

The Cimarron



Trail



Cimarron Region Porsche Club of America Newsletter - August 2014



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Autocross Update



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Volunteer For Oktoberfest Now!

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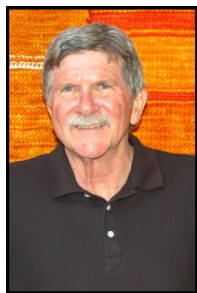
Club Calendar

Marketplace

From the Editor



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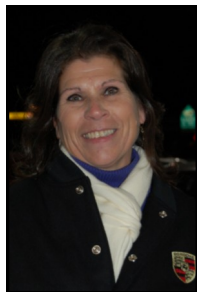
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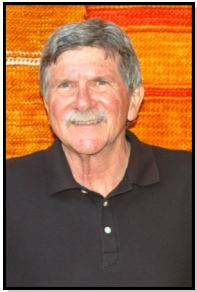
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President's Perspective - August 2014

By Randy Kaplin, CRPCA President

In June my wife and I were fortunate enough to travel to the west coast to participate in the Porsche Parade 2014 in Monterey, California. As we were arriving back in Tulsa we were notified that our daughter and her husband, living in Washington, DC, had just purchased a townhouse in Alexandria, Virginia, and needed all their belongings that had been stored in our closet for the past three years. When they originally moved to DC three years ago they lived in a 600 sq. ft. condo, so needless to say, 1500 sq. ft. worth of "stuff" from their Tulsa home couldn't be shoe horned into this condo. We became a storage depot for their belongings. So to accommodate this request we hitched up a loaded one-way trailer to our Oklahoma-sized pick-em-up truck and traveled to the east coast for a week long visit.



After living in Alexandria for a week I was struck by the marked difference in the role the automobile plays in heavily populated metropolitan areas versus Oklahoma. Their townhouse is located within a half mile of the Metro (a mass transit subway system used by many to commute to work,) an Amtrak Depot (which can easily transport you to New York City and surrounding towns,) and one Metro stop from Reagan Airport (access to anywhere in the world).

Houses with garages in Alexandria are almost non-existent and definitely not affordable to anyone short of Speaker of the House or Secretary of State. Most cars are relegated to finding a spot on the street near your home or in the best instance (which is their situation) there actually is a parking lot so your car doesn't have to be parked on the street and become subject to various owners "accidents" based on their level of proficiency at parallel parking.

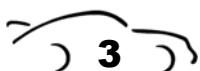
If you want to wash or clean your car it is almost impossible to do so without a carefully executed plan. While there is a water spigot located on the front of their townhouse, to wash your car would require snatching that elusive parking space directly in front of the townhouse so your 50 foot hose could reach the car for cleaning. Needless to say, cleaning cars in this area is a thriving business for entrepreneurs. However after the car is clean, it will not stay that way for long since the cars sit outside continuously and the cherry trees on her block continuously shroud nearby cars in red dust. Silver, gray and light brown colors are extremely common on vehicles since they are the easiest to live with in a dirty state.

Don't even think about owning a large vehicle such as a full size pickup. It is difficult to navigate larger cars around the streets of DC and Alexandria, and trying to parallel park one of these vehicles or even park in a "normal" parking slot requires precision parking skills. Our daughter's 3 series BMW actually felt rather large when maneuvering it around the DC area. If you do elect to drive somewhere, finding a place to park requires good luck and planning as well as a fat wallet to pay for parking. In short, driving automobiles is discouraged and people flock to the Metro as a means to travel within the DC area.

As a result of this anti-car environment, the entire week I was in Alexandria I saw only a handful of Porsches and a couple of exotic sports cars. This type of metropolitan living does not lend itself to collecting automobiles or driving a car you cherish. As we were heading back to Tulsa, I couldn't help but think how fortunate folks are in Oklahoma to have real garages and plenty of wide-open spaces to drive and enjoy their cars. However, after driving 7600 miles and visiting 18 states in 30 days I am more than ready to take a driving break for a while!

Please send to Greg Petzet, our newsletter editor, at cimnews@cox.net, any articles or photos to contribute for publication in the Cimarron Trail Newsletter. Let's hear from some of you closet writers!

