



The Cimarron Trail



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On The Cover

This cover photo shows Randy & Elinor Kaplin twisting along during their 2015 Hagerty Silver Summit excursion through parts of Colorado.

Seemingly without a care in the world, things aren't always what they seem! Read all about their trip in this issue.

ANDREW SNUCINS, professional photographer operating out of Canada, shot photos during the event.

Mr. Snucins provides not only automotive related photography, but also wedding, athletic, action, and people images. Used by permission.



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The 2015 Hagerty Silver Summit

Randy & Elinor Kaplin explore Colorado's highs and lows!

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From The Editor

WHEW! I hope the proof reader, my brother, Alan, finds all my hurried errors. Pam and I have been up in the great Northwest for 10 days, and I've been scrambling to get the news out to you since our return.

While we travel, we count Porsches. We saw about 25 or so during our fly/drive trip to Seattle, down the Oregon coast, then back to Seattle via Portland. On our way from Portland along the Columbia

building, you can get ice cream and other refreshments. But most of the shop is filled with Porsches and Porsche memorabilia.

We're kicking ourselves now, because we didn't think we had time to spare to hang around. But you can check it out on the web at: www.route30classics.com. If you are ever anywhere near Mosier, you had better seek this place out. Jerry Seinfeld did years ago. And you know there aren't too many

folks more Porsche "aficionado-ish" than Jerry! That's right, Pam and Jerry and I have been there, lol.

At least go to the site and read all about it. The owner, Stephen Demosthenes, has quite a Porsche past. He has



River Gorge, we happened to stop for a cold beverage, and almost missed the place next door.

It's called Route 30 Classics, in Mosier, OR. In the corner of the

owned, refurbished, bought and sold hundreds of Porsches. And he's sort of out in the middle or nowhere! Well, just sort of.

As always, send your ideas, cri-

Newsletter For The Cimarron Region Porsche Club Of America



The Cimarron Trail

GREG PETZET

Editor

cimnews@cox.net

The opinions, news, and information in the *Cimarron Trail* reflect the individual views of the writers, and are not necessarily the official opinions of the Cimarron Region PCA or this newsletter. None of these organizations assumes responsibility for accuracy. *Cimarron Trail* is an official publication for the Cimarron Region PCA and is published monthly, or as sufficient content is available. 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.

All photos by the editor, except where noted. Submission deadline **25th** day of month prior.

tiques and criticisms to me at cimnews@cox.net.

- Greg Petzet

Find Ethanol-Free Fuel at pure-gas.org

Is your Porsche a vegetarian? (Not that there's anything wrong with that!) Some reports recommend using 100% gas in your car. You'll realize better MPG, they say, which pretty much offsets the higher cost. Plus ethanol-free fuel is really what your engine was designed to burn.



Find hundreds of vendors at pure-gas.org. Click on a state, zoom in and out, view maps, etc. Some locations list which octanes are available. Click on each individual "balloon" to see more station information. It might even be a good idea to phone stations to ensure they still have the good stuff available. Most "balloon click" locations list a telephone number.



President's Perspective

By Rod Nordstrom
CRPCA President

MAYFAST, MAYFAST, MAYFAST! What a great Mayfast we had last month at Hallett Motor Racing Circuit. The weather was nearly perfect, contributing to our best turnout in recent years with 80 registrants. This year's Mayfast had a full novice run group and also included a new Taste of the Track feature for drivers interested in riding with an instructor to get a feel for track driving. Given the interest in Taste of the Track we anticipate new novice driver interest in future Driver Education events. Based on the success of this year's Mayfast, Cimarron Region has scheduled another Driver Education event, Cimarron Sizzler for August 6. Go to ClubRegistration.net to sign up.



I cannot say enough about the Cimarron Team responsible for Mayfast 2016. Without the leadership of Orlando Dumalag, Drivers Education Chair, Joy Jones, Vice President, and Event Registrar; Gary Barnard, Chief Driving Instructor and Jon Jones, Club Race and Safety Chair, Mayfast would not be possible. I would also like to thank the team of volunteers that assisted with registration, Tech Check and Grid. These volunteers made sure registrants were checked in and run groups were formed up on time, ensuring drivers got the most of their track time.

On the social front, Big Brutus is back on the tour schedule for June 11. We will meet at the Bank of America branch in Catoosa at noon with departure by 12:30. Supper at Chicken Annie's is scheduled for 4:00. This will be a fun drive, so get your RSVP to Steve Canada in order to get a good head count. The next ladies lunch is scheduled for Saturday, June 4. Check this publication and the Cimarron Region website for details on both events.

Race fans will want to tune in for the 24 hours of Le Mans later this month. The race is scheduled June 18 and 19, broadcasting on Fox Sports 1 and Fox Sports 2. Locally, Cox customers should be able to see portions of the race on channels 1312 and 1313. Unfortunately I could not confirm broadcast times until Fox Sports and Cox publish their schedules in June. I'll try to update via an email closer to race time.

Autocross season is in full swing with the most recent counting event held on May 15. Turnout has been good with more drivers and strong competition. If you

have not been to a Cimarron Region Autocross, I encourage you to come by Corporate Woods and see what Autocross is all about. Check the Cimarron website or *Cimarron Trail* for details and the schedule for the remainder of the season.

In closing, let me update you on a couple of PCA National items. You may recall in February, PCA held it's annual Winter Board Meeting in Atlanta. There were four measures that required a board vote. As with most annual meetings the majority of votes are cast via proxy. Due to a recent legal opinion, it was determined that use of proxies for board of director votes for nonprofit organizations incorporated in the District of Columbia is not permitted. To overcome this restriction, the PCA Executive Council along with legal counsel and the Policy Committee have approved a PCA Bylaw change to allow for voting via teleconference board meetings. A teleconference Board Meeting has been scheduled for June 12 to consider the motions that were tabled at the February Winter Board Meeting. As President, I will be voting as Cimarron Region's board member. The measures to be considered are as follows:

1. Motion to ratify the actions to allow for teleconference proceedings consistent with bylaw changes noted above.
2. Approve Summer 2015 BOD meeting minutes.
3. Approve Winter 2016 BOD meeting minutes.
4. Approve PCA purchase of two adjoining office condos in Columbia, MD.
5. Approve Policy Committee drafted Whistle-blower Policy.

