesting tours and exhilarating drives in beautiful New Mexico during the 3 day weekend.

This year's host hotel is the beautiful Hotel Albuquerque in Old Town with a fabulous \$89 a night rate. The hotel has secure, well lit free parking. There will be a car washing station set up in the hotel parking area for all cars during the Fiesta weekend.

Hurry! Registration opened on March 1st on www.motorsportreg.com

Credit cards will be charged on May 16th and you can modify your registration choices on motorsportreg.com until that date.

Please visit our website and prepare for a wonderful New Mexico weekend in your Porsche.



Cimarron Region Briefs



2013 356 Registry West Coast Holiday

Cimarron Trail has additional information related to the 2013 356 Registry's West Coast Holiday in Santa Fe (reported by Randy Kaplin in last month's issue).

Region member George Speed of Stillwater was thrilled to win 1st Place in the "356 C Open" category at the event's People's Choice Concours!

George said he also derived great pleasure showing off the Porsche's original hardtop, as it was recently restored by our own Jeff Huber!



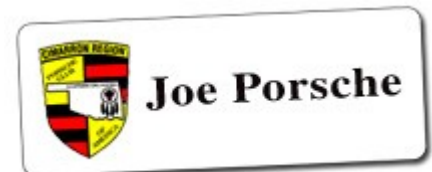
Picnic Drive to Devil's Den S.P. April 12



Save the date for what is becoming a Cimarron Region tradition. We will meet at Church at Battle Creek, north of 145th & the B.A. at 9:11, of course! We'll fire up the grill at the pavilion by the river, and the club will provide burgers, dogs, buns, and fixins. Look for an email blast a week or two prior, with details about side dishes, desserts, etc. What could be more fun? Hang out with fellow Porschesters, drive your car, and dine in a picturesque setting!

Got I.D.? - Get your Cimarron Region Name Badge

Ever wondered where to get your Cimarron Region name badges? They are available as pin-on or magnetic, from A&B Engraving, 4150 S. 70th East Ave., Tulsa. Give them a call and order yours at 918-663-7446. It's a great way to show your Cimarron spirit, and eliminate embarrassing situations!



Save the Date



Mark your calendars for May 3 & 4
Registration details will be available soon at:

- www.cimarronregionpca.org
- www.clubregistration.net
- April issue-*The Cimarron Trail*

Prepare for the ultimate adrenaline rush, and learn car control and vehicle dynamics at the same time.

Instructors will be available for new participants!

Instructors Needed

If you are a qualified instructor
And wish to participate in Mayfast
Please contact Gary Bernard
gary@bernarddesign.com
(918) 629.1932



From the Editor:

Thanks for checking out this latest edition of our *Cimarron Trail* newsletter. I considered giving this editing job a try for weeks. And when I received a telephone call from 2014 club secretary, and my autocross buddy George Paul, he must have caught me at a weak moment, as he cajoled me and pumped my ego sufficiently for me to accept the position.

George hit the nail on the head when he asserted our region needs a good shot in the arm in order to increase participation by greater numbers of our members. He promised his full support, and backing by the entire board.



My thimble-full of experience for this job began at Bishop Kelley High during the 1969-70 school year, serving as co-editor of the school newspaper. For a brief few weeks then, during the turbulent Viet Nam era, I co-founded a short-lived "underground" rag called the *Sunshine Revival*, (a Nickel Load of Sunshine). Fortunately, the school administrators only threatened expulsion! And my Journalism teacher was appalled! For a brief time, I put together a church newsletter as well.

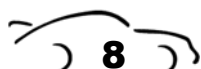
Looking back, I believe I was sort of following in my big brother's footsteps. G. Alan Petzet had also been the co-editor during his time at Kelley, and went on to a quite successful career in journalism, first at the *Tulsa World*, and ultimately as Exploration Editor of *Oil & Gas Journal*. My early experiences formed a basic foundation for a planned career in media, I thought. But those aspirations quickly went asunder, and instead I spent 30+ years in supply at American Airlines. By the way, my Dad also spent 30+ years at AA, first in New York, then here in Tulsa.

After my wife, Pam, suggested I buy my "dream car" before I got much older, we realized our first Porsche in 2004, and immediately joined PCA. We couldn't have imagined all the wonderful and diverse people we would meet, and the enjoyment we would derive throughout the ensuing years.

You hear it all the time, but truly, "It's not just the cars, it's the people!" So what are you waiting for? Be it a social or driving event, there is something fun out there just waiting for you. I'll do my best to keep you informed of what is going on. Please thank our generous sponsors, and support them whenever you can. And, hey, send me some copy!

Porsche, there is NO substitute!

Greg Petzet



Wild Game At Bunco/Chili-Fest

By your hosts Dan & Claudia Arthrell

Claudia and Dan Arthrell graciously hosted their annual Bunco-Chili event at their home on February 15. Since 2004, the Arthrells have entertained dozens of PCA members each year, in conjunction with Valentine's Day.



This year they literally rolled out the red carpet to "lead the way" to their front door. As neighborhood parking is at a premium, Bill Jacobi helped arrange eleven cars, and as Scott Bever and Jonquil Nichols arrived, filling the Arthrell's driveway, it was quite a sight just off South Utica Avenue in Tulsa!

The house was ready. The bar area was prepped for the BYOL party, and Claudia made Shrimp Ceviche and chips. Margee and Leslie Morse, from Arkansas' White River Region, arrived early with their pork

chili, their "Junior Mint Brownies," and two levels of excellent salsa which made an excellent companion to Claudia's Ceviche appetizer.

Former PCA National President, Bob Miller and wife Dulcie, were among the first to arrive. Also Randy Kaplin, 2014 Cimarron Region President, and wife Elinor. Soon came Jon and Joy Jones, 2014 Region VP and Treasurer, respectively, who regrettably made an early departure in order to spend time with their college kid home for the weekend.



