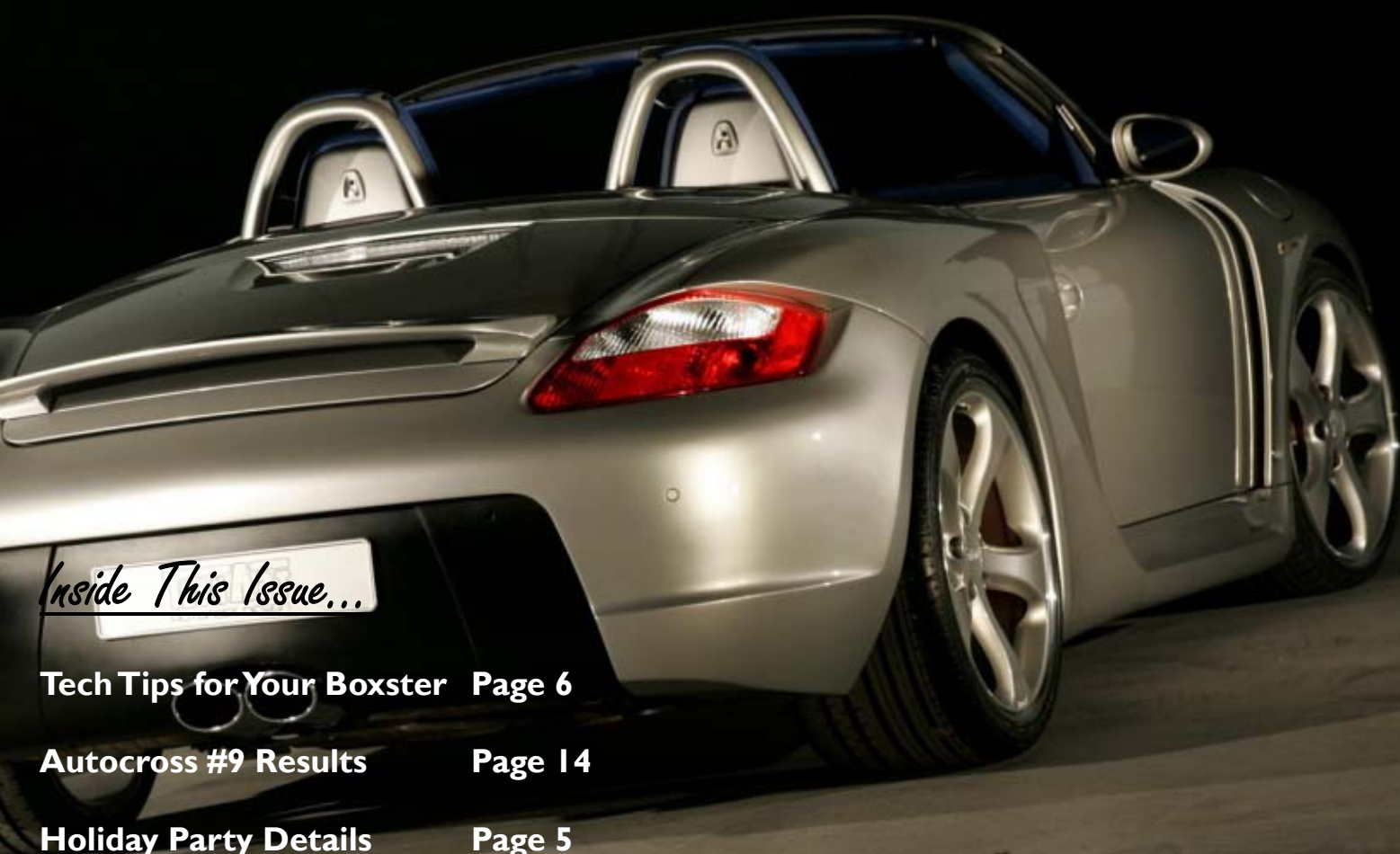


Cimarron Trail



NOVEMBER 2010

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA



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Cover: Boxster's are not just Plain Jane. This one with body mods courtesy of TechArt. All photos by the editor, except where noted.