PCA recently approved a special distribution of excess profits to member regions in the amount of \$360,000.00 for 2015. The distribution calculation is based on regional membership, and the Cimarron Region will receive a distribution of \$1,225.00. This distribution is in addition to the normal quarterly rebates each region receives. Rick Hardmeyer, Membership Chair, is to be congratulated for his efforts to increase member retention by following up with members that are approaching their PCA renewal anniversary. Retention of existing members is as important as recruiting new members, as both contribute to Cimarron Region membership growth. Thanks Rick for all your hard work.

Please feel free to contact me with any questions or comments.

-Rod

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Membership Update

From Rick Hardmeyer, Cimarron Region Membership Chair
Report as of May 31, 2016

Welcome New Members!

Brian Boatwright - Tulsa, OK - '16 Boxster

Richard McMahon - Tulsa, OK - '16 GT3RS

Alan Wegener - Tulsa, OK - '12 Cayenne

Primary: **250** Affiliate: **158** Life: **1**

Total: **409**

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The *Cimarron Trail* displays advertising for club members on a space available basis. Requests must be submitted by the **25th** of the month previous to desired issue. Editor reserves the right to edit ads, reject, or discontinue publication, solely at his/her discretion. Send info to cimnews@cox.net, Attn: Advertise

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Ladies Corner

CLUB NEWS OF SPECIAL INTEREST TO THE LADIES OF THE CIMARRON REGION PCA

Cimarron Region Ladies Luncheon June 4

From Kathy Hume, CRPCA Ladies Liaison

AFTER A LUNCHEONLESS MAY, it's time to get back into the swing of things. The Cimarron Ladies will get together at Cedar Ridge Country Club, Saturday, June 4, at 11:30 a.m.

Won't you join us for fine fare, casual conversation, and who knows what!

June 4 is short notice, so close to the newsletter publication date. But we would love to see you! So

please RSVP to Kathy Hume at 918.636.4156, or by email at loves2read12@cox.net. See you there!

Kathy



Calling All Members

"IT'S NOT JUST THE CARS, it's the people!" We say it all the time. So in keeping with that ideal, *The Cimarron Trail* would like to highlight members and their Porsches. We would especially like to hear from our newer members, so we can get to know you better. Each month, when available, we'll publish capsules of

your Porsche experiences. Depending upon responses, features may be tagged: New Member Profile, Member Profile, or Cimarron Region Volunteers Series. Please submit your information along with a photo or photos. If you prefer, we will schedule a time to meet you and shoot a picture or two to display with your profile. Send as much information as you would like, to cimnews@cox.net. We've not heard from any of you lately. Come on, send it in! We want to get to know you!

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Cimarron Briefs

Big Brutus & Chicken Annie's Now June 11

OKLAHOMA WEATHERMEN do their best, but weather is an inexact science, so we almost have to give them some leeway. Originally scheduled for May 14, and then postponed due to forecast inclement weather which never materialized, oops, the drive to Kansas is back on!

In case you missed the announcement in the May *Cimarron Trail*, you can see additional details there. Here are the highlights:

WHEN: Saturday, June 11

WHAT TIME: Meet at 12 Noon

WHERE: See Map > > >

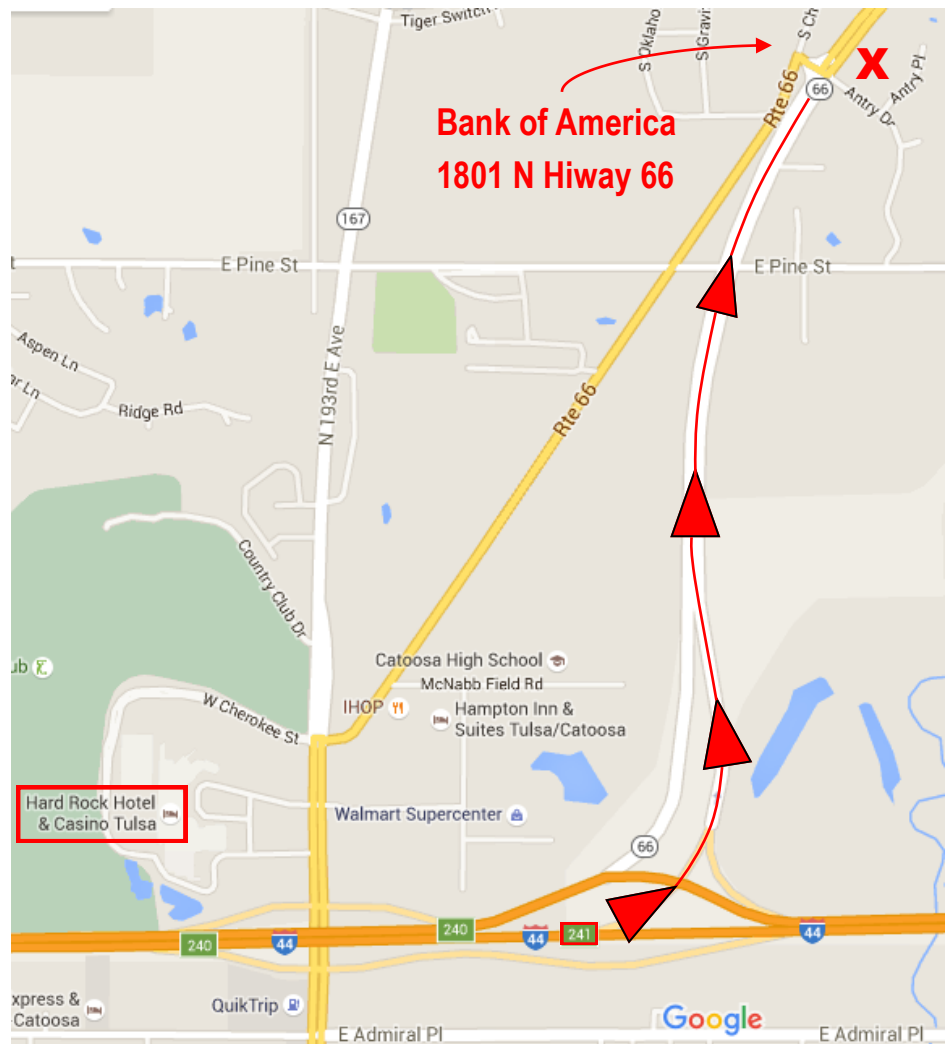
WHAT ELSE: It's 100+ miles to Big Brutus, and then another 35 or so to Annie's, so have a full tank of fuel. There'll be time to peruse the big shovel, and we'll try to arrive Chicken Annie's about 4:00 p.m. (opening time.)