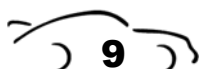
Meeting and greeting and social discourse continued as chili tasting ensued. Each entrant (all eight!) told the story behind their chili creation. There was Exotic Elk, Grass Fed Beef, "2.75," 911, Chipotle, and more! After the sampling, votes



were cast, and the crowd moved onto the desserts! Claudia and Dan said of the desserts, "so many we had to use chairs to hold them all!" There were Pinterest Valentine Pinwheels, the Junior Mint Brownies, Better than Sex Cake, German Chocolate Cake, Pecan and Chocolate Tarts, and more! Dessert tasting and voting were completed.

Finally it was time for BUNCO! Thanks to Elinor for managing both the Bunco instruction and final scoring. With help from Cat Ingram, they made it so easy! The games were joined around seven tables set up in the living room and foyer. Play was lively

and exciting. Some who had thought Bunco was a game of skill quickly discovered it better to simply roll the dice as many times as possible during their turn, in order to increase the chances of rolling a "Bunco," which is three dice with the same number of dots as the round, i.e. 1st round=ones, 2nd round, twos, etc. ➤ ➤ ➤



Bunco/Chili Results

Bunco Bragging Rights!

Most Buncoes-Jeff Huber

2nd Most-Bob Miller

Most Games-Bill Jacobi

2nd Most-Elinor Kaplin

Most Lost-Jonquil Nichols

Drawing-Cat Ingram

Chili Fabrication Awards!

***1st Place** - Dirk & Kathy Hume
Exotic Elk Chili

2nd Place - Cat & Mark Ingram
Grass Fed Beef Chili

3rd Place - Bill Jacobi
2.75 Special Chili

***Note:** The meat was from a free range 900 pound elk from a hunting trip! And was shared by all in attendance

Deliriously Delicious Desserts!

1st Place-Linda Blockyou w/Jim Burroughs
Cherry Tart

2nd Place-Margee Moore-Morse & Leslie
Junior Mint Brownies

3rd Place-Patty Parmeter & Larry
Better Than Sex Cake



Mark your calendars for the **Bunco/Chili-Fest 2015** edition, Feb. 14!

And don't miss this evening of conversation, unique culinary creations, and most of all laughter!

Thanks Claudia & Dan!



From Hong Kong To Stillwater, OK

Porsche Chief Designer

Draws Capacity Crowd at Oklahoma State University

Many insiders credit Pinky Lai for beginning a resurgence at Porsche in the late 90s. Lai designed the first water cooled 911 series, the 996s, and the first generation Boxster and Cayman automobiles. On Wednesday, February 19, as part of the Global Innovator Series, presented by Halliburton at the ConocoPhillips OSU Alumni Center, Lai spoke of his life in general, his education as a designer, and his journey from “overcrowded” Hong Kong to Italy, Germany, and design school in London. He “cut his teeth” working for Ford in Germany, then BMW, before joining Porsche in the 1990s. He delivered an inspirational, and at times amusing account of the road



he took from humble beginnings to reach the pinnacle of his profession. Students of design, architecture, and engineering filled the hall, along with many Porsche enthusiasts, to learn his art was not limited to sports cars, but also trucks, boats, cruise ships and more. When asked where he looked for inspiration to create new designs on an ongoing basis, he replied, “If you start looking for inspiration, it’s too late.” Mr. Lai concluded to robust applause, then was available for conversation and autographs.

Ten Cimarron Region members drove to Stillwater to attend the presentation.

Porsche Design Drawings by Pinky Lai





Porsche Palooza 2013: Prescription for Addiction!

Outpatients Unite!

By Greg Petzet, Photos by Rick Hardmeyer & Greg Petzet

Imagine, if you will, your Porsche is a controlled substance, a drug. For our purposes here, it is every bit of that, and more. As a prescription might be available as a tablet, capsule, liquid, or spray, so Porsches have many ways of getting into your system. Maybe your treatment is a 911, 944, 987, or some variant dosage. You might prefer the long time remedies, the 356 or 914, or more recent, cutting edge medications like the Cayenne or 991. Extreme sufferers might require the high potency, faster acting Turbo-charged stuff.



Photo: Rick Hardmeyer

In any case, if you are reading this, you are most likely stricken by the condition. And like many of our society's modern illnesses, there is no cure, only constant, systematic treatment. The side effects are numerous, and in almost all cases, the search for relief causes a psychological dependency, if not a physical addiction.

Fortunately there are support groups out there which one can join in order to

come to grips with his or her condition. But even then, caveats exist, and often the addiction intensifies, sometimes sending even a borderline case helplessly over the edge.

One such meeting occurs each year in and around Eureka Springs, Arkansas. So as to disguise its medicinal purpose, the organizers dub it as an "event" and call it Porsche Palooza. This past November 8-10, for the 9th straight year, 400 patients in 219 Porsches of 36 various models from 13 states gathered for a variety of group therapy sessions. The crispy, rustling autumn leaves, cool temperatures, and quaint surroundings were chosen to calm those in attendance, especially after they had "endured" binge driving, some for hundreds of miles, in order to seek help in coping with their affliction.



(continued next page)

Palooza 2013: Prescription for Addiction! (continued)

Upon a Friday arrival at the Best Western Inn of the Ozarks Hotel and Convention Center, attendees checked into private and semi-private rooms, picked up their treatment regimens, and perused the Taco Bar, while "Earl & Them" provided live music to set the mood for the next few days. And as driving was over for the day, a cash bar was available to aid in taking the edge off the arduous drive into the hills.

