

# ***Cimarron Trail***



JULY 2010

NEWSLETTER PUBLISHED FOR THE CIMARRON REGION PORSCHE CLUB OF AMERICA



## Club Information

Upcoming Events 11

Market Place 4

Contact Information 2

## Inside This Issue...

Building Your Dream Porsche Page 5

Autocross #4 Results Page 10



## Officer Contact Information

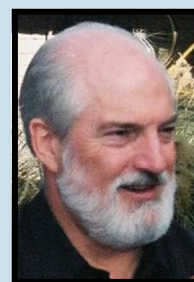
**President: John Shafer**, 918.828.2802,  
jlshafer@easytelmail.com



**VP: Randy Kaplin**, 918.599.0028,  
rwkaplin@swbell.net



**Secretary: Dan Arthrell**, 918.747.3800,  
darthrell@csctulsa.org



**Treasurer: Rocky Naff**, 918.605.7587,  
rbnaf@sbcglobal.net



**Past President:** Jay Jackson, 918.697.3610, Jjack-  
son@benefitinformatics.com

**Autocross: Bill Jacobi**, 918.694.1261, bjacobi@sbcglobal.net

**Drivers Ed: Brian Thomas**, 918.622.9123, autoexam@cox.net

**Membership: Greg Hart**, 918.230.7357, vette57@cox.net

**Newsletter: Jon Jones**, 918.740.7951, porschenews@aol.com

**Social: Steve Canada**, 918.671.1499, scanada@cox.net

**Webmeister: Gary Bernard**, 918.622.5948,  
gary@bernarddesign.com

Cover photo courtesy John McDermott

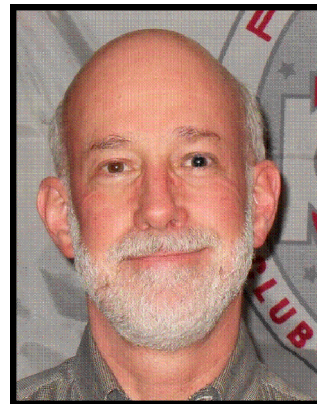
---

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:

I hope that you are enjoying the heat and humidity, and that your AC is working at your house and in your Porsche. From what I've heard, the Porsche Parade was a lot of fun and enjoyed by our members who were able to attend. I was not able to go this year, but look forward to it in the future.



Rumor has it that Jean Kelly (best Auto Cross driver on June 13) will not be driving on July 18. So this may be an opportunity for someone else to post some top times. Bill Jacobi is doing a great job with the Autocross events for the Club. You should plan to attend one of the upcoming Autocrosses, try your driving skills, and thank Bill for all his help in making the events successful.

This Saturday, July 17, is the long awaited Route 66 Drive to the Rock Café, the Tidal School Winery, Pop's Soda Ranch and other historic destinations. Our social chair, Steve Canada, has a full day planned, so we will be starting early Saturday morning in order to make all of the planned stops. This will be a great opportunity to drive some two-lane blacktop and see some historic tourist attractions that you miss driving on the Interstates and Turnpikes. And, if you have some kids, this will be a good event to bring them along for some out of the ordinary fun. Steve also has some upcoming events planned for a drive to the Cookson Smokehouse (Aug. 14), a dinner at Compadre's Mexican restaurant (Aug. 26), and a drive to the John Zink Museum (Sept. 11). Mark your calendars and plan to join us. I will advise of details in upcoming e-mails. You can always contact Steve Canada for details at [scanada@cox.net](mailto:scanada@cox.net) or by phone at 918-671-1499. Be sure to thank Steve for all his help in planning and arranging our social events.

Jon Jones is doing a great job with the Cimarron Trail. He has plans for some upcoming articles on restorations, DIY repairs/maintenance and related resources. If you would like to help in any way, or write an article for the Cimarron Trail, let us hear from you. Your ideas, suggestions and participation in social and driving events are always welcome. I look forward to seeing you at one of our events.

A real estate advertisement for Stephen Canada, a Realtor Associate at McGraw Realtors. It features a photo of Stephen Canada, a man with grey hair wearing a checkered shirt. The background is dark with a large red maple leaf graphic. The McGraw REALTORS logo is in the top left. Contact information is listed at the bottom.

