



Cimarron Trail

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



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CRPCA Lending Library

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

The Book of the Porsche 356—Brian Long

Porsche High Performance Driving Handbook—Vic Elford

Porsche 996—The Essential Companion

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

Autocross Performance Handbook—Richard Newton

Porsche Sixty Years—Randy Leffingwell

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

THE MARKET PLACE

For Sale: 1987 Porsche 928 S4 with only 53,000 actual miles; white with full leather interior, recent service including timing belt. Automatic, tires like new, all original except for radio. \$14,900 call 479-996-0004 or e-mail Lmcdan1313@aol.com. Located in Arkansas

For Sale: 2004 911 C4 Cabriolet 39,000 miles; Porsche Certified Pre-Owned warranty good through April, 2010. 6-speed; Seal Grey with black leather. \$35,000 Patrick Sbarra, Rogers, AR Patrick@new-creature.com

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

Market Place Requests:

Ads are FREE!!!!

Must be something that is Porsche related.

Ads last 3 months and must be submitted by the 20th of each month to porschenews@aol.com



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President's Corner



We had two great social events since the last newsletter and if you are not joining us, you are missing out. Our trip to Sam & Ella's could easily have turned into a disaster. We had checked the calendar with Sam & Ella's a few weeks before the event to make sure they did not have any other events planned and they said it would be a quiet evening. On the day of the event Steve called them around noon and I called them around 4:00 to let them know we were on our way. Upon our arrival, they informed us that they did not have room to accommodate our group. Fortunately there is a cool little pub across the street called Granny's Attic which was completely empty, so we moved our event across the street and had the pizza delivered. It turned out to be a great event and our thanks to Granny's Attic for hosting us and allowing us to have our pizza delivered.

This past weekend, we had the annual pool party and as usual, we had a great time. I think the hot weather encouraged people to partake in swimming because it seemed as though almost everyone got in the pool before the evening was over.

Below is a list of a few other things going on over the next few months:

Queen Wilhelmina State Park Rally – August 8th – As I have been mentioning in my last few President's reports, we are planning an overnight trip through Arkansas and will be staying at the Queen Wilhelmina Lodge on Saturday night, August 8th. This should be another great event. We will leave Tulsa Saturday just after lunch and take a scenic drive down to the lodge. We will have dinner at the lodge on Saturday night before embarking on another scenic drive back to Tulsa on Sunday. If you have never taken the Talihina scenic drive you should definitely join us. The Talihina scenic drive has its own dedicated website, the address is

<http://www.talimenascenicdrive.com/>.

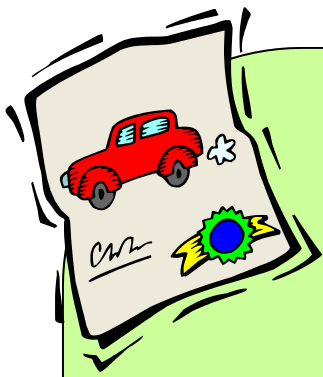
Take a look when you have a minute, it may convince you to join us. The lodge's website is <http://www.queenwilhelmina.com>. I released our hold on rooms, but they may still have a few available so if you would like to join us please contact the lodge at 1-800-264-2477 and make your reservation. Be sure you give them our group reservation number - 782840 and let them know that you are with the Cimarron Region Porsche Club.

Vanity Tags – I only received a couple of pictures of vanity tags, so I will run this one more time and see if I get a better response, **if you have a vanity tag please take a picture or just write it down and email it to me at jjackson@benefitinformatics.com**. Also if there is any explanation necessary please provide it as well. I will compile the pictures and list and put it in an upcoming newsletter. I know there are some creative people in the club and this should be a great way to prove it.

Autocross Update – August 2nd – We now have a date for our first autocross. I am happy to report that on August 2nd we will have our first autocross of the year. The location is the Merit Industrial Complex - 4500 S. 129th E. Ave. extreme west parking lot. Please plan to arrive to set the course up at 7:30 am. Runs will begin between 8:30 and 9:00 am. The autocross charge will be \$20 as in the past and we will do five runs. Remember that our autocrosses are for Porsche Club Members only. We plan to have several more during the last half of the year and will get you more details as they are firmed up.