As the sun arose on Saturday morning, it quickly became apparent the previous evening's rehab sessions had fallen short. Most addicts quickly backslid into their old habits, climbed into their Porsches and joined other group members for one of a variety of available scenic or spirited drives through the Arkansas countryside. Some came close to actually losing their minds while navigating the twisty, tree-lined curves along picturesque vistas.



Photo: Joe & Jonette Cantrell



Upon returning to Eureka Springs and the event headquarters, many friends both old and new, joined up and sampled lunch offerings all over town. Wash stations were set up at the convention center for those wishing to gussy up their Porsches prior to the afternoon display. Event tee shirts, jackets, and various and sundry paraphernalia were on sale in the goodie store.

About 1:30, the majority of Porsche people in attendance, fired up their machines and caravanned through the historic streets of Eureka Springs, escorted by the most helpful and accommodating Police Department, to the delight of onlookers along the way. Meanwhile, back at the event center, Porsches began filling the parking lot to capacity for the People's Choice Car Show.

(to be continued)

Photos on next page



Photo: Rick Hardmeyer

Palooza 2013 - Pretty as a Picture



The Little Golden Gate Bridge, Beaver, Arkansas



Early morning fog on the river, shadows, and the colors of Autumn!



Photo: Joe & Jonette Cantrell

Winding it up!



Photo: Rick Hardmeyer

Back to the 50s again!



Rare shot of Leonard BEHIND a police car!



Photo: Rick Hardmeyer

Idling down Spring St, Eureka Springs, Arkansas

Next Issue: Palooza 2013 - Part 2



Mr. Bill's (Jacobi) 3/9/2014 AutoCross News

The Cimarron Region kicked off the 2014 Autocross season with a practice session. The air was crisp under sunny skies, and the track was damp. Thanks to Brian Thomas for time-keeping! The "regulars" welcomed "new guy" Patrick Skinner in his Cayman S. He'll be back! Perennial champion Gary Bernard again showed his prowess, obliterating the competition, with all others chasing. Be sure and join the fun March 30, same time, same location. It's a great way to have fun and improve your driving skill!

1) Gary Bernard	33.322
2) Joe Hill	34.880
3) Bill Jacobi	35.353
4) Greg Petzet	35.941
5) Rod Nordstrom	37.226
6) George Paul	37.787
7) Patrick Skinner	40.127
8) Rick Hardmeyer	41.418

March 30 is a PRACTICE session.
 It's **FREE!**
 Let's have a good turnout!

Autocross is held on the lot west of Corporate Woods Business Park, 4500 S 129th East Ave. Entrants meet at 8:30 am to lay out the course, and begin driving approximately 9:30. The event is always over by noon, the latest. See schedule below.

(*) marked dates count for the season long championship. Your top 8 times are used to calculate your position. So missing up to 2 of the 10 counting events does not adversely effect your score. Practices are free, official dates are \$10. A helmet is required, a few are on hand to borrow. Complete at least 5 events, and receive a shirt or hat at the Christmas party! Bill Jacobi, bjacobi@sbcglobal.net, or 918-694-1261.

March 9 & 30

April (*13* & *27*)

May 18

June (*8* & *29*)

July (*13* & *27*)

August 10 & (*24*)

September (*7* & *21*)

October 12 & (*19*)& 26

November 2 & 16

Autocross Action - March 9

Photos: Rick Hardmeyer & Patrick Skinner



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10021 S. Yale 918.296.3000

Copperstate 1000

Part II – The Trip

Story & Photos by Randy & Elinor Kaplin

(continued from last month)

So in April, with the car loaded in the trailer, luggage secure in the pickup, and the weather looking beautiful, my wife and I headed off to our first official vintage rally. I elected to take the fast interstate course for the 1100-mile trip, which involved only three highways, I44 from Tulsa to OKC, I40 from OKC to Flagstaff and I17 from Flagstaff to Phoenix. I decided we would have plenty of time to take in the scenery on our rally so no need to bask in scenery prematurely. The trip was rather predictable and uneventful (in a good way) driving by landmark towns that I had heard of such as Gallup and Winslow. Seeing the Winslow city limits sign along the highway, the lyrics to a Jackson Browne/Eagles song came to mind "Well, I'm standing on a corner in Winslow, Arizona." After seeing the town I couldn't help but think, why would anyone be standing on the corner in this town other than because they were stranded with car problems? Not exactly a scenic town or anyplace I would want to hang out for any length of time. Thinking about rest of the lyrics in the song, that may have been exactly what had happened because as the song says, "It's a girl, my Lord, in a flatbed Ford slowin' down to take a look at me." Now I get it! This girl was riding along in the tow truck that had arrived to tow their vehicle! I also thought, what were early settlers who crossed the desert in their covered wagons feeling as they continued west and undoubtedly decided to reside in these places in the middle of a desert because they had grown weary of traveling? But then as we were approaching Flagstaff it was apparent, those settlers who persevered and stayed their course were rewarded with a truly amazing site that is now the town of Flagstaff, a beautiful mountain town that literally rises out of the desert.

However as we hit the Flagstaff city limits I noticed illuminated highway signs warning of weather issues ahead. I thought the signs must be malfunctioning, but then out of nowhere the weather was no longer ideal for a rally. We had driven right into a major snowstorm with very limited visibility and extremely slick driving conditions! And to make matters worse, I needed to find a gas station in Flagstaff that was accessible. Taking the first exit I could find (by now the snow was over a foot deep and approaching a white-out), I located a gas station that I could access with my trailer. Slipping and sliding we carefully pulled into the station and refueled and prepared to retrace our steps back to the interstate. Since we had just pulled off a four-lane highway to enter the gas station I could not tell whether there was a median associated with this highway so we patiently waited until a local plowed their way across the four-lane highway and demonstrated that a left turn was a safe maneuver. With the white-out conditions continuing I was relieved that my truck was equipped, not only with four-wheel drive, but a great navigation system which talked me through the trip back to the interstate.