**McGraw**  
REALTORS

*Stephen Canada*  
REALTOR® ASSOCIATE

308 N Aspen Ave  
Broken Arrow, OK 74012  
[scanada@mcgrawok.com](mailto:scanada@mcgrawok.com)  
<http://www.MyBusinessDirectoryOnline.com/Home/StephenCanada14510>

Cell (918) 671-1499 • Office (918) 592-6000 • Fax (918) 398-5360

An advertisement for Huber Restorations. It features a black and white photo of the front of a classic car, showing the headlight and grille. The text "Huber Restorations" is at the top. The address and phone number are at the bottom.

**Huber Restorations**

2605 East Admiral Place, Tulsa, OK 74110  
**918-838-8850**

## THE MARKET PLACE

**For Sale: Complete set of 19" Tires and 3pc forged Wheels** (Black/Porsche Crest/Chrome Lips) for Porsche 997S backup set never used and sold car. Michelin Pilot Sport Tires. (2) Front 235 35 ZR 19 (2) Rear 295 30 ZR 19  
Cost \$4000 Asking \$2000 obo **Brent**, 479-936-1209, email [jba02@msn.com](mailto:jba02@msn.com)



**For Sale: 2005 Porsche Boxster S**, with only 10,000 actual miles, Silver w/Black interior, 6-speed, Bose, Wind Blocker, excellent condition. \$31,000.  
Bruce Bartovick 918-625-4587, [bbartovick@ststulsa.com](mailto:bbartovick@ststulsa.com).

**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 ignition, 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](mailto:bjacobi@sbcglobal.net)



**For Sale: - 1989 911 Carrera Cabriolet - OBO**  
81K miles. Guards Red in excellent condition.

SSI headers; ANSI dual inlet/outlet SS muffler; MSDS cone type air filter; Turbo tie rods; MOMO steering wheel; 17" 'Twist' wheels with practically new Yokohama tires. New Blaupunkt head end, amp and 10 disc CD changer. New flywheel, Sport clutch & Px plate. Maintained by Rennsport, Tulsa. Asking \$21,000.

Contact Jeff Creamer, 918-865-5198 or [Creamers@cimtel.net](mailto:Creamers@cimtel.net)



**For Sale:** Set of replica Cup rims with Pilot Alpins from a 1996 Carrera. Listed on Craigslist at : <http://fayar.craigslist.org/pts/1691615583.html> Bill Needy, Fayetteville, AR 412-337-0271

### 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](mailto:porschenews@aol.com)

**JACOBI**  
& ASSOCIATES, INC.

**Syn-Pro Lubricants**  
FROM  
**Sabre-Chem**

Scott Bever

918-587-1555 | [scott@sabrechem.com](mailto:scott@sabrechem.com)

Sabre-Chem, Inc. | P.O. Box 140296 | Broken Arrow, OK 74014



# Building Your Dream Car

## One Man's Journey

This is the story of one man's realization of a dream. It is the essence of the Porsche enthusiast world—the opportunity to create something beautiful out of basic components. For Tulsa resident John McDermott, it started with affection for a certain car in Porsche's history, the 1974 Carrera. What follows in pictures and John's own words, is how the dream came true.



My inspiration came from the cars that I saw on the [www.impactbumpers.com](http://www.impactbumpers.com) site I and set about finding the right car to transform. I was hoping to wind up with a car that someone might have created by hotting up a '74 Carrera. Not one for the purists but this is a hot rod after all.