Return to Tulsa via The Will Rogers Turnpike, or on a variety of optional routes.

Please RSVP
To Steve Canada
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Big Brutus, the largest mining shovel in existence today. Chicken Annie's, Pittsburg, KS, since about 1934.



From Tulsa, take I-44 East to Exit 241, Catoosa. Turn right at the second traffic light (Antry Dr.) The Bank of America lot is on your left. Look for all the Porsches! (Unless you get there first!)

Mayfast 2016

By Orlando Dumalag, Mayfast Chair

By Joy Jones, Mayfast Registrar

↙ **He Said . . .**

. . . She Said ↘

Mayfast Photos by Orlando, Joy, Jennifer Fugate & Rick Hardmeyer - Thanks!

I CAN'T BELIEVE Mayfast 2016 is already done! It was a bit chilly in the mornings on both days, but the weather was perfect. We had one incident Saturday morning where a car leaked coolant on the track, but the track staff did an excellent job promptly cleaning it up and getting drivers back on the track. Thanks to Hallett for providing us with a great place to play!

About 70 cars participated over the course of the weekend, including Audi, Honda, Mazda and Mini. Of course, most of the cars were lovely Porsches. Registrations for our "Green Group" (the novice group) filled up quickly, and unfortunately we had to turn away some of our registrants as we ran into our maximum capacity. Several novice drivers moved up to drive solo, freeing up spots that are now available for novice drivers next year. Taste of the Track - new this year - was also at capacity with a wait list. Several of those participants now have a better understanding of how the track works, and have expressed great interest in driving their cars on the next Mayfast. **THANK YOU** to all our drivers for joining us, keeping the event safe and fun. We're looking forward to seeing you at MayFast 2017!

Mayfast would not be possible without the commitment and dedication of our awesome volunteers. Months of planning, soliciting sponsors, finding instructors, registering participants, getting shirts printed, managing participants at the event, and making sure that everybody had a great time at the event is not an easy feat. The following volunteers had their assigned tasks, but all jumped in wherever they were needed. I'm looking forward to working with you all again next year - **THANK YOU VERY MUCH!!!**

Sponsorships - Jay Anderson

Registration - Joy Jones, Sheryl Phillips, Susan Nordstrom, Cliff Fisch

Grid & Tech - Jon Jones, Joe Hill, Rick Hardmeyer, Rod Nordstrom, Chuck Watson, Mike Fugate

Photography - Jennifer Fugate, Rick Hardmeyer

Chief Driving Instructor - Gary Bernard and his instructor friends

MAYFAST 2016 DAWNED overcast and cool, but you could sense the excitement as you arrived at registration - track time! As registrar I have the pleasure of meeting every driver, and this year we had old friends as well as lots of new faces. Cimarron Region had guests from AR, KS, MO, OKC and TX, along with about 30 participants from our home region.

The number of newbies to Driver Education and Hallett was quite large this year, but so was their enthusiasm. There was a full novice group, and our instructors advanced at least 10 drivers to other run groups. Observing the drivers standing around in little groups discussing their line in turn four, hitting the apex in six, which curb is my friend and which isn't, was delightful to watch and to be a part of.

This year we offered "Taste of the Track," an opportunity for Porsche owners unfamiliar with the track experience to have a short class and track time with an instructor behind the wheel. A "sell out," and very successful - if the smiles were any indication!

I get a lot of thanks for my part in preparing for this event, and it's appreciated, but a few other people need recognition. Gary Bernard, the Cimarron Region Chief Driving Instructor rarely stops all weekend. Moving from classroom to students, to, "oh you need a check ride," all day long, the energizer bunny has nothing on him. Always with advice and encouraging words, he inspires you to do better with each lap. A special thanks to all our instructors - in and out of cars all day with novice drivers has to be daunting, but they appeared to be having as much fun as their students. A special thank you to my instructor, John Blocha, for making the day special and one I will remember always. And John, I'm working on those "lady fingers!"

Grid workers Jon Jones and Keven McVay kept everything running smoothly and tech went well with the help of Cimarron Region volunteers. Thank you to Orlando Dumalag for the endless hours of planning, and for finding Sheryl, so that I had Sunday to drive. Thanks as well to all our other volunteers, this event couldn't happen without your time and support!

MAYFAST

PHOTOS



Joy Jones, event registrar, and Orlando Dumlalag, MayFast Chair (left)



Chief Driving Instructor, Gary Bernard, teaches the novice class.



Jon Jones dispatches drivers to the track.