The opinions views and information in the *Cimarron Trail* reflect the individual views of the writer, and are not necessarily the official opinions of the Cimarron Region PCA, or this newsletter. None of these organizations assume responsibility for accuracy. *Cimarron Trail* is an official publication for the Cimarron Region PCA and is published monthly. The Editor reserves the right to edit articles for length and content. Material may be reprinted with the exception of ads provided credit is given to the author.

Cimarron Region Members:

Hopefully you were able to attend PorschePalooza held last weekend in Eureka Springs. The turnout was great with 196 cars, and 343 people attending from 13 states. Five of our members received People's Choice Awards for their cars—so be sure to congratulate Jeff Huber, Jared Kaplin, Randy Kaplin, Brian Thomas and Jerry Blevins for their awards. Considering the competition and the quality of the cars, that is quite an accomplishment for our Region. In addition, be sure to congratulate Greg Petzet and Pam Petzet for their award of the 2010 PorschePalooza Spirit Award. Greg and Pam assisted with the event and are very deserving of this special award. Above all, be sure to thank Leonard and Melody Zechiedrich and Chip Gibbons for all their work in putting on PCA Palooza. The event gets bigger and better every year thanks to all their efforts.

Palooza is becoming a national event that rivals Porsche Parade. Kurt Gibson, PCA President, and Caren Cooper, PCA Secretary, were in attendance, and took the occasion at the banquet to award the Ozark Region and the Cimarron Region with PCA flags to display at events. Our PCA Zone 5 Rep., James Shoffit (with his wife, Wendy), and PCA Zone 10 Rep., Doug Pierce (with his wife, Jan) were also in attendance. And, Vic Elford, Champion Porsche driver/author, gave a tech session on high performance driving and, also delivered the keynote-banquet address. Mr. Elford's talk—given his first hand experience driving for Porsche in the Sixties and Seventies—was both unique and captivating. His descriptions were vivid, and you could really appreciate what it must have been like to drive a 500- HP 917, 220 mph down the Mulsanne Straight at Le Mans, or spinout at high speed at the Nurburgring. Dulcie and Bob Miller, and Sharon and Al Chinn, were lucky to sit at the same table with Kurt Gibson and Vic Elford, and I bet they can relate some special stories.

I can tell you that Palooza was enjoyed by all who attended. It is great to see so many beautiful Porches, get better acquainted with some of our Arkansas members, and meet new friends who share our enthusiasm for Porsches. And, what a pleasure it is to drive on those Arkansas mountain roads!

Many thanks and sincere appreciation to all of the Palooza sponsors, including Rennsport Werkstadt Ltd, for their generous Gold Level sponsorship. Also, many of our *Cimarron Trail* advertisers were in attendance: Gary Bernard, Bernard Designs, w/wife Lynne; Scott Bever, Sabre-Chem; Steve Canada, McGraw Realtors, w/daughter Kira; Jeff Huber, Huber Restorations, w/wife Gail; Bill Jacobi, Jacobi and Associates, w/wife Jean Kelley; and, Brian Thomas, Rennsport, with wife Christy, and son Drew. Be sure to remember these vendors the next time you need their services, and thank them for their generous support.

Looking forward, keep your calendars open for several social events being planned. Steve Canada is planning another Toy-Run on Saturday, December 18. Mark your calendars, plan to join us, and bring a toy-gift for a deserving child. I will advise of details in upcoming e-mails. In addition, you should be planning to attend our **Holiday Party** set for Friday, December 3, at the Dresser Mansion. We will have a cash bar with cocktails starting at 6:30 followed by dinner at 7:30. Do to size limitations you will need to RSVP as soon as possible to get a seat. So plan early and get your tickets to attend. Contact Steve Canada to sign up and get tickets at scanada@cox.net or by phone at 918-671-1499. Details are in this issue of the CT, and posted on the CRPCA website. This is always a nice party. I look forward to seeing you there, to celebrate the Season and our Region.



Enjoy your Porsche by driving safely and courteously, and plan to attend our upcoming events.