See you on the road,
Randy



IN MEMORIAM: *Ted Warren Kelly*

Long time PCA member Ted Kelly passed away July 8 at 81 years of age. Ted attended Bixby High School and subsequently graduated from Oklahoma State University with a B.S. Degree in Education. He married his wife, Pat, in 1954 before entering the United States Army in 1957, where he served for 23 years, was a Purple Heart recipient, and retired a Lieutenant Colonel. The United States Postal Service provided Ted's second career.

Ted and Pat have been fixtures at club events during their 60 years of marriage. Mr. Kelly held numerous regional club offices over the years, including President and Secretary. Ted was co-chair, with Al Lang, for the national Porsche Parade at Grand Lake o'the Cherokees in 1996, staged by the Warbonnet Region, prior to formation of our present Cimarron Region. Following is an excerpt from the November '96 issue of *Panorama*:

"From a social stand point, the Parade was outstanding. All Parade officials were pleasant and ready to help with problems. Co-chairs Ted Kelly and Al Lang most certainly deserve our thanks for their fine efforts; we observed them going out of their way many times to assist in special situations . . ."



Inside that same issue of *Panorama*, Dr. Wolfgang Porsche wrote:

" . . . I thank you too, Ted Kelly. What a great organizing work you and your team have done . . ."

In addition to his Porsche Club activities, Ted was an avid fisherman, golfer, and skier. He also enjoyed spending time with his family at the Grand Lake house. He will surely be missed by his many friends and acquaintances.

Pat Kelly asks that memorial contributions be made to the St. Jude Children's Research Hospital, 262 Danny Thomas Pl, Memphis, TN 38105, or Bixby Education Endowment Fund, 109 N. Armstrong, Bixby, OK 74008.



PCA Cimarron Region Member Update

Reported by Greg Hart, Membership Chair

As of August 1, 2014

Primary Members 218

Affiliate Members 146

Total 364

Welcome New Members!

Aubrey Thomas, Broken Arrow, OK--2006 911 C4

Greg Oliphant, Tulsa, OK--2003 911 Turbo

Clark Ogilvie, Owasso, OK--1999 Boxster

2014 Porsche Parade Report

By Cimarron Trail Staff

The 59th Annual Porsche Parade was held in Monterey, California in June. Parade is the Porsche Club of America's big event of the year, and this incarnation set the record as the largest ever! 1200 entrants translated to over 2400 people in attendance.

Cimarron Region President Randy Kaplin and wife Elinor, Secretary George Paul and wife, Georgia, and Past President Dan Arthrell and wife, Claudia, departed Tulsa Friday, June 13, headed west! After a stop for lunch and fuel in Amarillo, Texas, they motored onto Gallup, New Mexico, where they spent the first night. They continued west on Saturday, and after a photo stop to take a picture, ". . . Standing on a corner in Winslow, Arizona," they rested for the night in Bakersfield, California. Traversing the remainder of the trip on Sunday morning, all reached Monterey about noon.



Our contingent enjoyed, in part or parcel, all the local sites, including Monterey, Carmel, and simply people watching. They participated in many of the excursion drives available at Parade, including Big Sur, Hearst Castle, Cayenne off-road tour, and the Canepa Motorsports Museum in Scotts Valley, CA. Dan and Claudia ran the Gimmick Rally.

The Golden Gate Region held a DE on Sunday, June 25, the final day of Parade. George drove that event at Laguna Seca, and said although it was not an official Parade event, it was created especially for Parade attendees. > (Turn the page for more Parade) >



Photos: George & Georgia Paul. Thank you!

More Porsche Parade

The Concours included displays of hundreds of the spectacular Porsches on hand. Judging was strict, and there was at least one challenge to the scoring system, which ultimately cost Kathy Fricke, our friend from Colorado, a trophy. It seems her wheel center cap crests were not pointed at the valve stems. And even though that detail is not included in the criteria for judging in that class, her challenge was denied. The reason boiled down to the fact that

all the entries are so well prepared, the judges are forced to "split hairs" in order to arrive at a winning score. The challenge fee is \$100, and though her challenge was denied, the fee was refunded, little solace for missing the top mark by 0.4 of a point!