Once we had turned south on I10 and started to lose elevation, the weather disappeared just as quickly as it had appeared. We had driven into and out of a snowstorm in the mountains in the course of 30 minutes! Finally we arrived at Tempe Stadium, the staging area for the upcoming rally. We unloaded the car and drove into the stadium where the cars were being staged for the sendoff that would occur the following morning. We spent the night at a nearby resort hotel which was literally within walking distance. Since the cars in the rally are not known for their expansive trunks, the event coordinators had arranged for all of our luggage to be delivered ahead of our arrival at our destination hotels every afternoon. I am sure this feature was enacted due to the luggage quantity associated with the navigator's (participant's wives). ➤ ➤ ➤



Copperstate 1000

Next morning we awoke and headed for Tempe Stadium only to see a crowd of onlookers had already gathered to look at all the vehicles on display. Watching the crowd I was relieved to see that the spectators on the field had apparently been schooled regarding "car etiquette" at events such as this. If you don't know what I am talking about, let me put it this way ... your children shouldn't be allowed to touch the car, period. When looking at the car you should not be close enough to the car to actually contact any part of the car with your clothing or body. Do not even think about putting your kid on any part of the car for a photo opp. I know if you are reading this article you are thinking ... everyone knows that ... wrong. I have personally witnessed car shows where parents actually put their four year old on a fender of a car so they could take a picture and the parents themselves would lean into the cars interior for a better look, subjecting the door to a potential belt buckle or jacket zipper scratch.

The positioning of the cars for the sendoff was random. It was simply based on when you actually had arrived at Tempe Stadium and had no particular rhyme or reason. I happened to be positioned between the oldest car in the event, a 1926 Bentley Speed Six Le Mans and a shiny red 1967 Ferrari 330 GTC.



Speedster at Tempe Stadium between '29 Bentley ...

Having parked next to a British and Italian car overnight, I was hopeful my Speedster wouldn't pick up any bad habits from the neighbors. That concern is based on my experience and general knowledge. British cars are notorious for hydraulic and electrical problems and early Italian cars are plagued with electrical gremlins. Fortunately, when I pushed the start button the little Speedster started up immediately and was ready to hit the road!

Once we had left the stadium we were on our own with our detailed map of the route we were to follow. Each year the route is changed and the route maps are not

disclosed until the last minute, undoubtedly to minimize spectators on the route (see 2012 Route Overview). Our mapped route was primarily on two lane back roads where traffic was really not an issue. However, to make the journey even more trouble free, our escorting Arizona Highway Patrol motorcycle officers were stopping traffic at key traffic congestion points. I will have to admit, if I had been blindfolded (and I do not by any means recommend driving in this matter!) I would immediately have known I was no longer in Oklahoma. The roads were smooth with a noted absence of pot holes and uneven asphalt. It was almost like car enthusiasts were in charge of building and maintaining these roads we were traveling on!



... And '67 Ferrari 330 GTC

We traveled north and stopped in Bagdad at Circle Bar Steakhouse for a great lunch. After lunch we loaded up and continued towards our evening destination of the Little America Hotel in Flagstaff. We had traveled 314 miles on our first day and the Speedster had not missed a beat despite the major change in altitude we experienced traveling from Tempe to Flagstaff.

Copperstate 1000

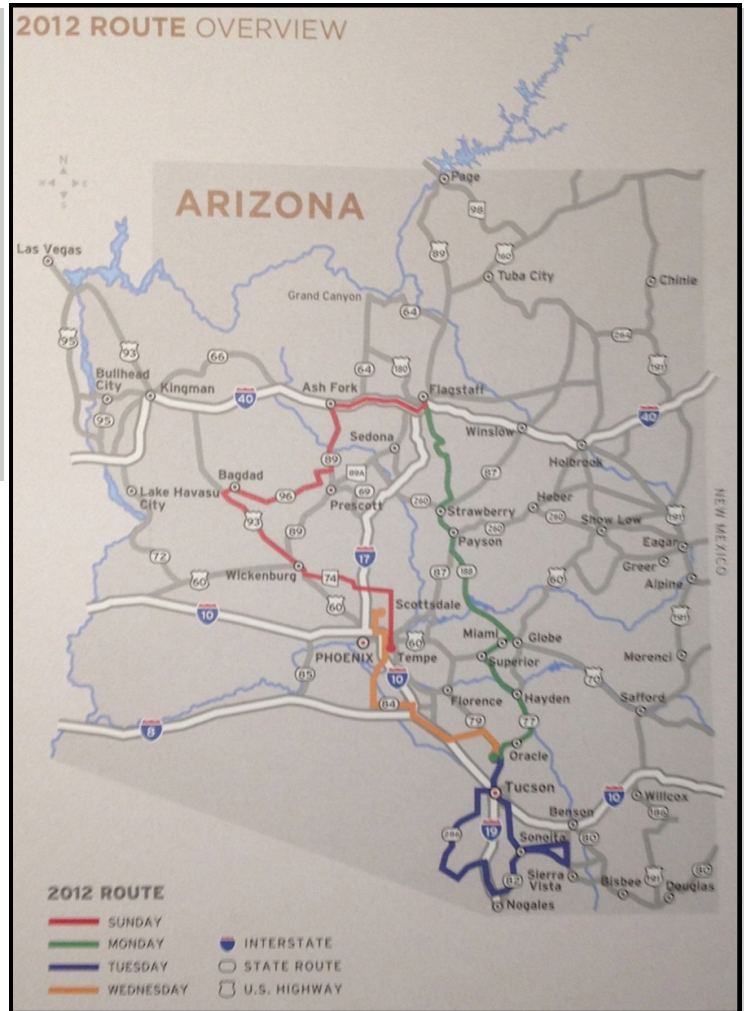


Leaving Tempe Stadium to begin 1000 mile Rally

Next morning we woke to an extremely frigid morning with temps in the teens. After a leisurely breakfast the group moved out around the cars in preparation for our next leg of the journey. I jumped in the Speedster eager to get the car started and warmed before we headed toward the warmer climate around Tucson. I pushed the start button and there was a slight rotation of the motor and then a low groan. Since the history of the car indicates it had spent most of its life in Hawaii and the Los Angeles area, apparently the car had not been exposed to frigid temperatures like it experienced overnight