Best Regards, John Shafer

THE MARKET PLACE

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

Bill Jacobi 1-918-694-1261 cell or bjacobi@sbcglobal.net

For Sale: Lots of parts from a 74 911. Steering rack; steel widebody rear fender flares and fender extensions; rear control arms; bumpers, front and rear; flag-style mirrors; hood, and lots more. Jon Jones 918 740-7951 or email at 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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Cimarron Region

At the Dresser Mansion

Holiday Party

Friday, December 3, 2010

Cocktails 6:30 (cash bar)

Dinner 7:30

Catered by Ti Amo's
Restaurant

Dresser Mansion
235 West 18th Street
Tulsa, OK

Full details at
cim.pca.org

RSVP to Steve Canada at scanada@cox.net

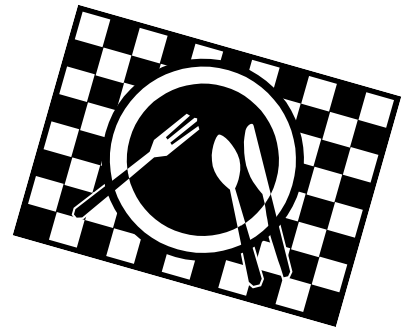
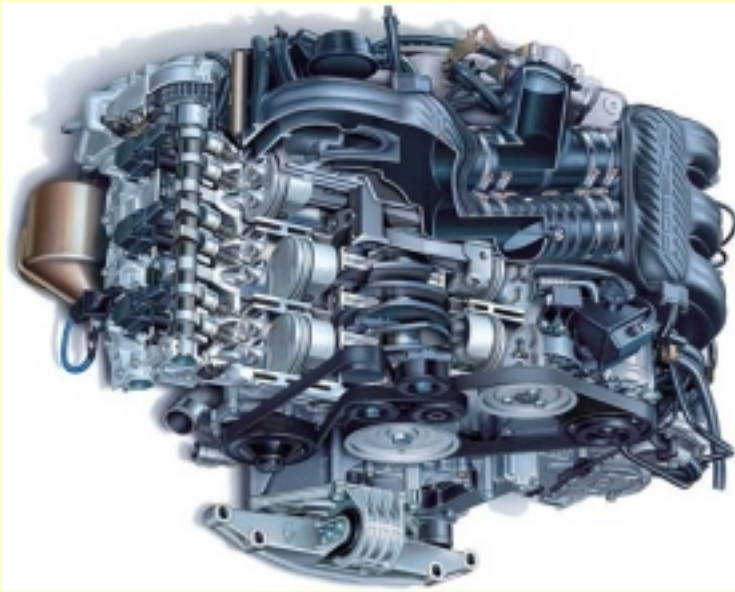


Photo: Jesse Reich



Boxster Tech

What a success the Boxster has been. A popular car from the outset in 1997, the car has continually been tweaked by Porsche since its introduction, as is the factory way. The early cars are very reasonably priced, and despite some engine woes in the first generation cars, they remain popular in the enthusiast market. Boxsters may be thought of as unfriendly to the do-it-yourselfer, but there are many things Boxster owners can tackle. Here's a few suggestions.

Coolant System

Coolant access is from the trunk. Leaks can happen due to a cracked coolant reservoir or hose, or via a worn coolant cap.

Since first introduced, the cap has been redesigned. The old style (left) can vent coolant at a lower temp/pressure than specified after some years of use. The new version (right) has been revised several times and will last many more years without dumping the coolant. New part number should be 996 106 447 04 and runs around \$24.00



Engine Mounts

The rubber portion of Boxster front engine mount yoke are known to disintegrate over time and usage. Due to the design, there is no way to visually tell if the mount is broken without removing it. The symptoms of a broken mount include vibrations at startup and at specific RPMs (often in the 2100-2500 range), difficult, imprecise shifting and rough clutching. Some have suggested that the part lasts only 45,000 miles.



Boxster Tires

The Boxster is an excellent car in the curves, but the type of tire on the car can make a big difference. Many Boxsters come from the factory with Continental SportContact tires which are adequate, but most believe that other tires are superior. There are several brands of tires that Porsche puts on Boxsters. Which of these tire brands is put on your car is entirely random and determined by what tires are the next on the rack when your car gets to the point in the build process where it needs tires. You cannot pick which brand goes on your car. For a discussion of the features and tradeoffs of the various tire brands, see http://www.tirerack.com/tires/tests/max_rd.htm.