©Porsche Parade Photos



©Porsche Parade Photos

George's pride and joy was a Parade cap from the extensive array of merchandise available from the Goodie Store. Fortunately he ran into none other than Hans-Peter Porsche, who meticulously and legibly autographed the bill!

Registration and meal lines were understandably slow, considering the sheer number of people in attendance. But the experience was reportedly positive, and all claimed to have had a great time.

> (Turn the page for more Parade) >



©Porsche Parade Photos



This report was compiled utilizing information provided by some of our participating members, as well as facts and figures taken from the official Parade handout.

Randy's Cayenne/Parade Story

"The Porsche Parade in Monterey was one of the few Parades ever attended where you actually needed to wear a jacket. Being right on the California coast the weather was dramatically different from the California desert that you drove through for hours to finally arrive in Monterey. This year at the parade I elected to not attend the autocross or participate in the Concours, and we signed up for every drive offered. This involved several drives down Highway 1 on both the Big Sur Drive and the Hearst Castle Drive. The road was a great driving road with some of the most breathtaking views of the ocean and shoreline we had ever seen.

A first for us this year was to go on an off-road tour in the Cayenne. This drive was obviously only available to Cayenne vehicles due to the clearance issues encountered on the roads. I would consider this drive to be the diametrically opposite activity of the 'Q-tip' concours event. On this drive, dirt and grime were the keywords since you were driving on a dusty one lane rocky dirt road for miles and miles. There were steep declines and scary cliffs off to the side of the road, so it did provide a degree of tension similar to a DE on a track you are not familiar with. While I am definitely not a Q-tip type person when it comes to keeping my cars clean, neither am I one who likes to drive a car that clearly needs to be washed. At one stop the powdery dust was so thick on the front and back windows that I had to use a rag to brush off the mounds of dust. I did not feel comfortable using the spray and wipers because I have seen deep scratches to the glass that can occur when you take the 'lazy way.' It was interesting that some of the hardcore off-roaders considered the dirtiness of their cars to be some sort of 'badge of honor,' and therefore they scoffed at me when I was trying to brush off the mounds of dust. Comments like 'that's the fun of off-roading,' or 'it will just get dirty again,' did not deter me from my brushing as I rebutted that I wasn't 'cleaning' the car . . . I simply wanted to be able to see the road -- a good idea when you are traveling within inches of cliffs. In general the tour was certainly different than any Parade Tour we had previously attended. There is no question the Cayenne proved to be the most comfortable means of going off-road that I have experienced. In my childhood I rode a motorcycle off-road regularly and remember the enjoyment it provided. However, if these same trails we covered in the Cayenne had been driven on a motorcycle, the wife definitely would not have been in attendance, and I would have required a thorough scrubbing to look presentable again."

> (Turn the page for more Parade) >

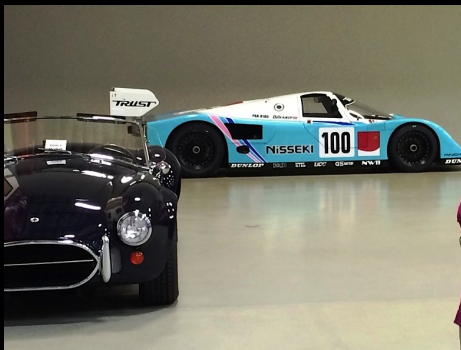


Parade Photo Page

Parade Porsches and Canepa Collector Cars, etc



Randy Kaplin provided these photos of the Porsche 911 "Reimagined by Singer"



The Canepa establishment offered photo-ops of their historic racing cars, classic motorcycles, renovations in process, as well as a Duke's mixture of many types of vehicles for sale. (Photos courtesy Randy & Elinor Kaplin)