MAYFAST



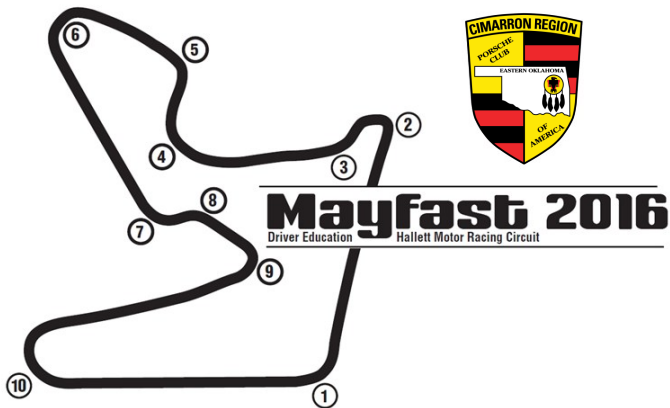
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never forget.
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-Joy Jones





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Late Breaking News! Cimarron Sizzler At The Hallett Track Saturday, August 6, 2016

Mayfast was a great success and most participants couldn't get enough of the track, and have urged us to provide another Driver Education event. So !!!!!!!!!!! HERE IT IS !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

The First Annual Cimarron Sizzler at Hallett offers two levels of track participation: Solo driving for the experienced drivers, and driving with instructors for those new to the track or needing some tips for improved track driving.

Cimarron Sizzler at Hallett will be held at Hallett Motor Racing Circuit on Saturday, August 6, and **REGISTRATION IS NOW OPEN!**

The fee for this event is \$205.00

[CLICK HERE TO REGISTER](#)

More information?: email Joy Jones, Registrar:

cimarronpca.events@gmail.com

More information coming soon!



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News - Scores - Schedule

Reported by Mike Fugate - CRPCA Autocross Chair

MORE THAN 60 YEARS AGO, Porsche began producing the line of automobiles we drive. Throughout the ensuing years, these cars have gained improvements across the board, including changes in dimensions, handling characteristics, and horsepower, just to name a few.

Here in the Cimarron Region, and particularly at our Autocross events, we all run in the same "group." That is to say we have no separate "classes" which would narrow the number of other cars one would "compete" against. It is all for fun, and learning more about safely operating our fine machines.

Consequently, referring to the opening of this article, listing each driver's exact Porsche model would be difficult at best. For example, over the course of all production Porsches throughout the decades, there could actually be a horsepower differential of almost 1,000!

There are too many iterations of the 911 to try to enumerate. Now the Boxster and Cayman have progressed through multiple designations as well. Not to mention every and all Porsche models past and present.

So these results will list simply the basic types of Porsches which participate. Hopefully this explanation will make some sense as you view these results.

2 second penalties are assessed for using "race tires(*)"

May 15 - Official Event #2

Pos.	Name	Auto	Best Time
1)	Gary Bernard	Cayman	47.285
2)	Scot Williams	911	47.389
3)	Wendell Karr-Ake	Boxster	47.628
4)	Randy Kaplin	911	49.108
5)	Joe Hill	Boxster	49.904
6)	Orlando Dumalag	911	50.155
7)	Brian Thomas	968	50.656
8)	Mike Fugate	Cayman	50.724
9)	Beverly Carlile	Boxster	51.154
10)	Dirk Hume	Boxster	51.633
11)	Jennifer Fugate	Cayman	52.000
12)	Dan Arthrell	911	52.363
13)	Bill Jacobi	911	52.542
14)	Poorya Fazel	911	52.692
15)	Rick Hardmeyer	911	53.109
16)	Rod Nordstrom	911	54.005
17)	Cliff Fisch	914*	54.300
18)	Paul Johnson	Boxster	54.367
19)	Kent Proctor	Boxster	55.724
20)	William Cammuso	944	57.025
21)	Joy Jones	Boxster	58.462
22)	Kathy Hume	Macan	64.560

New meeting time: 8:00 a.m.

Turn the page for more Autocross news > > >

Autocross News

2016 Schedule

P=Practice, **C=Counting**

M=Make up

New Time: 8:00 a.m.

June 12 (C)
26 (C)

July 10 (C)
24 (C)

August 7 (C)
21 (C)

September 18 (C)

October 9 (C)
23 (M)

November 6 (M)
20 (M)



Cimarron Region Autocross is held on the parking lot west of Corporate Woods office complex, 4500 S. 129 E. Ave, Tulsa. Course set-up begins at **8:00 a.m.**, followed by a drivers meeting, course walk, and reduced speed drive-through. Each participant then gets 4-6 chances to post their best time. Sessions which count toward the season long championship are \$10; practice sessions are free. Event is open to members (at least 18 years of age) with a valid driver license. Helmets required, loaners available.



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Race Oils Provide Superior Performance, Protection-Here's Why



By Scott Bever-CRPCA Member

TECHNOLOGY has brought great changes to the automotive industry over the past couple of decades. This has largely served to make cars both better and less expensive. Oil has likewise changed greatly over the past couple of decades, but it has not been a win/win to the racing community.

There have been two major changes that contributed to the development of race oils, the industry's shift to Group III base stocks in the late 1990s, and the reduction of ZDDP (Zinc Di-alkyl, Di-thio Phosphate) in the mid 2000s. As a result, even the best street oils are an inferior choice to a good race oil. However, as race oils have developed, they have brought with them additional considerations users should understand. Beyond base stocks and ZDDP, viscosity index, high temperature high shear viscosity (HTHS), detergent packs and other additives (e.g. friction modifiers) are important factors in oil selection.

To better understand the need for race oils, one should understand the components that comprise oil. There are five types of base stocks, which is basically oil with no form of additive. Group I is only lightly refined, and thus rarely used in automotive applications. Group II is the modern conventional (aka mineral) oil. Groups III, IV and V are all considered *synthetic*, but are not created equally.

Group III is a very highly refined petroleum product that has been the base stock almost exclusively used by street oils since the late '90s. Groups IV and V are synthesized oils that comprise the bulk of base stocks in race oils. While Group III are great choices for the street, they are less robust to heat seen in track cars.

Each type of base stock provides certain attributes, and many good race oils use multiple types. Group IV, most commonly known as PAO (Poly Alpha Olefin), is the primary component in most race oils due to its superior temperature performance and high viscosity index. In some race oils, it is the only base stock used. Unfortunately, it is not polar, meaning it doesn't stick to metal very well, which results in a poor oil film. It also causes seals to shrink.