Dinner Drive to Lakeside Grill at Cross Timbers – September 19th – We did this event a couple of years ago when the restaurant first opened and had such a good time that we decided to do it again. For those of you not familiar with Skiatook Lake, it is about 30 minutes northwest of downtown. It is a pretty drive out and we will have dinner on the deck overlooking Skiatook Lake.

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



Vintage Car Insurance

If you are a vintage Porsche owner, you might be familiar with insuring your prize and the wide variety of companies out there. Insuring vintage cars, along with custom and show cars, is a niche industry with plenty of competition. Several of the major insurance companies will also write a policy for your special toy, but are not always cost competitive with the specialty insurers.

The specialty insurers are familiar with the particular needs of the vintage or specialty car segment. Typically, these cars are not driven as much as the daily driver and in some cases may spend considerable time out of harm's way in the garage. So rather than pay full price for regular coverage, specialty insurers will write a policy based on mileage limits appropriate for occasional use. But with mileage limits can also require use limits, too. For example, some policies will provide coverage for weekend use, but will not provide any coverage for commuting to work – even once a month.

On-track sessions can also be strictly prohibited, which makes sense from the insurance company's perspective, but doesn't help the driver looking for coverage. Separate policies are usually available for cars that will spend any of their time on track, or on-track coverage can be written into the basic policy for an increase in premium.

Other considerations include declared value and modifications to the vehicle. The wide variety in (and sometimes optimistic) estimates of your vintage car's value do not lend well to standard "book value" estimates of your car's worth. Some specialty insurers will set a "declared value" on your vehicle based upon your estimate, and set the premium accordingly. For modifications, things get a little more complicated. Insurers are very leery of performance modifications including both suspension and engine changes. While a bone-stock car will normally result in the lowest premium, insurers look at modifications and apply a formula known only to them to determine how much that engine tweak will cost you. Even the seemingly mundane can result in a premium increase: an owner of an early '70s 911 mailed the requested photos (inside and outside of the car) to the prospective insurer. While the owner knew of the non-standard radio that had been installed by a previous owner, he hadn't declared it on the application. The insurer reviewed the photos, noticed the Alpine stereo, and bumped the premium for this modification to an otherwise as-built vehicle. But even with this increase the premium was still well below what a typical auto insurer would have charged. As with any document, it pays to read the fine print.

During policy renewal time, another Porsche owner came across language that restricted the vehicle's *presence* at any "speed event" whether competing or not. The owner thought this language was a bit of overkill and questioned the company. The insurer responded that this provision was not in effect for previous customers, but was being inserted for newly written policies. There are many companies out there to insure your vehicle, so shop around and save some green.





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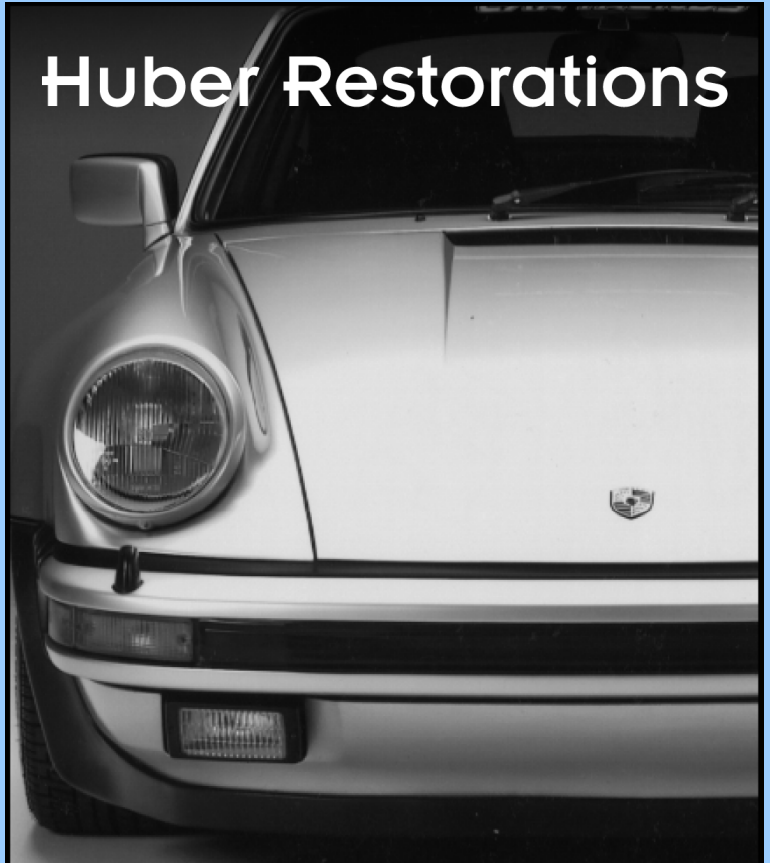
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Cimarron Trail advertising rates are based on the size
of the ad (number of units).