in the Flagstaff parking lot. Even in Oklahoma, which does get quite cold in the winter, the car had never been taken out of the warm garage and driven on sub zero days so I had not been prepared for this issue. Fortunately one of the support crews (and there were a number of these support crews in the parking lot) had a battery jumper box which they graciously loaned me. Once I connected this jumper battery to the cars life support system, the motor rotated and started after a fashion. The fact is these early Porsches are not equipped with chokes and therefore require rapid pumping of the accelerator pedal while you are turning the car over to get sufficient gas in the engine to start and run when extremely cold. Once the car started and idled for a few minutes, warming to operating temperature, everything was back to normal.

We arrived at the Ritz-Carlton Dove Mountain in Tucson without any incident, a distance of 289 miles. The hotel was spectacular and featured picturesque views of the desert. There was a dramatic change experienced in weather as temperatures in Tucson were in the low 90s. ➤ ➤ ➤

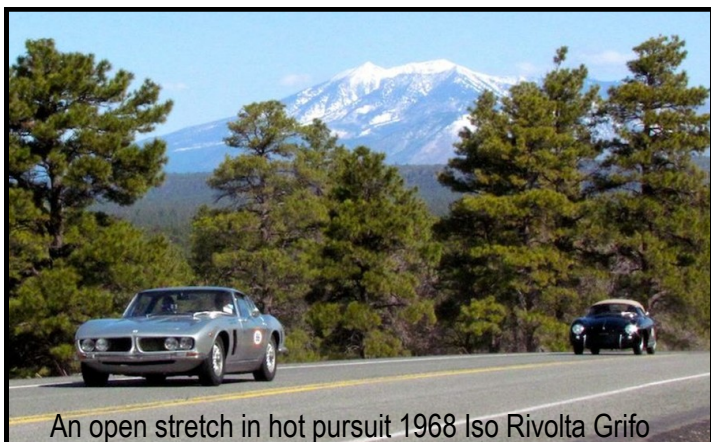


Copperstate 1000

The following day the group met in the parking lot for a day trip down toward the Mexican Border (a 299 mile day trip). This was a day filled with driving on great curvy roads with almost no traffic in sight. Needless to say some of the participants put their cars through the paces. I have to admit the Speedster felt right at home on these twisty roads that occasionally would have a "cattle guard" running across the road. For those of you who have not been around lease roads in cattle country, a "cattle guard" is typically pieces of tubing (oilfield tubulars laid side by side with a gap between them.) The cattle, for whatever reason, don't like to get their hoofs caught in these crevices so they will not cross these pipes. So it serves to keep the cattle from leaving the area without the need for a gate. Now why there were some of these cattle guards positioned across the paved road, in the curves no less, is beyond me. On the drive one such cattle guard happened to create a problem for this particular '66 Shelby GT 350 Mustang which I was coming up on from behind as I was working my way through the drive. I personally am not a huge fan of American Iron from the mid 60's probably because I have retained enough of my memory brain cells to remember what these muscle cars actually drove like ---even back in the day.



Leaving Flagstaff
Following Austin Healey
Porsche SC, Kurtis 500, & Iso Rivolta Grifo



An open stretch in hot pursuit 1968 Iso Rivolta Grifo



Speedster parked for the evening with a '58 Mercedes 300SL Roadster



Flagstaff parking Lot
Notice the yellow '73 RS and '67 Ferrari 275 4-cam

My memories of Camaros and Mustangs were cars with too much power and an extremely light rear ends that did not lend themselves to staying hooked up and handling well on twisty roads at speed. Upon approaching this particular Shelby (there were four of these cars in the rally) I could sense the driver was stepping up his pace as he saw me in the rearview mirror. >>>

Unfortunately for him we were bearing down hard and fast on a tight turn that happened to have a cattle guard placed strategically at the end of the sharp turn. As the Mustang hit the cattle guard the backend tried to meet the front end in what looked like a spectacular attempt at trying to drift his car through the corner! The only indication that this drift was unintentional was the blazing bright brake lights that came on immediately when the drift was just getting started. After that corner the driver signaled me to go around. As I went by and waved I could see his wife, who was serving as navigator, talking to the driver in what appeared to be a very authoritative manner, and based on her facial expressions I don't believe she was congratulating him on his great save.

Again the Speedster just seemed to keep on humming and loving the open road with all the curves thrown in for good measure. When we arrived back at the hotel for the evening drinks and dinner there were several of the participants who approached me wanting more information on the Speedster. One fellow wanted to know if it was a kit car not that I have anything against kit cars, but really, did he think that a kit car would qualify as a pre '73 car just because it looks like an old car? I just wrote this guy off as having had a little too much vino on an empty stomach. The majority of the enthusiasts who approached me to ask about the car were amazed at how quick the '55 Speedster could take the curves and handle the straightaways and began referring to the car as the "Speedy Speedster." I did confess that the car had been tweaked a little by replacing the stock motor with a 100 HP 356 S90 motor that had been built by the legendary 356 engine builder, Harry Pellow. The transmission had been replaced with a newer 356 C series transmission and the suspension had been beefed up with a sway bar up front and camber regulator on the rear. But other than that it was completely stock! In short the car has decent power and handling, but the secret is all in the lightness of the car ... it only weights 1700 lbs so you don't need a lot of power to get going and it is much easier to change direction in a car that is light.