Group V, or esters, have a very good (although slightly inferior to PAO) temperature performance. However, esters are polar and thus stick very well to

metal and give a superior oil film, though the polar nature also interacts with some additives. Esters also cause seals to swell, and are also several times more expensive than PAO.

The tendency to interfere with some additives makes the amount of ester base stock in a blend a very important factor. The percent in a blend ranges from none to a high of about 20%. The combination of PAO and ester, in the right proportions, makes for the foundation of a very good oil.

Finally, Group III base stocks are still used, typically in small amounts, to *fill out* the remainder of the oil without disrupting the ester/additive and the ester/PAO balances, while inherently providing good lubricity.

In addition to base stocks, additives (primarily ZDDP) also factor in oil selection. ZDDP is a thick, sticky, honey-like substance that protects by depositing a layer on, which is subsequently wiped away from, a surface --- a cam lobe on a flat tappet is the easiest visual, but the benefits are realized throughout the engine. As mentioned, ZDDP use was reduced drastically in the mid 2000s due to EPA regulations. While modern street cars need only some ZDDP, the extreme environment in which a race car operates drives the need for higher levels. This is primarily due to the elevated temperature which thins the oil to a degree where its ability to protect the engine without additives like ZDDP is greatly reduced.

While public cognizance of the benefit of ZDDP in highly stressed applications is good, an unfortunate downside is that some oils containing a detrimentally high concentration of it have been made available. Current street oils are limited to approximately 600 parts per million (ppm). Decades ago, the range of ZDDP in oils was around 2,000 ppm. An optimal amount of ZDDP is generally considered to be 1,000-1,300 ppm. Lower concentrations do not allow a proper film to deposit, and higher concentrations provide no additional benefit, while increasing parasitic drag throughout the engine. The range of ZDDP in most race oils is approximately 1,000-1,600 ppm, but concentrations of higher than 2,200 ppm are made.



more > > >



Viscosity index (VI) is another quality of oils gaining recognition in the market. VI is the relationship between cold and hot viscosities. The higher the VI, the less the oil thickens as it cools, making a higher VI superior quality, all other things equal. A 5w40 will have a higher VI than will a 10w40. Unfortunately, many erroneously assume that the viscosity will extrapolate beyond the 100° C. based on VI. Ultimately, the method used to attain a high VI is perhaps more important than the actual value. VI is the result of both the VI of the base stocks and the addition of VI improvers.

VI improvers are polymers that react at different temperatures to increase the VI of an oil blend. They can lead to a much higher VI than even the best base stocks can provide. The drawback is that VI improvers will shear down, while base stocks will not, meaning that an oil using higher quality base stocks will maintain its viscosity longer than a higher VI oil that uses large amounts of VI improvers to obtain that high VI. Many ultra high VI race oils must be changed every few hundred miles due to the shearing of VI improvers.

High temperature, high shear (HTHS) viscosity is perhaps the most important viscosity to consider, yet it is relatively unknown to the public. It is measured at 150° C. under a shearing condition, which most closely replicates the condition in an engine's cranktrain (note that oil can increase in temperature by as much as 50° C. as it is worked through the cranktrain.) As referenced earlier, extrapolation can lead to erroneous assumptions. For example, a popular 0w50 race oil has both higher VI and hot viscosity than a different brand's 5w40. However, the HTHS of the 0w50 is only 3.8 cp, compared to 4.4 cp for the 5w40, which means that in the cranktrain, the 5w40 is a thicker oil than the 0w50!

The race oils on the market appear to follow one of two philosophies with the use of detergents and dispersants (often grouped together, and referred to more simply as detergents). Detergents are cleaning agents, and dispersants keep wear particles suspended in the oil to be captured by the filter. The greater the amount of the detergents, the longer the oil will prevent sludge formation. One philosophy is to use very light detergent packs for two primary reasons. First, many racers will change their oil very frequently regardless, so the benefit of a more robust detergent pack is not realized. Second, detergents increase the oil's coeffi-

cient of friction, so minimizing them will reduce parasitic losses without other additives that may alleviate that phenomenon.

The other philosophy is a very robust detergent pack. This provides two benefits to users. First, fewer oil changes are needed. One example of this was one shown in a PCA Club Racing participant that ran a season comprised of 9 races over 5 weekends and 1,500 miles, on a single fill of Syn-Pro Oils RSR-M race oil. After the season, the oil was still robust and within specification. This contrasts with the low detergent oils which typically must be changed in 500 or fewer miles.

The second benefit is that it alleviates the tendency of sludge to accumulate long term, even with frequent changes. Cylinder bores, especially the more porous ones such as Nikasil, are inherently prone to becoming clogged with oil deposits from low detergent oils. With frequent rebuild intervals, this may not be a factor, but few club racers operate at a level where rebuilds occur throughout the season.

As mentioned, detergents do increase the coefficient of friction, meaning that a low detergent oil will make more power than a high detergent oil, all other things equal. However, the friction increasing tendencies of detergents are being offset by both the incorporation of ester base stocks and advances in additive technology, such as the nano-technology used in Syn-Pro's E-Tek based RSR-M race oils. Some other companies have shown an ability to offset that increase in friction through the use of ester base stocks and other additives.

In conclusion, there are many reasons racers should consider oil selection with a critical eye. And, while race oils are expensive, a good oil can lower one's overall operating cost through better protection and/or prolonged oil life.

Be cautious about marketing, as what may generate sales may not be what best protects. Finally, one thing all racers should consider is the use of used oil analyses by a reputable lab. Doing so can not only advise one when his oil needs to be changed due to either viscosity loss from VI improvers shearing down, or fuel dilution, or depletion of detergents, but can also tell the user about the overall health of their engine.

In any event whether you choose a quality TRUE synthetic oil, such as Syn-Pro, or Syn-Pro RSR-M, it's an investment in maintaining your Porsche at the highest level possible.

Hindsight is 2015?