Cimarron Region Briefs



Chasing Windmills, Cary Grant, Anita Bryant, and, er, Dink's

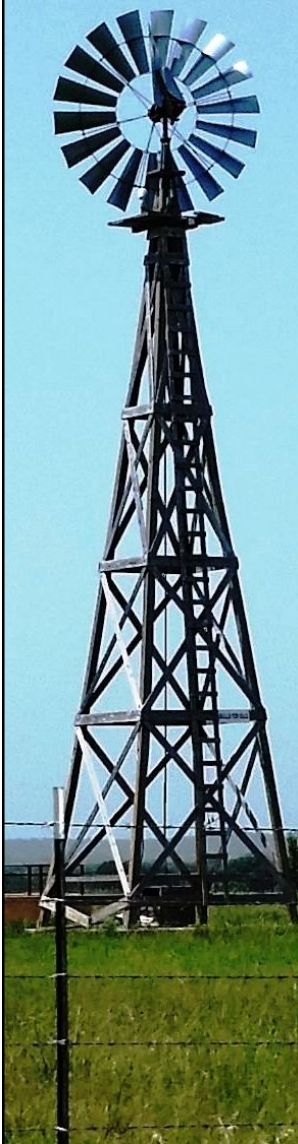
Steve Canada, club Social Chair, reports a group of 22 Cimarron Region members took a 100 mile scenic drive Saturday, July 12. After meeting near Tulsa International Airport, the group drove northwest through Skiatook and Barnsdall, past homes of Cary Grant and Anita Bryant, then continued through Pawhuska and past Hulah and Copan Lakes, en route to their ultimate luncheon destination, Dink's Pit BBQ in Bartlesville. Attendees marveled at the beauty of Oklahoma's Osage Hills. After a wonderful meal, everyone took the direct route back to Tulsa via US Highway 75.

Watch for announcements of future club events, and come join in the fun!

Steve's "Column"



Rick Hardmeyer isn't in any of these photos, because he took them. Thanks Rick!



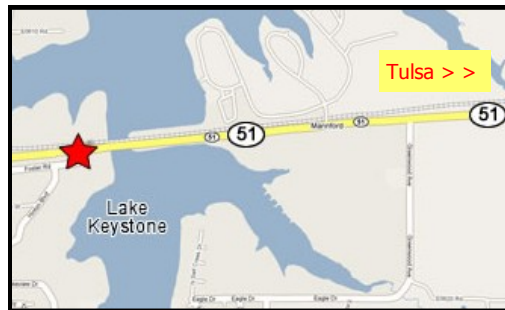


More Cimarron Region Briefs

(Or maybe you'd prefer Boxster Boxers)

Dinner at Freddie's in Mannford August 6

And now for the West of the story! Take a drive out west on State Highway 51 and join your fellow Cimarron members for dinner on Wednesday, August 6, at Freddie's Steak House, 68 Industrial Drive, just east of Mannford. We'll sit down at 6:30, so plan your drive accordingly. Call your friends to caravan, or just Be There! Freddie's is long known for a variety of fare, with something for every taste. Please RSVP to Steve Canada by calling or texting 918-671-1499, or email to scanada@cox.net.



Brunch Drive To Canebrake Scheduled for August 31

Social Chair Steve Canada has done it again! You're invited to join your fellow Cimarron Region members August 31, for a drive to The Canebrake Sunday brunch. Only a modest drive from the Tulsa area, and located no more than a stone's throw from Ft. Gibson Lake, The Canebrake offers what some call the premier Sunday brunch anywhere around. The buffet includes fresh meats at the carving station, Belgian waffles, omelets, Eggs Benedict and eggs to order, plus Carolina grits, home fries, a variety of salads and choice sides, fresh fruit cobblers and home made desserts. Even gluten free, vegetarian and vegan options are available. Meet at Church at Battle Creek, 3025 N. Aspen, Broken Arrow, at 9:45 to depart at 10:00. Watch your email for complete details! Check it out at www.thecanebrake.com. RSVP to Steve Canada-918-671-1499 or scanada@cox.net.

Watch this space for the 2014 Oktoberfest logo!

Oktoberfest 2014 Volunteers Needed



It's time to get serious about Cimarron Region's premier event of the year – Oktoberfest! We expect another fantastic event, but it doesn't happen without you. We need the support of Cimarron Region members to make this event special, and that means you. We have had excellent support over the years and we need to continue that for 2014. This year, we are doing our own grid with the support of some pros from Texas. We will need a couple of volunteers, especially on Friday for teching DE and Test and Tune cars. Friday, Saturday, and Sunday, we will need an assistant on the start stand for hot pit release and helping the starter. If you like being close to the action, either of these positions is for you! One day or all three, your help will be appreciated. Benefits are an event T-shirt, lunch provided each day, dinner on Saturday night if you work the whole event, and the satisfaction of being part of a very popular Cimarron Region event. Contact Jon Jones to volunteer at 918-740-7951 or jjone20@aol.com.