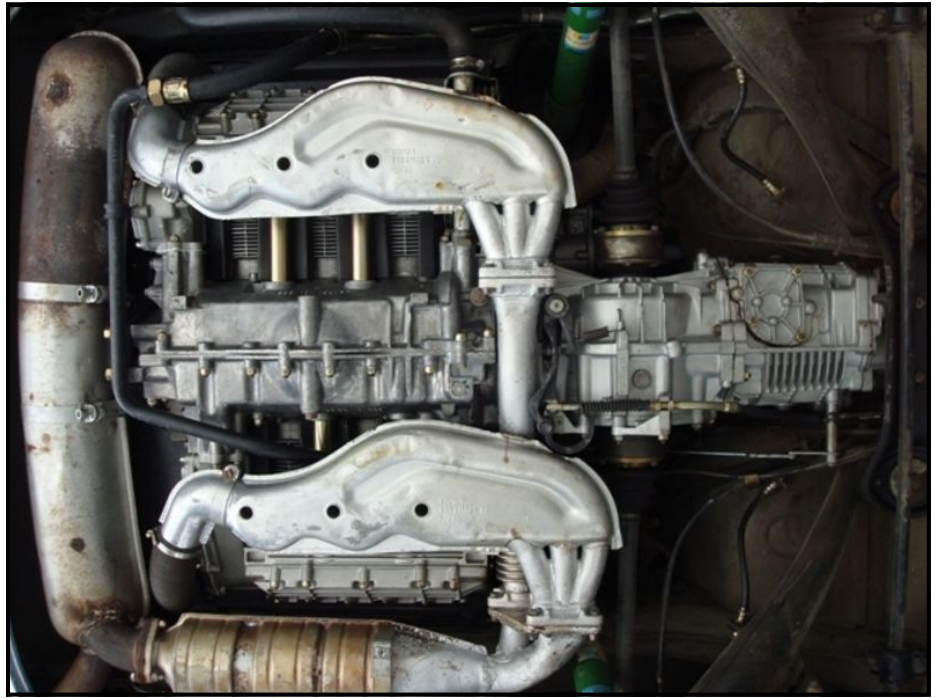


I was looking for a car in one of the bright '70's colours like Continental Orange, Mexico Blue, or Lime Green, but very quickly realized they are few and far between. So I compromised for a black car that would undergo a colour change thinking that the black front trunk and engine bay would look OK with a different colour exterior.

After months of searching I found my '83 up in Fairfax, VA. It had been mechanically rebuilt but was cosmetically challenged which was just the car I was looking for. With around 100,000 miles on the clock it was fairly stock except for - repro Fuchs 16x7/8 wheels, Momo steering wheel and shift knob, Alpine stereo and Carrera rear wing. Black with grey/beige interior.

I bought the car with 70 miles on the rebuilt engine so first step was running in the engine, then a valve adjustment. The Carrera wing came off in short order and a Getty Design ducktail took its place. The interior was gradually removed along with the factory soundproofing and I was pleased to find a solid structure underneath.

The engine was rebuilt stock except for the cylinders were shaved a touch to bring the compression up to Euro level of 9.8:1 and the crank-case was boat-tailed (although I must admit to not being able to picture what this is exactly). Chain tensioners were upgraded, pistons and rods balanced, cylinder heads flycut and steel headstuds were used. The cylinders were measured to be within spec and were therefore re-used but with new rings. I have heard this is not the best way to go but the rings seemed to have bedded in well, the PPI showed great leakdown test results and the engine blows no smoke on startup or operation so time will tell. The engine runs strong and pulls hard all the way to redline. Throttle response is immediate which is not what I was expecting after reading about the woes of CIS.



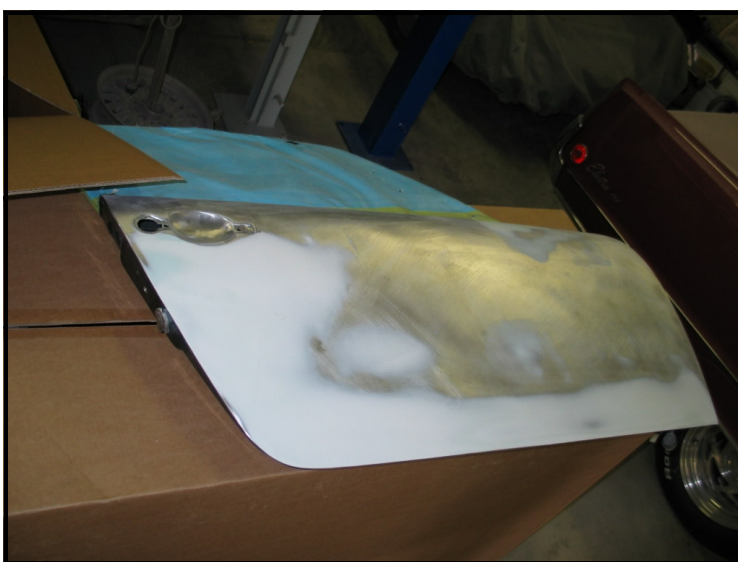
The guiding philosophy behind this project was to create a car that had the right look but also was substantially lighter than the stock 911SC. To reduce the weight I removed the factory soundproofing on the floor pan as well as the factory soundproofing pads under the rear seats and rear firewall and parcel shelf. Some light surface corrosion from a leaking rear window seal but some



The car was stripped down to bare metal...