When Porsche approves a certain tire (through testing), they label it N0. When the tire manufacturer makes a revision to that tire and Porsche approves it again, they label it N1. Hence, N2 and N3. "N" is NOT a measurement of tire rubber compound. Porsche says, only one manufacturer and one specification no. (N1; N2;...) may be mounted on the vehicle; otherwise, driving performance can vary significantly.

Tires are probably the quickest ticket to improving the Boxster's performance. Brake upgrades are generally not necessary, and exhaust improvements are done quite often, but don't yield much gain for the street driven Boxster.

Porsche Badge Installation

The Porsche Panamera "Porsche" badge looks great on a Boxster. It can be found at http://www.suncoastparts.com/product/PORSCHELOGOX.html?Category_Code=986logos

To badge your Porsche using the Panamera "PORSCHE" emblem, and to make sure that the correct letter spacing measures and angle are kept, use duct or packaging tape to "transfer" the letters from the original OEM decal to the packaging tape. Then transfer all letters to your Porsche. That way you won't have problems maintaining the correct letter spacing and angle.

Other Boxster owners replace it with a "968" badge that can be purchased from [Suncoast Porsche](http://www.suncoastporsche.com) and possibly other dealers, switch the numbers around and turn it into 986. It is not known if there is or ever will be a 987 badge. Part number is 9445592200370C.



Porsche 987 Mod: Replacing the Boxster vent with the Cayman Vent

Before and After shots:



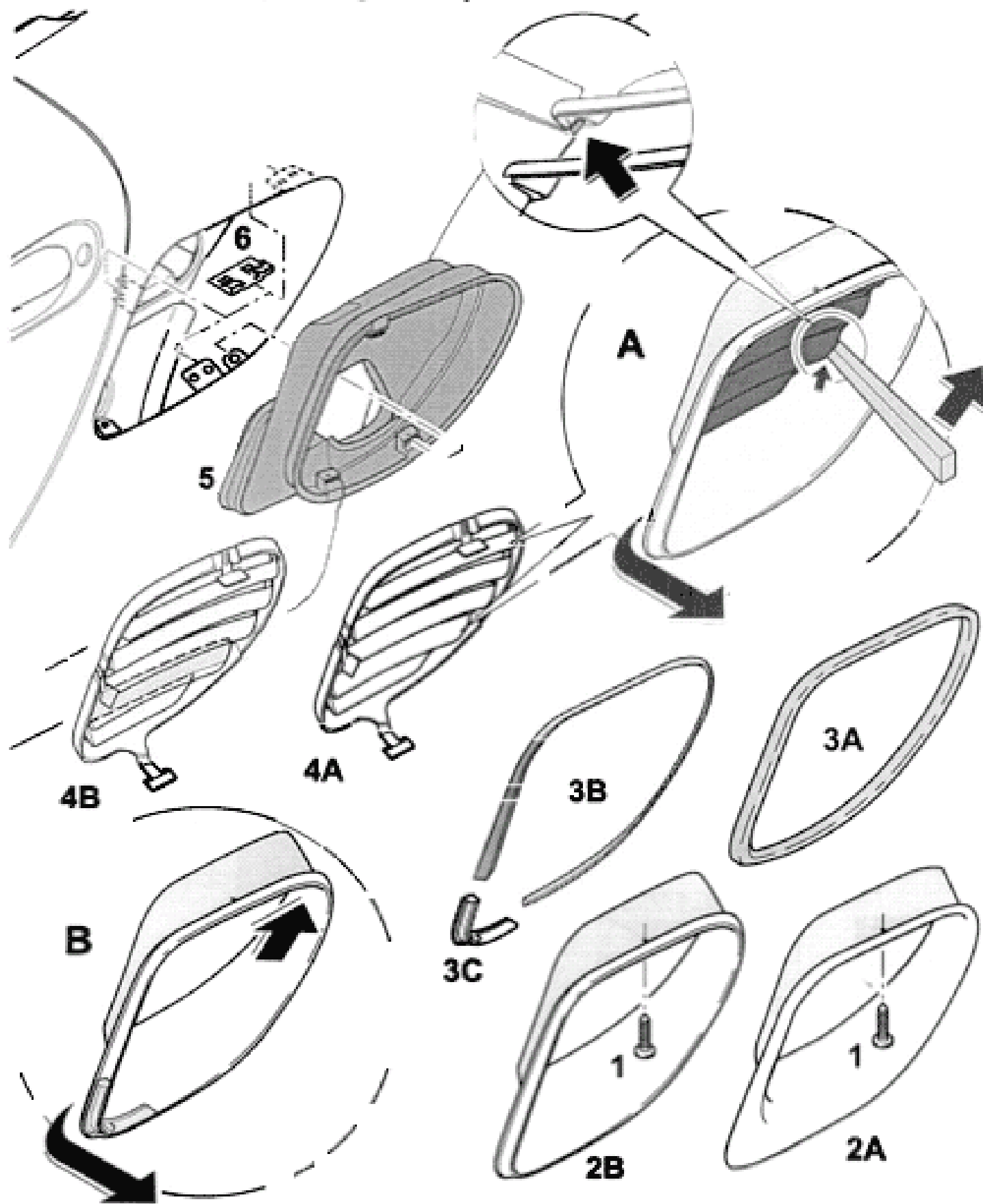
Removing and installing the engine compartment vent