Autocross Adds to Agility Ability

Ever had a close call while driving in traffic? Like having to make a sudden stop, or a quick lane change, or maneuver through a snarl? Your participation in autocross is an excellent way to learn and sharpen driving skills necessary to perform those moves. Being aware of how your car reacts, and maintaining the correct driving position at all times: head up, shoulders square, hands on the steering wheel, et cetera, all contribute to safety on the road, and just might help you avoid a tenuous situation.

Sure, autocross is a timed event. But don't let that scare you away! As each driver becomes accustomed to their particular automobile's characteristics, and when their confidence behind the wheel grows as they discover what they're capable of, those times begin to shrink! Timing is just another tool to measure our progress. It's important to point out you'll have the course all to yourself, as you will be running only against a clock!

But autocross IS also a competition for many. Each session, beginning and long-time drivers alike vie for friendly bragging rights, all in good fun! So watch the Cimarron Region calendar, or check out the web site for dates and times of upcoming events.

And now, peruse the following pages to meet some of our participants, like "newbies" Bill Cammuso and Bryan Pasek here below. **Recent autocross results are on pages 17 & 18.**



Autocross Aficionados



George Paul tries out his "new" 911 Turbo



Brian Thomas drives his 968 like he stole it (from Leonard?)



Rick Hardmeyer aims his 997 into a slalom

Autocross Aficionados



Joe Hill's Boxster is too fast to focus



Orlando Dumalag vaults his 991 to the finish



Kent Proctor leans his Boxster through a turn

Autocross Aficionados



Dan Arthrell positions his 997 for a run



Randy Kaplin exits the 360 in his 911



Curtis Robinson steers his Cayman to the next turn

Autocross Aficionados



Mike Fugate carves a turn in his 914



Rod Nordstrom's 964 entering a turn

How 'bout a Few Cones Before Breakfast?

Do you like to have fun?
You enjoy driving your Porsche, don't you?
And everyone has to eat, right?

Consider coming out to one of our autocross sessions. Everyone there is eager to help introduce you to all the ins and outs and roundabouts of navigating your way through the bright orange cones. You might even be surprised at what your Porsche is capable of, and what fun it is to hang out with your fellow Porsche-sters! Traditionally, after the conclusion of the event, several drivers meet locally for an impromptu late breakfast/early lunch! **Check the 2014 schedule at the bottom of pages 17 & 18.**



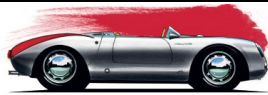
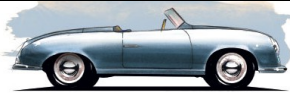
Autocross Aficionados



Gary Bernard en route to another victory in his Cayman S



Carl Hughes winding up his 911 Turbo



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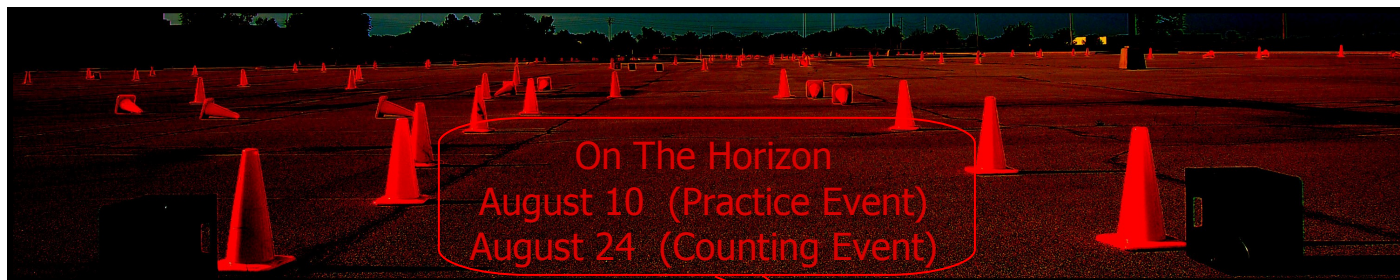


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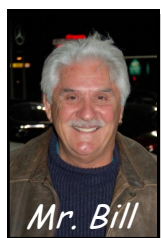
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Mr. Bill's (Jacobi) 7/13/2014

Autocross News



It was a hot, hazy, lazy day at the Sunday autocross, but it did not stop 15 PCAers from coming out and running their cars at Corporate Woods.