Each page is subdivided into 12 units (boxes).

Commercial Annual Ad Rate and Size:

- 2-unit.....\$175
- 3-unit.....\$230
- 4-unit.....\$285
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- 8-unit.....\$485
- 9-unit.....\$545, Inside Cover 9-unit.....\$595
- 12-unit...\$595, Inside Cover 12 unit....\$660

Please submit ads to gary@bernarddesign.com
Checks payable to Cimarron Region PCA and mailed
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The 928

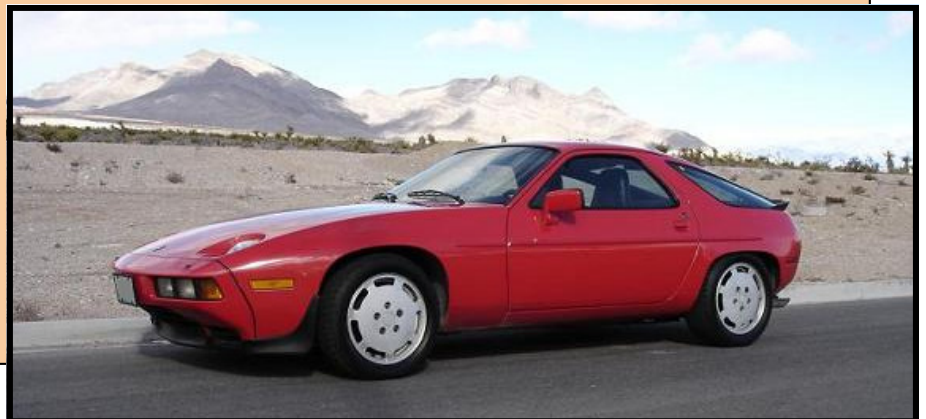
Looking at the current generation 911 it may be hard to imagine but in 1971 Porsche was planning on phasing out the flagship of their company. The engineers and marketers looked at the 911 in that year as nearing the end of its development life, and were thinking about a replacement to carry the name Porsche into the new era of government-regulated automobiles. So was the 928 born.

It was a challenge for the engineers – Porsche had never done a complete clean-sheet car before. And because of the challenge, decisions were made for a radically different automobile in order to highlight Porsche's engineering expertise. A water-cooled engine to meet the needs of nascent government emissions regulation; V8 power to meet or exceed the performance bar set by the 911; the engine in front for better occupant protection and more room for pollution control equipment; and a transmission located between the rear wheels for weight distribution and handling.

Replacing such a car as the 911 was a tall order, but Porsche met the challenge with the 928. The car was designed by a team of Porsche's best engineers headed by Helmut Flegl. The styling was immediately striking, and continues to be appealing today. For weight control the car featured extensive use of aluminum – engine block (without the use of separate cylinder liners), doors, hood, front fenders, and suspension. The car also used an innovative design for the front and rear bumper fascia – molded one-piece polyurethane plastic.

The engine was a 90-degree V, the better to keep the hood profile low for typical Porsche visibility out the windshield, with a capacity of 4.5 liters. The bore was the same as the 911, but the stroke was considerably longer to develop power at a lower RPM. The internals were interesting, too, with some of the biggest components Porsche had ever used in an engine. The designers chose to cant the valves in the opposite direction from most other V8 manufacturers – further lowering the profile of the engine which gave it a unique appearance. And in a little-known fact, Porsche developed a self-adjusting valve lifter that was of similar design to the one used in the Chevy Vega. Another notable engineering feature of the 928 included use of the "Weissach Axle", a rear suspension design that countered trailing-throttle oversteer.

The 928 was introduced to the public at the 1977 Geneva Auto Show to wide acclaim. It's innovative design and remarkable performance was worthy of the Porsche name, but the car was such a radical departure from previous Stuttgart offerings that some of the Porsche traditionalists were put off. Coupled with a price that exceeded the company's previous cars, the 928 got off to somewhat of a slow sales start. And a change in management at Porsche also granted the 911 a reprieve – which resulted in the cars being marketed concurrently, which further impacted sales of the 928.