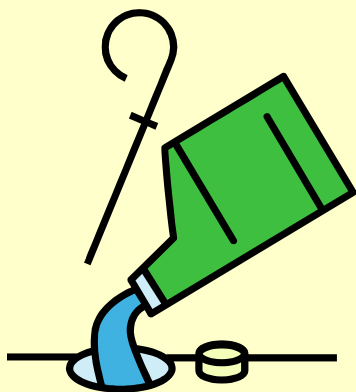


No.	Designation	Qty.	Removal	Note: Installation
1	Oval-head screw	1	Remove the B 4.2 x 14 oval-head screw from the air guide (Item 2)	Screw the B 4.2 x 14 oval-head screw into the air guide (Item 2)
2 A,B	Air guide 2A air guide until model year 1999 2B air guide (installed on left only) as of model year 2000		Insert a narrow plastic wedge into the locking tabs of the air inlet grille (Item 4) – at the 1st and 4th ribs from the top, on the left and right sides. Carefully press the plastic wedge outward toward the air guide (Figure A). Press air guide diagonally upward from the locking web. Pull locking web (Figure B) from the side section. Simultaneously pull off the air guide outward at the locking tab to be pressed out	Note: The air guide and air inlet grille can be installed only in assembled state. Press the air inlet grille (Item 4) into the 3 spring clips (Item 6). Press air guide diagonally upward from the locking web. (Figure B) Insert locking web of the air guide (Item 2) into the side section. Screw the B 4.2 x 14 oval-head screw into the air guide (Item 2)
3 A	Foam strip	1	Pull off	Inspect and replace if necessary. Note: Affix the seal under slight tension, without any space with respect to the locking web. The distance from the seal to the outer edge of the air guide must be 1.5 mm

No.	Designation	Qty.	Removal	Note:
				Installation
3 B	Moulded rubber part (installed on left only) as of model year 2000	1	Pull off	Inspect and replace if necessary. Note: Coat the corner points of the moulded rubber part with Loctite 454 and glue into the rim of the air guide from the rear
3 C	Moulded rubber corner piece (installed on left only) as of model year 2000	1	Pull off	Inspect and replace if necessary. Note: Coat the surface of the moulded rubber part with Loctite 454 and glue into the rim of the air guide from the rear
4A	Air inlet grille until model year 1999	1	Press the air inlet grille off the spring clips (Item 6).	Clip air inlet grille (Item 4) together with the air guide (Item 2)
4B	Air inlet grille (installed on left only) as of model year 2000	1	Press the air inlet grille off the spring clips (Item 6).	Clip air inlet grille (Item 4) together with the air guide (Item 2)
5	Flow duct	1	Press rubber tabs out of the sheetmetal lugs of the side section and remove flow duct.	Position flow duct and press the rubber tabs into the sheetmetal lugs of the side section
6	Spring clips	3	Unclip	Inspect and replace if necessary

Removing and installing the engine compartment vent





Boxster Oil Change

Porsche recommends that the oil in the Boxster be changed every 15,000 miles as a part of the normal maintenance procedure. The recommended oil is Mobil 1 which comes in several different grades.

If you wish to change your oil more often and want to avoid some of the expense associated in doing so, you can change it yourself. Changing oil in the car is very simple, but care must be taken to avoid future problems.