We welcomed two new drivers to our ranks, Bryan, driving a Silver Cayman S, and William, with his Red 944 Turbo. Hope you two had a lot of fun!!!

In addition to the new drivers (*), we had our usual cast of characters with Gary once again taking 1st by thoroughly kicking every ones' you know what!!! It should be noted that Randy was in first place after two runs in his group! *Bryan, are you sure this was your first time? Well done!!!* Thanks to all for attending. See you on July 27! -Bill Jacobi

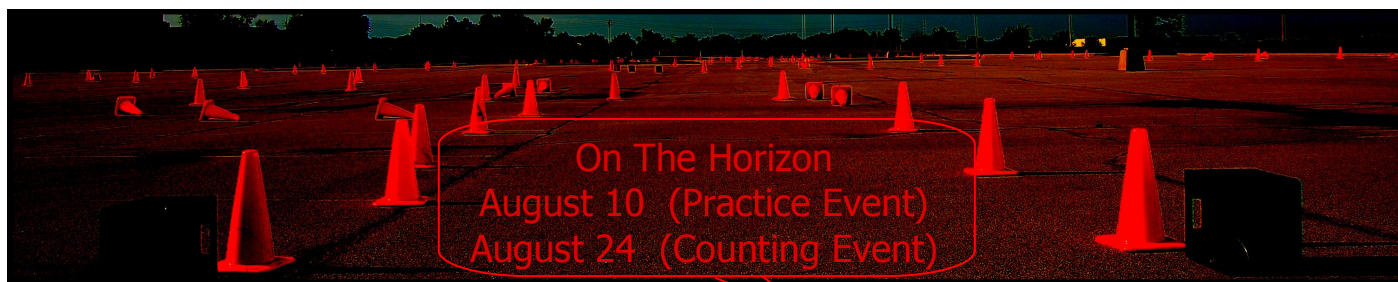
1) Gary Bernard	Cayman S	61.877
2) Carl Hughes	996 Turbo	63.799
3) Bryan Pasek *	Cayman S	64.639
4) Randy Kaplin	911	64.967
5) Orlando Dumalag	991	65.365
6) Brian Thomas	968	65.579
7) Curtis Robinson	Cayman	66.106
8) Joe Hill	Boxster	67.017
9) Dan Arthrell	997	67.305
10) Rod Nordstrom	911 4	68.716
11) George Paul	996 Turbo	69.121
12) Mike Fugate	914	71.188
13) Kent Proctor	Boxster	71.681
14) Rick Hardmeyer	997	71.900
15) William Cammuso *	944 Turbo	78.535

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 affect 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.

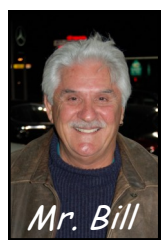
August 10 & (*24*) October 12 & (*19*) & 26
September (*7* & *21*) November 2 & 16





Mr. Bill's (Jacobi) 7/27/2014

Autocross News



First let me thank Randy Kaplin for hauling the trailer to the event. Brian Thomas was out of town as was yours truly. I got back late Saturday and did manage to keep score.

We had two new drivers*, Scot Williams with his new Macan and Chris Neils driving David Glenn's 911, welcome guys! Chris had a great time but incurred a 2 second penalty for using track tires**. Scot's Macan also did well for an SUV.