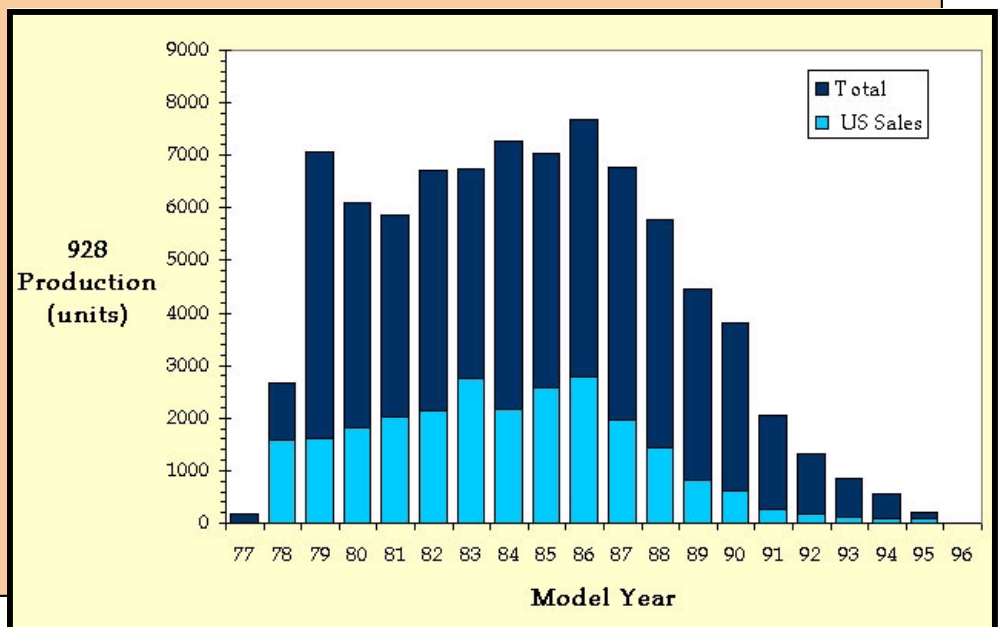
Without a doubt, the 928 was a remarkable automobile and developed a devoted group of purchasers and fans, but the dilution of the segment with the 911 – now receiving plenty of development attention – hobbled the 928’s widespread appeal. Some saw the 911 as the “true Porsche”, being rear-engined and air-cooled, while the 928 was an untraditional pretender. The argument continues to this day.

Within a year of its introduction, the basic 928 was being offered with new variations and performance enhancements. Though not available in the US right away, Europeans saw the 928S in 1979 which featured wider wheels, spoilers and more horsepower. Not until 1982 did the US market see any revisions, when the 928S was offered here. 1982 also saw the introduction of the “Weissach Edition” featuring special paint, interior appointments, and a rare option, fitted luggage. Improvements continued in subsequent years with the introduction of a larger, more powerful engine in 1985, the 928S4 in 1986, a light weight Club Sport model in 1988, and the 928 GTS in 1992 – each variant featuring subtle and not so subtle changes, but a steady increase in horsepower.

Production ended in 1995 with the GTS model which fully-loaded could top \$100,000 on the sticker. This cost is reflected in the reported US sales number of 77 928s in their final year. Overall, Porsche sold about 61,000 of the 928 in all its iterations throughout the world. The car was a success, although perhaps not the one Porsche had been hoping for. Though the 928 never really challenged the 911 for Porsche supremacy, it was a great car, with a devoted following.

There is a market for the 928, and while prices vary depending on the cache of the model, these cars can be had for a reasonable amount. A quick check of eBay shows twenty 928s for sale, priced between \$1,100 (bid) and \$50,000 (buy it now). The cars can be expensive to maintain and do have a couple of problem areas, most notably the serpentine timing belt. This belt is difficult to get at, expensive to replace, and deadly when they fail.

By any estimation the Porsche 928 was a great car. Though it never saw factory competition, it was used in one instance by a quasi-factory team in European racing. The 928 was also used to set several speed records at Bonneville, driven by none other than Al Holbert. As proof of its enduring quality and Porsche pedigree, the 928 will gather a crowd today – based upon its looks, innovative design, and its still stunning performance. The Porsche 928 – a true Porsche.