The car undergoing a repaint by Huber Restorations in Tulsa. Jeff Huber is a Porsche owner and has been great to work with on the little modifications I have requested. The first yellow coat is an etch primer that will bond to the factory galvanizing.



It takes A LOT of work to get the panels ready for paint, even a newer car like my '83. Doors are especially troublesome because of parking lot dings, poor previous repairs, etc. Sometimes it seems like the sanding will never end...



The car is now all in primer but has yet to be block sanded. It is a little nerve-wracking to see your nice complete car slowly look less and less like a viable form of transport as it gets stripped down for the painting process. Fortunately the professionals are doing it rather than myself who would be bound to screw it up royally beyond repair. The hole for the aerial has been filled, as have the windshield washer holes (Rain-X is your friend), side rocker trim holes, the front license plate holes in the front valance and the holes for the driving lights. The rear reflector delete panel can be seen sitting where the deck lid should be.

Probably my only hesitation with going for an impact bumper model was the bumpers themselves. I really like the way the bumpers on the "long hood" cars round off the point at each end of the car, whereas the impact bumpers stick forward too much. I was heading down the lightweight bumper path along with Euro lightweight crush tubes when I decided to see what could be done to bring the bumpers closer in to the car. The rear bumper now allows the tailpipes to stick proud of the bumper and the front bumper should now be about half an inch out from the rubber "smile". Hopefully it will all go back together in this manner.



Next month—the interior gets a refresh and the base colour gets





**Rennsport**  
Werkstatt Ltd

Sales, Service, Parts &  
Motoring Accessories

Porsche, Audi, BMW  
and other fine automobiles.

**BOSCH**  
Service

**Bosch Trained Technicians**

### Services Include:

New Car Maintenance  
Pre-purchase Inspection  
Restorations  
Performance Modifications  
Weight Scales/Corner Balancing  
Suspension Setup (Track/Auto-X)  
Tire Sales & Balancing  
Performance Exhaust Systems  
Sport & Competition Seats

### P L U S

Tubes & Hoses® Dealer  
Hose & Tube Manufacturing  
Parts Department Open To Public  
Tire Sales & Balancing Service  
Pre-owned Porsches For Sale

Most maintenance service performed within 48 hours!

**Rennsport**  
Werkstatt Ltd

**918-663-2906**

4705 South 83rd East Avenue  
Tulsa, Oklahoma 74145

Hours: 8:00 a.m. - 5:30 p.m.

**rennsporttulsa.com**

sales@rennsporttulsa.com



## Membership News

### PCA Cimarron Region Membership News

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

**Primary Members** 248  
**Affiliate Members** 186  
**Life Members** 1  
**Total** 435

### Welcome New Members

Nicholas Livingston	Broken Arrow, OK	1973 914
Gary Crews	Tulsa, OK	2008 911
Rod Rutherford	Edmond, OK	2011 911 Turbo

### Transfers In

Jerry Gebhard	Tulsa, OK	1984 928S
---------------	-----------	-----------

### Transfers Out

None

## Newsletter Advertising

### Annual Ad

Cimarron Trail advertising rates are based on the size of the ad (number of units).  
Each page is subdivided into 12 units (boxes).

#### Commercial Annual Ad Rate and Size:

2-unit.....\$175  
3-unit.....\$230  
4-unit.....\$285  
6-unit.....\$395, Inside Cover 6-unit.....\$430  
8-unit.....\$485  
9-unit.....\$545, Inside Cover 9-unit.....\$595  
12-unit...\$595, Inside Cover 12 unit.....\$660

Please submit ads to [porschenews@aol.com](mailto:porschenews@aol.com)  
Checks payable to Cimarron Region PCA and mailed



## *Autocross Update*



**Cimarron Region Autocross #4 June 13, 2010  
@ Corporate Woods**

## **Holy Cow, That Girl Beat All The Boys!!!!**

Jean Kelley showed all of us guys the fast way around the course, great job honey!