Gary Bernard once again was the overall winner. Third and fourth places had a real close battle, good job guys. -Bill Jacobi

1) Gary Bernard	Cayman S	61.060
2) Carl Hughes	996 Turbo	63.111
3) Greg Petzet	996 Turbo	66.121
4) Orlando Dumalag	991	66.130
5) Chris Neils *	911 **	66.430
6) George Paul	996 Turbo	66.781
7) Rod Nordstrom	964 C4	67.080
8) Dan Arthrell	997	67.520
9) David Glenn	911 **	68.666
10) Kent Proctor	Boxster	70.700
11) George Paul	996 Turbo	69.121
12) Scot Williams *	Macan Turbo	71.820
13) Rick Hardmeyer	997	73.050
14) Bill Cammuso	944 Turbo	76.050
15) Joe Hill	Boxster	DNF

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August 10 & (*24*) October 12 & (*19*) & 26
September (*7* & *21*) November 2 & 16



From the Editor:

Time marches on. Porsche Parade is in the books for 2014. Our Cimarron Region autocross season is in full swing. Weekly club breakfasts continue. Scenic drives, most times associated with a meal of some sort, regularly occur. Oktoberfest is quickly approaching. The 10th Annual Porsche Palooza is looming in November. And our gala Christmas Party will be here before you know it! When the information is available enough in advance, you can learn about all these events by reading this newsletter. Otherwise, the more spur-of-the-moment happenings will be announced by email blast. So stay informed of all your Porsche club has to offer. There's something for everyone. Be there!



I would like to pound out a few words of thanks to some of our members who have sent copy, photos, and ideas for this publication during my tenure as editor. Randy Kaplin pens the President's Perspective each month, and don't forget his Copperstate 1000 account! He always provides a mixture of information and light hearted opinion in his fun and easy to read style. Jon Jones submits his bulls-eye Motorsports Reports for all our racing fans. Greg Hart informs us of new members and keeps us up-to-date with the latest membership count. Bill Jacobi reports on the Autocross events. Bob Dorn told us the great story of his 356 find. Additional photographic submissions come from Rick Hardmeyer, Mike Fugate, Dan Arthrell, Orlando Dumalag, Joe Hill, Kyle Keener, and others.

Lastly, volunteers are the life blood of our organization. It's easy to get involved. Contact one of our officers or chairpersons to get on board. Maybe you want to help out

at Mayfast or Oktoberfest. You might have an idea for a fun drive on some favorite road, or a group meal at a restaurant you like. You could even host a get-together at your home for our members. There are countless ways to show the pride and excitement you share with your fellow Porsche owners.

Let the games begin!

Greg Petzet



Photo courtesy Rick Hardmeyer

Social Calendar and Upcoming Events



August 2014

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6 Mid-Week Dinner Freddie's in Mannford	7	8	9
10 Autocross 'Practice' 8:30 a.m.	11 Board Meeting @ Jackie Cooper	12	13	14	15	16
17	18	19	20	21	22	23
24 Autocross 'Counting' 8:30 a.m.	25	26	27	28	29	30
31						

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

U
T
I
C
A

S
Q
U
A
R
E

Check your Email for Blasts on Mid-Week Dinner & Brunch Drive Details

August Highlights

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

Mid-Week Dinner - Wed, Aug. 6 @ 6:30 p.m.
Freddie's Steak House - Mannford (see News Briefs)

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



Sunday Drive with Brunch - Aug. 31
Meet at 10 a.m. (see News Briefs)

Two Autocross Sessions - Corporate Woods
ALL are encouraged to participate. Practice sessions are FREE
(Counting sessions are \$10)



Practice - August 10, 8:30 a.m.




Counting - August 24, 8:30 a.m.

Social Calendar and Upcoming Events



September 2014

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

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

Breakfast
Wild Fork
8 am

UTICA
SQUARE

September Highlights

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

**Cimarron Region Board Meeting @ Jackie Cooper
2nd Monday @ 6:30 p.m.**

* * *
* * *
* * *

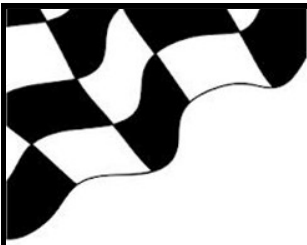
Two Autocross "Counting" Sessions - Corporate Woods

(Times "count" toward 2014 season Point totals. ALL are invited to participate
Counting sessions are \$10)