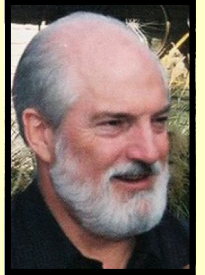


Membership News



928 V8 power from Porsche.

PCA Cimarron Region Membership News Reported by Dan Arthrell, Mem- bership Chair as of July 1, 2009



Primary Members 239
Affiliate Members 185
Life Members 1
Total Members 425

April Transfers IN

None

April Transfers OUT

None

New Members

Rod Nordstrom	1990 911	Tulsa, OK
Henry & Zachry Penix	2009 911	Tulsa, OK
Craig Pentecost	1973 911T	Tulsa, OK
Richard & Diane Salamon	1986 930	Tulsa, OK
Henry & Melissa Udouj	2006 911S	Fort Smith, AR
Robert & Christine Willoughby		Fort Smith, AR

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The dream of some Porsche fans—and the subject of much speculation—the 928 re-done. Based upon the Panamera chassis, this concept vehicle for the “new” 928 appears here and there on the web.

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.

August

August 2

Autocross #1

Merit Industrial Complex
4500 S. 129th E. Ave., Tulsa
0730 for course setup

August 8-9

Queen Wilhelmina Rally

See Page 3 or cim.pca.org

September

September 19

Drive to Lakeside Grill

Cross Timbers at Lake Skiatook

October

October 2-4

Octoberfest 2009

Hallett Motor Racing Circuit

October 3-4

Hill Country Region Porsche-Dillo

Austin, TX

October 24

Drive to Click's Steak-house in Pawnee

PORSCHE on TV

Date	Event	Coverage
July 18	ALMS at Lime Rock	SpeedTV
July 19	Grand Am at Barber Motorsports	SpeedTV
July 22	SCCA World Challenge GT (7/5)	SpeedTV
Aug. 7	Grand Am at The Glen	Speed TV
Aug. 8	ALMS at Mid Ohio	NBC
Aug. 16	ALMS at Elkhart Lake	SpeedTV
Aug. 29	Grand Am at Montreal	SpeedTV

November

November 7

Margaret's German Restaurant

November 13-15

PCA Palooza Eureka Springs, AR

December

December 4

Holiday Party Five Oaks Lodge, Jenks, OK

December 12

Wrapping Party—Adopt a family



The Rumor Mill Continued...

ALMS boss Scott Atherton recently denied any on-going negotiations between Grand Am and his organization, and pointed to a number of successes that the ALMS has achieved. But there is no doubt that faced with tough economic times and the loss of Audi, his series is struggling. The economic impact shows in Grand Am as well, with thinner fields than normal.

The real question for sports car and road racing fans is what is sustainable. There are some who like technology for its own sake, but there are others who feel that any series of racing that depends heavily on manufacturers for support is doomed to a never-ending series of fits and starts. Again, the NASCAR model may be objectionable, but there is merit in the argument that long-term stability depends on a simpler formula.

However it plays out, we should remember that the golden years of sports cars, what many fans recall fondly as the days of the Can Am or large fields of international stars at the 24 hours of Daytona, while spectacular, were short-lived and fraught with conflict and turmoil. We can choose our own favorite, whether ALMS, Grand Am, or some other series, but we should resist the temptation to tear down the other choices. CART/IRL should be a lesson—no one gains by infighting.

In Memoriam

David A. Huff, 59, of Fayetteville died Tuesday, Feb. 10 2009 at his home. He was born Oct. 10, 1949, in Fayetteville, the son of Robert A. "Bob" and Georgia Yates Huff. David was the owner and second-generation portrait photographer of Bob's Studio of Photography. He was a graduate of the Winona School of Professional Photography. He was elected president of the Arkansas Professional Photographers Association in 1978.

Throughout his career, he received many degrees and awards for his portraiture, including the Professional Photography of America National Award for meritorious contributions to professional photography and the Senior Fellow of Photography Degree.

David, a lifelong resident of Fayetteville, was an enthusiastic supporter of his beloved city, and he enjoyed collecting and sharing historical photographs. He was a member of the Mayor's Heritage Committee, a volunteer at the Headquarters House Museum and the Shiloh Museum of Ozark History.