Elevate the car. While jacking the car up is an option, it is not recommended since it puts the car at an angle and could cause some of the old oil to remain in the crankcase. Also it is not the safest method. The preferred approach would be to put the car on a lift, if one is available, or to use a set of metal ramps. One way to ensure good ground clearance when using the ramps and to keep the car relatively level to ensure that all of the old oil is removed, is to set the ramps at the end of a driveway on the incline with the entry point of the ramps facing uphill. This helps get the car onto the ramps without clearance issues and it leaves the car relatively flat once on the ramps.

You will need a container that holds at least 10 quarts. It is suggested that you use some sort of oil recovery container, which makes it easy for you to dispose of the old oil properly by taking to a location that can accept used oil. *Do not* drain it into the sewer or just throw it away! Besides being environmentally unfriendly, oil is a hazardous waste and throwing it away is against the law in most states.

Drain the old oil. On the bottom of the engine, centered, is a recessed 8 mm Allen bolt. This is the drain plug. Remove it and allow all of the old oil to drain from the engine.

Remove and Replace the Oil Filter. The oil filter is on the left side back of the engine under the car. It takes an oil filter wrench, available at all car parts stores or places that carry auto accessories, oil, etc. (the Porsche part number is 000.721.920.40.) The filter housing is made of plastic. Unscrew the oil filter housing and properly discard the filter inside and replace with a new one. The filter comes with a sealing O-ring to ensure a proper seal and no leaks afterward. Ensuring proper alignment of the O-ring, replace the filter housing and new filter.

Put the drain plug back in! The drain plug will use a crush ring to ensure a proper seal and no leaks. The filter and crush ring for the drain plug cost \$17 at the dealer.

Add the new oil. Once the filter and drain plug are in place and secure, refill the engine with oil from the normal oil cap in the rear trunk. It should take approximately 10 quarts. Once the oil is in the car, start the engine and ensure you have oil pressure. Check for any leaks under the car. Then check the dipstick to ensure that the oil level is correct. Make sure the car is level before using the dipstick.

Properly dispose of the old oil and filter. If you are uncertain about a location to take the old oil and filter for proper disposal, you should identify a location before you take on the task of changing the oil. Most states require "quicklube" businesses to accept a small amounts of oil from whoever drives up at no cost, since they already have the facilities to handle waste oil.



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Membership News

PCA Cimarron Region Membership News

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

Primary Members	237
Affiliate Members	181
Life Members	1
Total	419

Welcome New Members

Phillip Goswick 1987 930	Tulsa, OK
Lewis Bascom 1969 912	Afton, OK
Jeff Stahl 2008 911	Bixby, OK
Michael Theodore 2008 Cayman S	Fayetteville, AR
Laura Wieczorek 2007 911	Tulsa, OK

Transfers In

None

Transfers Out—1

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Autocross Update



Cimarron Region Autocross #9 Nov. 7, 2010 at Corporate Woods.

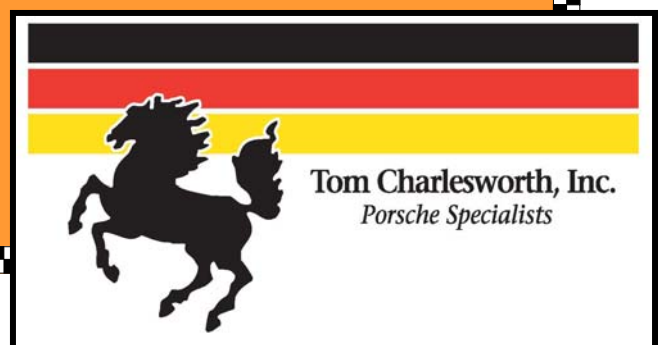
What a blast for the last event. We had great weather and a very challenging course. Some said maybe too challenging. There were 11 drivers for this event. The morning started out chilly but by the time we started it was nice and warm, with plenty of sunshine. Those of you that stayed in bed missed out on a good time.