September 7 & 21



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Porsche Marketplace

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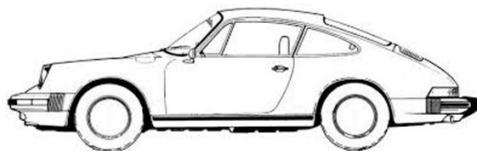
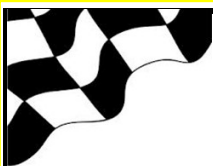
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Joe Porsche

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 2/3

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Porsche Marketplace

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Motorsports Update

"If We Only Had A Little More Downforce . . ."


by Jon Jones - CRPCA VP



Those of us comfortable with the long history of Porsche success in sports car racing are no doubt chafing at the recent results in the major series. Le Mans was bad enough with only a third-place finish in the GT class to show for all of the effort, but the follow-up after their return to the US and regular competition has been little better. The primary showcase for Porsche competition in America is the Tudor United Sports Car Championship (TUSC), the result of the merger between the Grand Am series and the American Le Mans Series. The goal of any sports car series, and the curse, is the need to balance performance of the many manufacturers to encourage participation. The Tudor series has succeeded to the extent that its premier GT class, GT Le Mans, has Corvettes, Ferraris, BMWs, Vipers, and Porsches all competing. IMSA, the old sanctioning body formed by the recently departed John Bishop, is the sanctioning body for the combined series and they are diligently working to prevent one-marque domination. Wait, hasn't Corvette won three straight events? Why yes, they have. So how's that parity working out? The most recent round at Mosport saw the highest finishing Porsche in GTLM, the factory 911 RSR, in fifth. In GT Daytona, the former Grand Am GT class, a privateer 911 GT America was second. And good for them. But when the best the factory team can do is fifth, you have to wonder what exactly is going on. At the Watkins Glen 6-hour, Porsche was fifth in GTLM. At Laguna Seca, Porsche was fourth in GTLM (after a penalty) – all three events won by Corvette. While the companion GTD class has seen a few podiums for Porsche, the wins are not coming. Same story over in the Pirelli World Challenge, another national road racing series, albeit lesser known than TUSC. Dominated by Cadillac, the Pirelli series has only a few Porsches competing without much success.

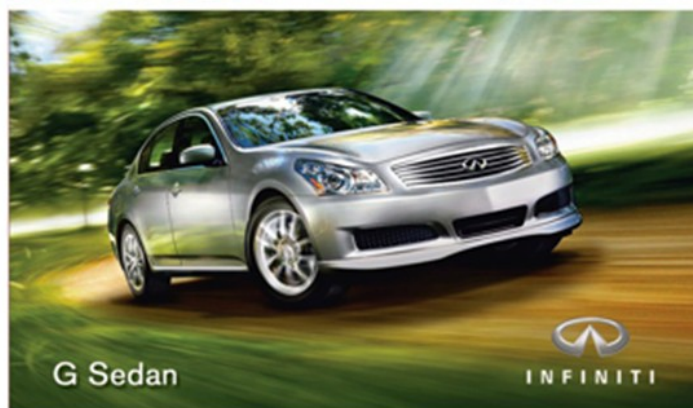


What's the issue? Several reasons actually, starting with a rear-engine platform that was originally designed in the 1940s, or even earlier if you count the people's car. Porsche has done a remarkable job of keeping the design current, from the domination of the '70s RS and RSR to today. Porsche has managed to offset the weight bias with superior power, endurance and talent behind the wheel. But the clock is ticking and may be about to toll. Porsche team members during the Mosport broadcast were heard to lament the lack of front end grip on their 911 RSR, with an eye to getting a break from IMSA. Compare the body profile of the Corvette and 991 and the answer becomes more clear – the Corvette has a flatter profile across the nose and a more pronounced splitter or front spoiler while the Porsche is more rounded and bulbous. Filled with radiators and other cooling intakes, there is only so much that can be done aside from add-on aerodynamic devices like "dive planes" or "flicks" or the enormous shovel-like spoiler of the foregone IMSA GTO and GTU cars. A weight break here, or a change in the intake restrictor there might help a little bit but the die is cast for parity. What it comes down to is restricting everyone else which is very unpopular and therefore unlikely.

The Porsche wizards will have a few more tricks up their sleeve, but it will be a long season left to run for Porsche fans. 

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