Randy and Elinor Kaplin look back at
their May 2015 Colorado Adventure

By Randy Kaplin. Photos by Randy except where noted

HAGERTY SILVER SUMMIT 2015

I am always on the lookout for driving events that allow me to exercise a vintage car on great driving roads. Last year, while looking at a newsletter from 356 Registry, I came across mention of a new driving event that Hagerty Insurance was sponsoring called the Hagerty Silver Summit. While I had always wanted to be part of a vintage car driving event in Colorado, I had previously been unable to pass muster to be allowed in the exclusive “Colorado Grand,” a premier vintage car driving event in Colorado. The last time I had driven a Porsche extensively on driving roads in Colorado was back in 2009, when we attended the Keystone PCA Porsche Parade. Although I was driving a modern day Porsche at the time, it was a great experience unlike any other from the vantage point of the pure beauty of the scenery and the great twisty roads that would be unforgiving if you ventured off the asphalt.

A gentleman named Dave Hord, a vintage car enthusiast residing in Canada, who was already well known in Canada and Northwest United States for his budget rallies, was conducting the Hagerty Silver Summit event. His company, “Classic Car Adven-

tures,” had been running similar type events in Canada for years. While I expected Dave to be a gray haired enthusiast like myself, I was pleasantly surprised when he turned out to be about the age of my son. Car enthusiasts would accurately describe Dave, and he is quite an interesting character to boot. Dave drove a vintage VW Beetle that he had modified beyond anyone’s wildest imagination. He indicated that his ultimate goal was to own a vintage Porsche when his budget could afford the plunge. His VW was definitely set up as a performance vehicle that could run with the best of the vintage cars on the rally. I had never seen a VW bug with these type modifications. In true form, Dave was very mechanically inclined as evidenced by his “on the road fix” of his brake pedal, which apparently broke off due to fatigue, while he was driving down a mountain road. He located a welding shop in a nearby town and welded the pedal back together and was on his way. I was quite impressed with the ingenuity he demonstrated in getting his vehicle back on the road, when most people would have phoned the tow truck and called it a day.

more > > >

Hindsight *(continued)*

Not to get ahead of myself, the rally started in Lakewood, Colorado, where there was an open house at Hagerty's corporate offices. Upon entering, you would have had no idea that a business was operating out of this building. You walked into a showroom that was like a vintage/supercar parking lot! If you looked



Three 1955 Porsches on display: two Speedsters and a 550 Spyder



Mercedes Gullwing, Ferrari 275, two Lamborghini Diablos

carefully a hallway could be seen leading back to what looked like a call center with a large room packed with people undoubtedly conducting Hagerty's business.

After registering and getting our packet of information, we were set to depart the area for our first day of this 700 mile adventure. In the information provided was a course book, which was quite extensive and accurate in describing the route we would travel each day. While I have been on a number of rallies in my life, the instruction book given to the participants was

unique in the respect that every time you were required to turn or leave a designated highway, there would be an immediate note that after you made the turn you should see some particular landmark, be it a sign or building. This virtually eliminated the possibility of anyone getting lost for long, because if you had made a wrong turn you would know it immediately and could then retrace your path and get back on course.

The first day of the event had us driving through the Rocky Mountains at elevation. I chose to follow a couple of mid 70s Carreras with the way being led by a local Colorado resident. Everything was going smoothly until, while making our descent from the top of a mountain, we rounded a curve in the road and there was an inch of sleet/hail on the ground, with light sleet/hail still falling as we continued our descent!! Since I was behind a local I decided to simply follow him as we all slowed our speed dramatically and puckered up as the visibility decreased and the sleet continued. This was one of those situations where you have to pick the lesser of the evils. If you stop or pull over, you run the risk of being slid into by other cars coming down the mountain, but if you continue on, you would be slipping and sliding regardless of your speed. Following the lead of the local, we continued down the mountain at a slow but steady pace and I could sense my body getting tenser with each curve we approached. We traveled about ten minutes in this "tense mode" until suddenly, just as quickly as we had entered this hazardous zone, we drove out of it with the same abruptness. Rounding a curve, the road was clear and the precipitation stopped. Talk about unpredictable weather!!

We continued on this road that would ultimately take us to Estes Park. We were zipping along the road and were only about 5 miles from Estes Park when again we rounded a corner and on the ground were several inches of snow which had freshly been dumped on the road. The two Carreras in front of me continued to cautiously charge ahead. The problem we faced this go around was that instead of descending we were ascending on the mountain road, and I could feel the traction leaving the backend of the car. This was not a good feeling since I was driving the car that, in its day, was not so affectionately termed "the widow maker." It was given this nickname due to the tendency for the rear end to try to meet the front end when traction is lost.

more > > >

Hindsight *(continued)*

We had not traveled more than a few hundred feet up the incline when the local in the lead Porsche Carrera lost all traction and stopped in the middle of the road. Unfortunately the Carrera following him had a little more momentum than the lead car and had to brake and swerve to avoid a low speed collision. Fortunately



I was lagging behind enough that I was able to stop without any incident. Now the problem was, once we were all stopped, we were not going anywhere soon. Apparently in Colorado these “microbursts” are a common occurrence that don’t faze the locals in the least. So our group, which included a Ferrari 308 that was following me, just backed our cars to the side of the road as best we could and waited for the temperature and plows to work on the snow accumulation. While we waited many four-wheel drive vehicles were going down the mountain snapping pictures of our powerful cars that were stranded. To add insult to

injury, while we were patiently waiting for the roads to become passable, one of the cars in our rally continued up the hill without any real issues. The car wasn’t an all-wheel drive vehicle, but instead a recently restored Bug Eyed Sprite! Here we had all these powerful cars with big tires and multiple times the horsepower of this little Sprite, yet we were unable to move because of the snow, and this midget of a car just drove up the ascending road.