At dinner that evening I happened to run into the wife of a fellow Porsche owner we had lunch with earlier that day. I asked where her husband was and she looked at me with this "you wouldn't believe" type look and told me it had not been a good day! We had eaten lunch with them earlier and talked about the cars we were driving (imagine that) and he happened to be driving a 356 Carrera. Those of you who don't know much about early Porsches, the Carreras were built with a four cam racing motor and they are considered by many to be the holy grail of early Porsche engines. Over the years I personally have not heard any good stories about the motors, but there is no question, they are rare and crazy expensive to get worked on. At lunch he told me that if he had not located this great four cam mechanic to work on his car, he never would own a four cam because they are extremely difficult to have serviced. He also indicated he just had a tune up on the car at a cost that I thought was staggering. He was convinced the car was in great condition to run 1000 miles in the rally. So much for the background ... his wife told us that when they left the Diner where we had lunch they hadn't traveled more than a mile when a bright red light came on and they pulled the car over immediately. At that point their mechanic was called and asked if it would be all right for them to limp back to the Diner (which remember, was only a mile away) and wait for a tow truck. Their mechanic indicated that shouldn't be a problem so they headed back that way. They hadn't made it half way there when the car started smoking severely and the engine locked up and quit. ➤ ➤ ➤

Copperstate 1000

After examining under the hood it was apparent that oil was everywhere and the car had lost all of its oil! Apparently their mechanic had installed a "better than original" oil cooling system on the car (in preparation for the upcoming rally) which must have ruptured and caused the car to lose all its oil. I don't want to say Elinor and my daughters are extremely knowledgeable car people, but if there is one thing they knowwhen any red light comes on in the dash ... you stop the car and call for help! Unfortunately it appeared the engine had seized and the bill to repair this motor would be prohibitive, but the wife indicated the mechanic would stand good for the rebuild, Ouch!!

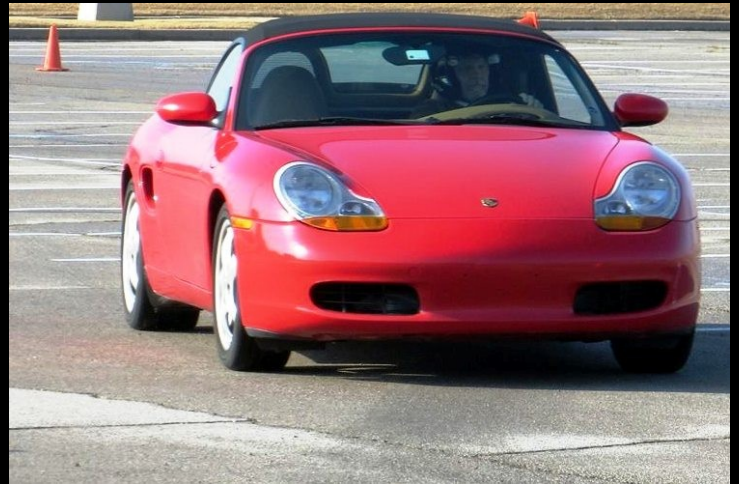
The final day we headed back to Phoenix (156 mile jaunt) for a stop at the Bondurant Race Track where we would be allowed a little track time and an autocross Great fun! The weather was great as it had been the entire rally. This leg of the journey was uneventful until we arrived at the Bondurant. As we had parked in the lot and were talking to other participants I glanced back over at the Speedster and my eye caught the sun's reflection shining from under the car. I knew this was not a good thing since asphalt doesn't typically reflect the sun. After rolling the car forward I saw a large 2 foot oval of transmission fluid covering the asphalt. Apparently one of the rubber boots attached to the transmission had developed a split causing the leak. Not knowing the full extent of how much fluid may have been lost during that day's drive, I was somewhat relieved to see this much fluid had leaked from the transmission since we had been parked. I considered this a good sign that the car had not been run without transmission fluid. However I was not about to push my luck and decided to call it quits only about 10 miles from the finishing point (1048 miles of the 1058 mile rally). We loaded the Speedster on one of the flatbeds that was traveling with the rally and hauled it to my trailer at Tempe Stadium where it was winched into the trailer. We then traveled to the Arizona Biltmore Hotel via truck and trailer for our final evening dinner.

The Copperstate 1000 was definitely a first class event that we would recommend for any vintage car enthusiast who would like to experience driving his car on the open road with a bunch of like-minded enthusiasts. The people we met on the trip were friendly and interesting and the staff that organized the event was excellent with nothing left to chance!



Autocross Action - March 9

Photos: Rick Hardmeyer & Patrick Skinner



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Social Calendar and Upcoming Events



March 2014

SUN	MON	TUE	WED	THU	FRI	SAT
						1 Breakfast Wild Fork 8 am
2	3	4	5	6	7 Also on Saturday! Kilkenny's Dinner 6:30	8 Breakfast Wild Fork 8 am
9 Autocross Practice 8:30 a.m.	10 Board Meeting @ Jackie Cooper	11	12	13	14	15 Breakfast Wild Fork 8 am
16	17	18	19	20	21	22 Breakfast Wild Fork 8 am
23	24	25	26	27	28	29 Breakfast Wild Fork 8 am
30 Autocross Practice 8:30 a.m.	31					

March Highlights

Saturday Breakfast - Wild Fork @ Utica Square - 8 a.m.

* * * * *

Cimarron Region Board Meeting @ Jackie Cooper
Second Monday each month
- 6:30 p.m.

* * * * *

Dinner at Kilkenny's - Saturday, March 8, 6:30 p.m.

* * * * *

Two Autocross practice sessions  **Corporate Woods**
March 9 & 30, 8:30 a.m.
FREE!