1. Gary Bernard	914-GT5	68.588
2. Carl Hughes	996 Turbo	71.239
3. Randy Kaplin	993TT	72.966
4. Brian Thomas	968	73.436
5. Bill Jacobi	Boxster	74.648
6. Greg Petzet	911	74.914
7. Dan Arthrell	944 Turbo	78.617
8. Rod Nordstrom	911 C4	79.059
9. Steve Canada	Boxster	80.556
10. Jennifer Seiler	911	84.101
11. John McDermott	911	88.662

We are considering having another teaching session at Corporate Woods should we have some nice weather. I will send out a blast if we decide to do it!
Hope you folks that auto crossed enjoyed yourselves this year, I certainly did.

Bill Jacobi

Cell 1-918-694-1261
Home 1-918-493-5030
bjacobi@sbcglobal.net



UPCOMING EVENTS

by Steve Canada

scanada@cox.net 918 671-1499



November 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Breakfast at The Wild Fork Utica Square
7 Autocross # 9 Merit Industrial Park	8 Board Meeting	9	10	5th Annual PCA Palooza, Eureka Springs, AR Nov 12-14		
14	15	16	17	18	19	20 Breakfast at The Wild Fork Utica Square
21	22	23	24	25	26	27 Breakfast at The Wild Fork Utica Square
28	29	30				

December 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	12/3 Cimarron Region Holiday Party at the Dresser Mansion	
5	6	7	8	9		10 Breakfast at The Wild Fork Utica Square
12	13 Board Meeting	14	15	16	17	18 Toy Run
19	20	21	22	23	24	25 Breakfast at The Wild Fork Utica Square
26	27	28	29	30	31	

For more information on events, please check the Cimarron Region PCA website at cim.pca.org.
Where noted, RSVPs are greatly appreciated.



Motorsport Report

by Jon Jones

Season in Review

Porsche motorsport had a good year, all things considered.

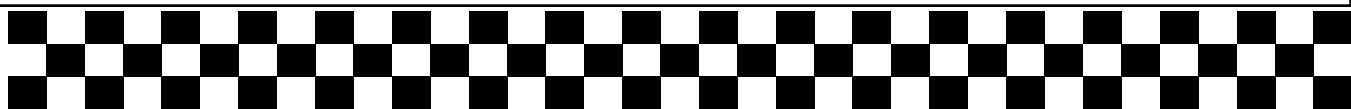
The debut of the GT3 RS Hybrid may have stolen the limelight of the season (thanks to a huge promotional push by Porsche AG) at Petit Le Mans at Road Atlanta, but there were victories and championships aplenty in 2010.

In the American Le Mans Series, Pat Long and Jorg Bergmeister secured the driver's championship for the second year in a row. The Flying Lizard GT3RSR performed as expected during the hard-fought season, producing four wins for the duo. Though pressured by Ferrari, and by BMW, who ultimately took the manufacturers title, Long and Bergmeister scored enough points to capture the title.

ALMS also saw what is perhaps the last win of a Porsche prototype for quite awhile as the Greg Pickett led privateer team Cytosport took an overall victory with their RS Spyder at Mosport. Though it was a victory over a depleted field of prototype cars, it was still a good win for Porsche as the Spyder is not being supported any longer by the factory. There are rumors of something in the prototype arena coming from Porsche, but just as many denials, too.

Over in Grand-Am, Porsche had a much tougher year, win-wise. Without rehashing Porsche's woes in the Daytona Prototype class, a win at the season opening Rolex 24 at Daytona for the Action Express Porsche V8-powered team led to disappointment the rest of the season. Porsche would not score another victory, as the BMW-powered team of Chip Ganassi Racing went on a tear that saw them take the majority of events. Porsche's representation in the top tier of Grand-am for 2011 is still in flux, but may see only one V8 car (no flat-6!) as Brumos will not field a DP.

Grand-Am GT is where Brumos is headed in 2011, but the 2010 Porsche season was troublesome here as well. Kevin Buckler's TRG team was competitive when they attended an event - when being the key word. Porsche has been very frustrated with GT, so much so that it is thought Porsche Motorsport North America has withdrawn most of their support. TRG managed several wins, but were out of the championship hunt because of their inconsistent attendance. And the number of Porsches has dwindled to one at some events. Quite a change from the old days when Porsche used to dominate by sheer numbers. There is hope on the horizon for next year, but that's a story for another day...





Cimarron Region PCA
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