As an engineer I fully understood what had just happened. It’s due to PSI, or pounds per square inch, that the Sprite was able to put on its rear wheels. Because the Sprite had tires that most closely resembled thin motorcycle tires, the tires were able to exert more pressure on the pavement than our cars with wide rear wheels. I would estimate the rears on my car were at least four times as wide as the Sprite’s. As the contact area of the wide tires is substantially greater than the narrow tires, it resulted in more downward force per square inch being exerted on the pavement by the Sprite than any of the Porsches or Ferrari. Now that I



©Andrew Snucins

have explained the laws of physics, I will continue with the story.

After about an hour delay we were back on the road, and would soon be eating lunch in Estes Park. The rest of the day was by comparison uneventful in a good way, and we ended the first day of the rally at Steamboat Springs, where we stayed the evening.

The next day we drove from Steamboat Springs to Keystone, and had a great spirited drive on the back roads of Colorado taking in incredible scenery. When we arrived at our Keystone destination the snow was starting to fall, but there was no need for concern because we weren’t going anywhere until the following morning. The rally had the entire hotel booked, so we had the run of the hotel.

more > > >

Hindsight *(continued)*

The final day we left Keystone and ended the trip in the Denver area and from this point headed towards Wichita where we would spend the night.



The drive from Denver to Wichita was as usual . . . quite boring! Straight, flat roads with strong crosswinds were as expected. So as we were cruising on Interstate 35 just outside of Wichita, KS at midnight doing 75+ mph, we came upon a possum sitting in the road that must have weighed a good 25 lbs. At that speed and with little warning when the headlights finally made the critter visible, we just had to brace for the impact. Obviously the possum was toast when I heard and felt the initial contact. Then the roll under the car contact. I now had an opportunity to see how easy it would be to collect under my Hagerty insurance policy, since there was damage to the sheet metal immediately below the bumper. (FYI - Hagerty made a no hassle settlement immediately upon contacting them with the claim.)

After the possum encounter we stayed in Wichita that evening and headed off for Tulsa, Ok (200 mile trip) about noon on Monday. Cruising down I-35 at about 80 MPH we were about a mile short of the Cimarron Turnpike (100 miles from Tulsa) when all of a sudden I heard major road/tire noise. I immediately pulled to the side of the road because I had heard this noise before and knew immediately what the problem was, a flat rear tire. Fortunately I had remembered to put the vintage 37-year-old factory electric air pump in the trunk so that I could pump up the vintage 37-year-old inflatable spare. Although I was skeptical whether this "vintage" spare would hold air, I went about the task of attempting to inflate the tire. After several minutes of running the air compressor I no-

ticed the cord that was connected to the cigarette lighter was getting rather hot and the sound of the compressor was fading in and out. I disconnected the compressor and let it cool down a bit because I had experienced a failure of one of these compressors in the past due to overheating. I checked the air pressure (with my newly gifted Classic Car Adventures pressure gauge) and saw it only registered 10 psi and the tire was only slightly starting to "unfold." After a couple more runs and cool downs I had 25 psi in the tire (recommended maximum pressure of 32) and decided this was enough to get me back on the road.

With the spare installed I started packing up the



tools and putting the suitcases back into the trunk. Next issue was, where do you put a 345/35ZR15 blown out tire and wheel?? Since we had already experienced a rear wheel flat on my wife's 996 Carrera Cab on a previous trip, we knew immediately that there was only one place in the car that a blown rear wheel would fit . . . the passenger seat! Well now I was faced with the dilemma as to whether to leave the tire/wheel or the wife by the side of the road and return for them later in the day. Leaving either of those items by the side of the road could ultimately be quite costly, so Elinor, being the wonderful person that she is, agreed to sit in the backseat for the remainder of the trip while the tire rode in the passenger seat.



more > > >

Hindsight *(conclusion)*

The remaining 100 miles to Tulsa was fortunately on a smooth turnpike road (or as smooth as any Oklahoma roads are) with a minimum speed of 50 mph. I remembered hearing a recommended top speed of only 50 mph on these temporary wheels and a distance



of no farther than 50 miles. With this in mind, I figured we would travel 60 mph (you always go 10 mph over posted speeds.) As far as the 50-mile distance, I figured if the spare tire gave up the ghost, at least I was that much closer to town. To say the handling was adversely affected by this inflatable spare would be an understatement. Every bump that we hit caused the backend to sway from side to side and I just hoped that flimsy spare would hold together. Well as luck would have it the spare got us all the way to Tulsa, and now I am in the process of replacing all the tires on the car. Looking at the tire build date, these tires were 13 years old and needed to be replaced anyway. Unfortunately the rear tire size is a limited production tire that only came stock on a Lamborghini Countach, and replacement costs were rather crazy!

A professional headshot of Stephen Canada, a man with grey hair wearing a yellow shirt, standing in front of green foliage. To his right is a dark green box with the McGraw Realtors logo and his name in a script font. Below the name, it says 'REALTOR® ASSOCIATE'. Further down are icons for a house, a car, and a person, followed by his address: '308 N Aspen Ave Broken Arrow, OK 74012'. At the bottom are social media links for McGrawRealtors.com/StephenCanada and Facebook.com/StephenCanadaRealEstate.

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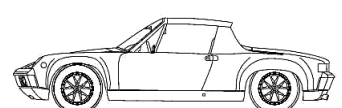
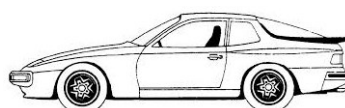
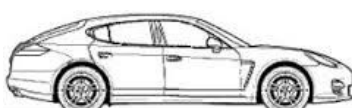
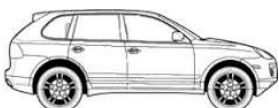
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Around The Bend

j u n e

Saturdays-Breakfast at The Wild Fork-Utica Square- 8 a.m.

Good food and lively conversation to start the day.

11-June-Drive to Big Brutus and Chicken Annie's (Kansas)

RSVP now to join the cruise procession up north.

12-June-Autocross at Corporate Woods-8:30 a.m. **(Counting)**

Come out and drive your Porsche through the cones.

13-June-Board Meeting-Jackie Cooper Imports-6:30 p.m.