* * * * *

Turn the page for the April Calendar!

JACOBI
& ASSOCIATES, INC.

Social Calendar and Upcoming Events



April 2014

SUN	MON	TUE	WED	THU	FRI	SAT
		1 	2	3	4	5 Breakfast Wild Fork 8 am
6	7	8	9	10	11 Also on Saturday! Picnic Drive See below	12 Breakfast Wild Fork 8 am
13  Autocross 'Counting' 8:30 a.m.	14	15 Board Meeting @ Jackie Cooper	16	17	18	19 Breakfast Wild Fork 8 am
20	21	22	23	24	25	26 Breakfast Wild Fork 8 am
27  Autocross 'Counting' 8:30 a.m.	28	29	30			

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April Highlights

Saturday Breakfast - Wild Fork @ Utica Square - 8 a.m.




Porsche Parade - Registration begins April 1

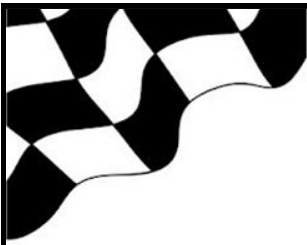
**Cimarron Region Board Meeting @ Jackie Cooper
Second Monday each month - 6:30 p.m.**



Picnic Drive to Devil's Den State Park - April 12

Look for more details on page 6

Two Autocross "Counting" sessions  Corporate Woods
(Although these times 'count' toward 2014 season point totals,
ALL are encouraged to participate. Counting sessions are \$10)
April 13 & 22, 8:30 a.m.



Porsche Marketplace

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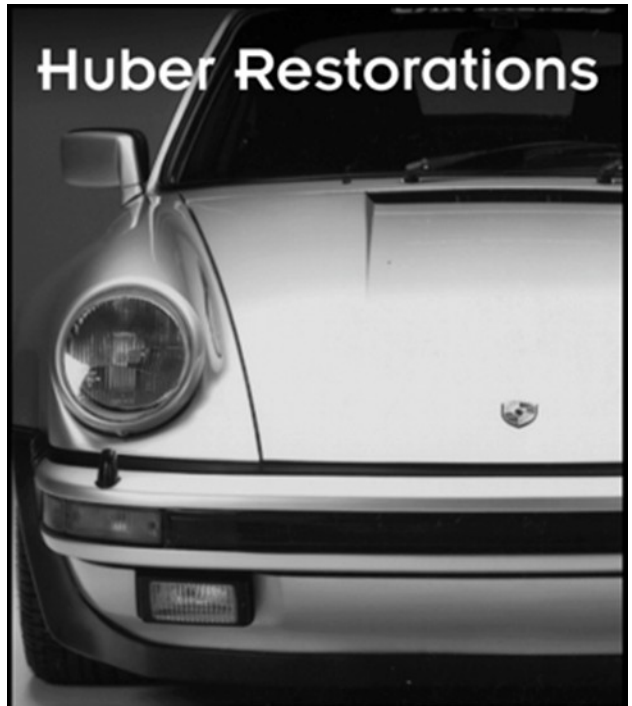
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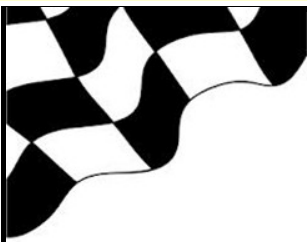
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Marketplace guidelines: Ads are FREE for members and approved guests! Merchandise must be Porsche related. Requests must be submitted by month end previous to desired issue. Ads will run for 3 months. Photos may accompany copy, and will be used at the editor's discretion. Send info to cimnews@cox.net, Attn: Advertise



Porsche Marketplace

Page 2/4

**2006 Boxster S, Arctic Silver Metallic,
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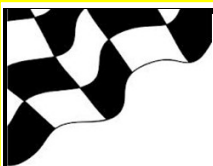


**Contact:
PCA Member
Keith Harvey
at 918-403-9462**



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Porsche Marketplace

Page 3/4

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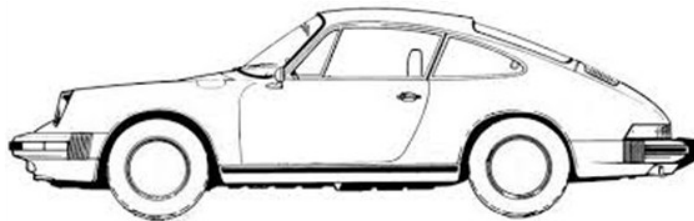
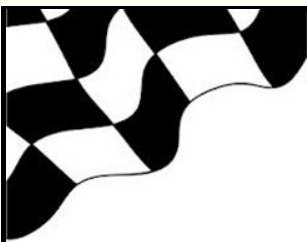
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Porsche Marketplace

Page 4/4



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Attention: 912 Owners!

Hello fellow PCA Member,

Porsche Club of America zones, regions, committees, and registers foster camaraderie among owners of all Porsche models. Our **PCA 912+912E Register** is working both to keep 912 and 912E enthusiasts connected, and to introduce these vintage models to other Porsche enthusiasts. Here's a sampling of information, restoration, and technical assistance we share at the Register.



2014 PCA Parade Countdown

It's the 50th anniversary of the 912 prototype cars! **Imagine a contingent of 912s at this year's PCA Parade in Monterey, CA June 15-21**, representing every year produced: painted dash cars, sunroof cars, special order paint cars, soft-window Targas, Euro-engine cars, original owner/family cars, right-hand-drive cars, police cars, LWB cars, 912E sunroofs, you name it. **Get ready, registration opens April 1, 2014 (revised date).** A couple sample Parade activities:

Interested in enter the **Concours**, or the **Historic Display** area set aside for special/rare/interesting Porsches? Parade Concours prep starts over the first weekend, with Concours and Historic Display on Monday, June 16th.