David grew up in the family photography business founded by his father, Bob, in 1946 in downtown Fayetteville, currently Hugo's restaurant. In 1956 the studio was moved across the street to the Rogers Electric Building. In 1971 Bob and David designed and built the current studio.

He loved his passion of portrait photography and his clients and friends. He had many hobbies, including restoring and racing his Porsches for which he received Porsche Club of America's awards and was a PCA member for 37 years, and a regular at Driver's Education events at Hallett.

He also enjoyed woodworking, fishing and gourmet cooking. Friends and clients knew of his love of children and animals. He donated his time and portraits for the 2009 Humane Society of the Ozarks Day Planner to benefit the humane society animals. He was a member of First Christian Church.

He is survived by his wife, Helen Barrack Huff; and a sister, Judy Home of Farmington.





Motorsport Report

The Rumor Mill

Rumors abound that Grand Am is negotiating to buy the American Le Mans Series from its owner, Don Panoz. The truth will out in the end, but the thought of the ALMS being consolidated into Grand Am, or completely going away gives many racing fans pause. Much like the CART/IRL split in the '90s, ALMS and GA have divided sports car racing fans for over a decade. Less acrimonious than the open-wheel split, this division has nevertheless hurt attendance and popularity of both series – especially in the market of corporate support.

Each series has their positive and negative points, but it is clear that both cannot survive here in the US. For ALMS, the formula rests on technology. The ALMS rulebook depends almost in its entirety on the regulations set down by the Automobile Club de l'Ouest, or the ACO, which governs competition at Le Mans. The Federation Internationale de l'Automobile, the international sanctioning body, runs several championship series throughout Europe but it too, coordinates its rules package with the ACO for the various car classifications, including the top-tier prototypes. The FIA and the ACO strive to provide manufacturers with a showcase for their products and their technology. In adopting the ACO rulebook, the vision of ALMS was to bring these international caliber cars and racing to the US – in the spirit of the great factory prototype battles of the '60s, '70s, and '80s.

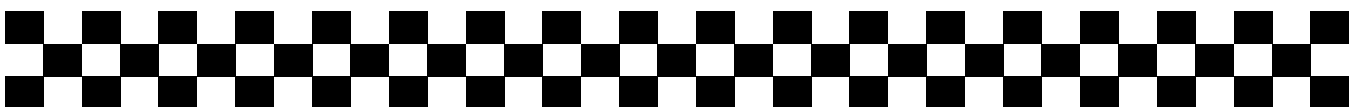
But the history of the prototype is also a history of change brought on by a succession of rule concepts, fickle manufacturer support, and most of all, the economy. The great Porsche 956 was dominant in its day - so dominant that the rules were re-written to reduce its advantage. And to a certain degree, the manufacturers dictate what cars run in which class – or even whether there is a class or not. So as the manufacturer's marketing priorities and financial balance sheets change, so goes their support for a given class of car. When the manufacturers pull out, there goes the championship. Technology is expensive, so any technology-based racing depends on deep pockets to support it. And in times of economic stress, typically the first program to be cut is the racing.

Grand Am was designed around a different formula – some say low-tech and ugly - but the goal was to build an affordable series of safe, less-expensive cars with off-the-shelf components. In order to divorce GA from the fickle demands of manufacturer support, GA controlled the number of chassis builders and the number of approved engines to be used so that racers could pick and choose their own combinations. This goal has been realized with a number of privateer teams succeeding at the top tier, Daytona Prototype. While the cars may not be as pretty to look at compared to predecessors like the Ferrari 333SP or the Porsche 962, they are safe and much less expensive. Engine-wise, there are currently eight powerplants eligible for use in DP. Along with Porsche, Honda, Ford, BMW, GM, Nissan, and Toyota all have engines that can be dropped into a car. The racing is generally close with both classes, DP and GT, running at the same time.

Grand Am was started as a stand-alone organization by NASCAR, but has since been brought under the direct control of the stock car body. Some Grand Am fans fear this direct control will lead to more NASCAR-style tomfoolery like phantom caution flags and arbitrary rule enforcement.

Sports car racing in the US has a relatively small fan base, and consequently low visibility on TV and in the corporate world. NASCAR has ridden the crest of its popularity to develop the broadest appeal and support, but there is a hard-core group of fans that look to sports car racing as their favorite form of motorsport— Grand Am's association with NASCAR is a detriment in the eyes of those fans.

Continued on Page 10





Cimarron Region PCA
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