<b>NAME</b>	<b>CAR</b>	<b>TIME</b>
1. Jean Kelley	Boxster	72.033
2. Randy Kaplin	Carrera GT	72.089
3. Carl Hughes	996 Turbo	72.370
4. Bill Jacobi	Boxster	72.949
5. Brian Thomas	968	73.840
6. Greg Petzet	911	73.864
7. Mike Jacobsen	914	76.938
8. Dan Arthrell	944 Turbo	78.667
9. Jon Jones	924	81.400
10. Mike Helweh	928	82.209
11. Scott Bever	996	82.789

**Next Autocross is July 18, 2010, same place, same time!!!!  
Come on Guys, I would say that JK has thrown down her autocross gloves! Its up to you and me to show her, "that boys don't cry at autocross"!**

**Bill Jacobi**





# UPCOMING EVENTS

by Steve Canada

scanada@cox.net 918 671-1499



## July 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Breakfast at The Wild Fork Utica Square
4	5	6	7	8	9	10 Breakfast at The WildFork Utica Square
11	12 Board Mtg.	13	14	15	16	17 WildFork-Tidal School Winery Drive
18 Autocross # 5 Merit Industrial Park	19	20	21	22	23	24 Breakfast at The WildFork Utica Square
25	26	27	28	29	30	31 Breakfast at The WildFork Utica Square

## August 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 Breakfast at The Wild Fork Utica Square
8	9 Board Mtg.	10	11	12	13	14 Wildfork-Cookson Smokehouse
15	16	17	18	19	20	21 Breakfast at The WildFork Utica Square
22 Autocross # 6 Merit Industrial Park	23	24	25	26 Dinner at Compadre's 71st & Sheridan	27	28 Breakfast at The WildFork Utica Square
29	30	31				

For more information on events, please check the Cimarron Region PCA website at [cim.pca.org](http://cim.pca.org).  
Where noted, RSVPs are greatly appreciated.

# UPCOMING EVENTS

Steve Canada, Social Chair scanada@cox.net 918 671-1499



## 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 beginning to fill out for 2010. We will post information about more 2010 events as they are scheduled. Please remember that RSVPs, where included, are greatly appreciated to help in event planning. Thank you.

## July

### July 17

#### Afternoon Drive Rt. 66

Rock Restaurant/Tidal School Winery + more

### July 18

#### Autocross #5

Merit Industrial Complex  
Tulsa, OK

## August

### August 14

#### Drive to Cookson Smokehouse

Cookson, OK

### August 22

#### Autocross #6

Merit Industrial Complex  
Tulsa, OK

### August 26

#### Dinner at Compadre's

71st and Sheridan

## September

### September 12

#### Autocross #7

Merit Industrial Complex  
Tulsa, OK

## October

### October 10

#### Autocross #8

Merit Industrial Complex  
Tulsa, OK

### October 15

#### Oktoberfest Test & Tune

Hallet Motor Racing Circuit

### October 16-17

#### Oktoberfest Club Race/Driver's Education

Hallet Motor Racing Circuit

## November

### November 12-14

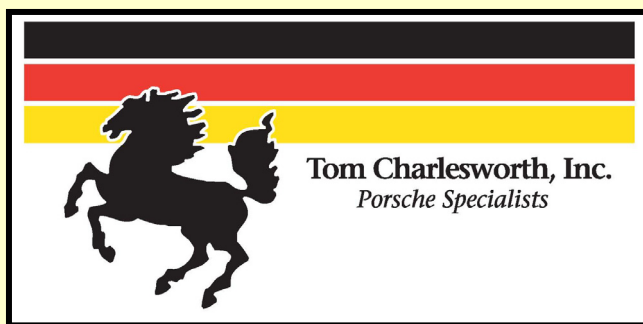
#### 5th Annual PCA Palooza

Inn of the Ozarks  
Eureka Springs, AR

### November 14

#### Autocross #9

Merit Industrial Complex  
Tulsa, OK



Tom Charlesworth, Inc.  
*Porsche Specialists*

## PORSCHE on TV

Date	Event	Coverage
July 18	Grand-Am New Jersey	SpeedTV
Aug 7	Grand-Am Watkins Glen	SpeedTV
Aug 24	ALMS Lime Rock	SpeedTV
Aug 28	Gran-Am Montreal	SpeedTV