Our **Register logo** features the Porsche 912 that won the 1967 European Rally Championship for Touring Cars, driven by notable Porsche driver Sobieslaw Zasada. Have you **rallied**, **autocrossed**, or vintage raced your 912? If so, **set** your Parade sights on Tuesday June 17th.

Go: View full Parade details at <http://parade2014.pca.org>, and contact the Register if you'll be attending!

912+912E Digital Resources

Have you visited the 912+912E Register website, Facebook page, or Twitter feed?

- a) Have you participated in an PCA activity in your region, or are you readying your 912/912E to participate in an upcoming event? Restoring your Porsche? Please share the news on our 912+912E Register **Facebook** page (with over 600 'likes'). There you will also find 912-related news from PCA regions, factory news, images, videos, tech tips, articles, and related information that you can receive via internet and smartphone. To access the page, first log in to your FB account, then click or type <http://www.facebook.com/PCA912Register> in your search window.
- b) If you're a **Twitter** user, please follow us at: **@PCA912Register**
- c) We have a 912 & 912E Register page within the **PCA website**, including images, tech Q & A, paint color codes, history of the 912's development, rare 912s, and more. Please visit at: <http://912register.pca.org>
- d) Via **email**, please send your 912 news (photo attachments always welcome) to engrbecker@gmail.com

912+912E Goodies

A new **912+912E Register logo sticker** is available **free** to current PCA Members with a 912 or 912E. **To obtain a sticker, please print, complete, and USPS mail us a SASE with the information on the following page.**

Show your PCA spirit with a **912+912E Register license frame**, now available in brushed stainless or black powder coat. To order online, go to www.pcawebstore.com/Promotional%20Products then scroll down to "912+912E Register License Plate Frame."

Questions or comments? Feel free to contact me via email or cell shown below.

Cheers,

Rick

Rick Becker
912+912E Register Advocate
Porsche Club of America
engrbecker@gmail.com
909.336.0862

See how to get your
FREE
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On next page!



Porsche Club of America 912+912E Register Sticker



912+912E Register stickers are available free to current PCA Members with a 912 or 912E. To obtain a sticker, first print and complete the information below:

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PCA Region _____

912/912E Porsche Vehicle Identification Number _____

Email address _____ Telephone _____

Please mail me the following :

- ☐ 912+912E Register sticker for application **inside** clear surface
- ☐ 912+912E Register sticker for application on an **outside** surface (think AX helmet)

Additional information

Interests: ☐ Restoration ☐ Concours ☐ Events ☐ Technical ☐ Autocross ☐ Rally

☐ Additional comments _____

☐ I would like to receive future 912+912E Register emails

Please mail this form along with a self-addressed, stamped envelope to:

Rick Becker
PCA 912+912E Register Advocate
PO Box 32472
Bellingham, Washington 98228

Allow a few weeks for processing. Thanks for your interest in our Register!





Motorsports Update

A New Porsche at Le Mans by Jon Jones - CRPCA VP

What year were you born? If it was after 1987, you may not have seen Porsche dominate the top ranks of Le Mans or world sports car competition. Porsche's glory days in sports car racing made the marque, without overstating the case. With 16 overall wins at Le Mans and 14 World Championships, Porsche always looked at competition as the way to prove their engineering expertise. Even today, with the advent of



such non-traditional Porsche vehicles as the Cayenne, Panamera, and Macan, Porsche continues to look to motorsport to advance corporate goals and the footprint of the Porsche brand.

Beginning in 1957, Porsche went to Le Mans to expose their self-confident but un-publically proven engineering to the crucible of international competition. While success was not immediate, it was steady. The result being in 1958 Porsche was a class winner with their 718. Building upon this success, Porsche became a force to be reckoned with in sports car racing with multiple class wins. Not willing to settle, Porsche moved up to the premier class in 1969 with the 917.

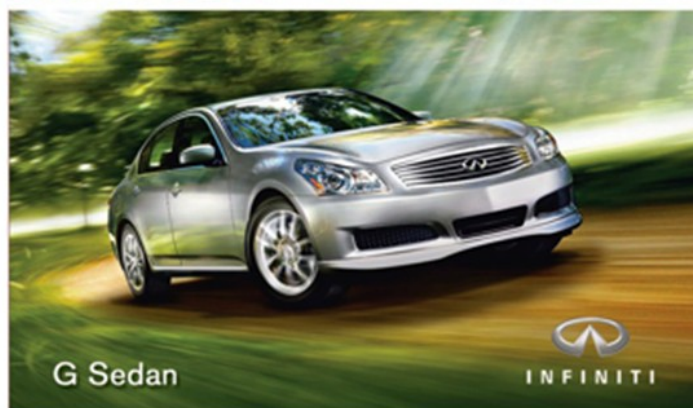
In 1970, Porsche reached the pinnacle of sports car racing with their first of 16 overall wins, the most of any manufacturer. The car used was the 917, and was an engineering triumph. Beating other sports car titans like Ferrari and Alfa-Romeo, Porsche cemented their status as the premier manufacturer of world-class sporting automobiles.

Porsche last won an overall victory at Le Mans in 1998. Though they have won numerous class victories with the venerable and infinitely developed 911, the overall title eluded them.

In 2014, Porsche will make its return to the top rank of sports car competition at the 24 Hours of Le Mans. The site of past glory, the stakes are high. Corporate partner Audi has dominated the top class at Le Mans for many years with their diesel technology. Porsche will bring its own brand of Hybrid engineering to the race with the 919, in direct competition with the diesel. The first glimpses of the new Porsche look to combine both a classic Porsche style with current aerodynamic advancements. Videos available on YouTube offer a fascinating view inside the development process, but only time will tell what the Weissach engineers may already know: is Porsche really back at Le Mans?

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