# Motorsport Report

by Jon Jones

## I'll Take A Pound of Frustration Please, Thin Sliced...

For every race they enter, Kevin Buckler's TRG team in Grand-Am GT racing has a victory. But they are not entering every race. So what's the point? Simply put, depending on the track, the Porsche is competitive. Buckler is no fool, and given Porsche's lack of interest in Grand-Am racing, he cannot be faulted for picking and choosing his events. TRG sat out the Mid-Ohio round, where the lone Porsche entry (Magnus Racing) was taken out by a bone-head Daytona Prototype driver. At Daytona for, what used to be called the Paul Revere 250 for you old-timers, Buckler entered and won. So, too, at Watkins Glen for the 6-Hour. Porsches are no longer well represented in Grand-Am GT, because the rules-makers have seen fit in previous season's to hobble the cars. In 2010, Grand-Am has loosened the reins, but the horse may have already left the barn as Porsche participation has dropped markedly from previous seasons. And this is all based on frustration. The differences between Grand-Am's Prep 1 (production-based) and Prep 2 (tube frame) classes are not resolved and Porsche will likely not be back in force until they are. Not every team is a TRG, and until the check-writers feel like they have a shot, look for Buckler to continue his pick and choose method.

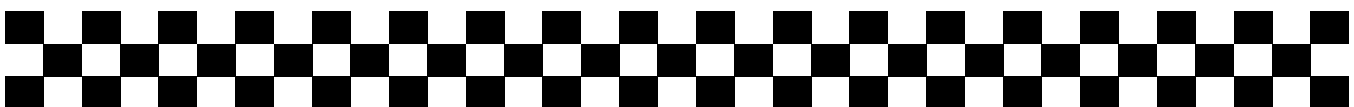
For the Daytona Prototypes, it's a case of shooting oneself in one's foot—in the extreme. The winner of 5 of 7 races, the BMW-powered car of Chip Ganassi, was found to have an illegal engine after Mid-Ohio. Grand-Am dropped the hammer with multiple penalties, including taking away points towards the both the driver's and owner's championship which puts several teams back in contention. So, at the next round, what did the non-BMW powered teams do? Like a circular firing squad, they took themselves, or each other, out. Including the Brumos Porsche, which, by the way, is the only flat-6 left in the series. Brumos botched a pit stop which took them out of contention. Even the Porsche Cayenne V8-powered cars either took themselves out or were punted by other drivers. Yes, Porsche is winning in Grand-Am GT, but one has to conclude that Porsche's participation in Grand-Am is at low ebb.

\*\*\*

After the Le Mans victory in GT2 by a Porsche team, much was expected of the teams upon their return to the US in the American Le Mans Series. Unfortunately, the first round at Miller Motorsport Park in Utah was completely dominated by Ferrari. While the usual Porsche suspects attended in the form of Flying Lizard and Falken, the weekend started off very bad for at least one of the teams. In Friday practice, the Falken Porsche 997 GT3RSR caught fire at the back of the car. While the flames were quickly extinguished, the fire did enough damage to require an all-nighter from the Falken crew. They managed to get the car on the grid, but were not fast enough on race day to run up front. The source of the fire was thought to be a leftover from their troubles at Laguna Seca. For the Lizard bunch, their fifth-place finish in Utah meant they not only lost the race but the driver's championship points lead as well. And in the manufacturers chase, it's even worse as BMW leads, followed by Ferrari, then Porsche. The point spread is small, so there's room for hope, but we're in the second half of the ALMS season now, so every point counts. If there's any consolation in ALMS it's that a Porsche team in the guise of Porsche stalwart Alex Job Racing leads the GT-Challenge championship, and a Porsche has won every event. But then again, it's an all Porsche class so we shouldn't be surprised. It could be worse—Porsche could be represented as Jaguar was at Miller when the hood blew off on lap one...



Photo: ALMS





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

©2009 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times



## **You didn't settle when you purchased it. Don't start now.**

When it comes to servicing your Porsche, get your knowledge from the source. Dedicated to Porsche vehicles above all else, Porsche certified technicians must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing all Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

## **Porsche Certified Service.**

**Jackie Cooper**

93rd & Memorial

918.249.9393

[jackiecooperimports.com](http://jackiecooperimports.com)

Present your Porsche Club card for 10% off parts



**PORSCHE**