All members are welcome! Volunteers appreciated!

19 thru 26-June-The 61st Porsche Parade-Jay Peak, Vermont

PCA's annual celebration of People and their Porsches.

26-June-Autocross at Corporate Woods-8:30 a.m. **(Counting)**

Down The Road

j u l y

and beyond

Saturdays-Breakfast at The Wild Fork-Utica Square- 8 a.m.

Good food and lively conversation to start the day.

8-July-Philbrook Movies on the Lawn-"It Takes a Thief"

Watch for details on this casual outdoor event.

10-July-Autocross at Corporate Woods-8:30 a.m. **(Counting)**

You have to try autocross at least once! You'll love it!

11-July-Board Meeting-Jackie Cooper Imports-6:30 p.m.

All members are welcome! Volunteers appreciated!

24-July-Autocross at Corporate Woods-8:30 a.m. **(Counting)**

Driving your Porsche through the cones is major fun!

6-August-Cimarron Sizzler at Hallett Auto Racing Circuit

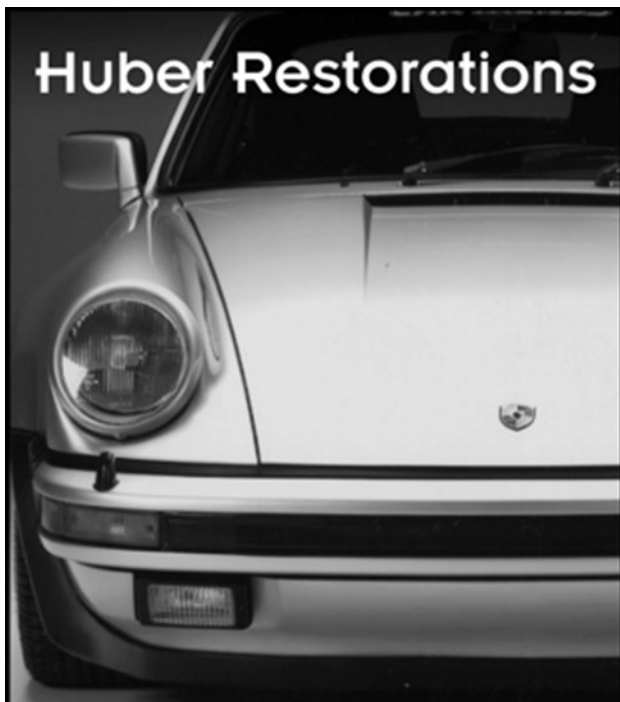
DE style event for experienced solo and novice drivers!

August ?-Grand Lake Dam Tour-Details to come.

30-September thru 2-October-OKtoberfest Club Race at

Hallett Motor Racing Circuit-Details upcoming.

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9-October-Picnic Drive to Devil's Den State
Park, Arkansas

10 thru 14-November-PCA Palooza #12,
Eureka Springs, AR

3-December-Toys For Tots Porsche Drive

10-December-Cimarron Christmas Party at
Five Oaks Lodge-Don't miss this one!

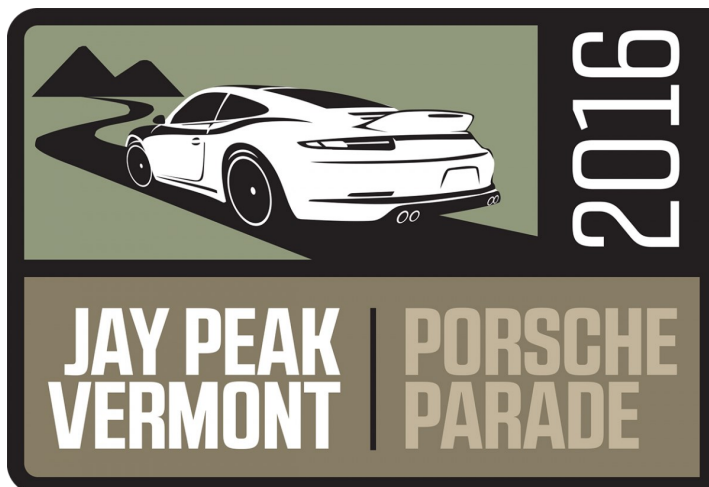


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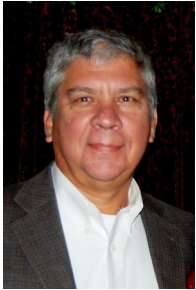
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Olympic Valley, CA

For program information and registration details, see the Treffen website: treffen.pca.org

or e-mail the Treffen North America staff at: treffen@pca.org

Short Cuts

NOT LONG AGO, we touted in this space the story of Effort Racing and Porsche factory driver Patrick Long. In a nutshell, Long had his Pirelli World Challenge Porsche GT3R stuffed into the fence at Circuit of the Americas on March 6. With only a week until the next race at St. Petersburg, FL, the Effort team completed a herculean struggle to get the car repaired and on track that very next weekend. It was a great story but sadly, Effort Racing has been forced to withdraw from PWC until 2017, due to a lack of funds. The team owner



for Effort is heavily involved in the oil industry, and as we know especially here in Oklahoma, the oil business has been deeply troubled due to the decline in the per-barrel price of oil. While good for consumers, this cyclical market has far-reaching effects including to the world of motorsport. Racing is expensive and as Gordo Cooper once said, no bucks, no Buck Rogers.

Now you might think that Pat Long might have taken some time off to explore other options, maybe do a little fishing, golf a bit, but no, Long is a racer. And so it was announced shortly after Effort's withdrawal that he had signed on with Wright Motorsport to continue in World Challenge. Lemonade from lemons?



More like first-place trophies from the sour news of Effort Racing's demise – in his first event with Wright at Canadian Tire Motorsport Park (Mosport), Long qualified first and led every lap for his second win of the season on May 21. The next day, he went

on to repeat for a clean sweep of the weekend. *That* is landing on your feet!

Long's teammate at Effort was a quick young driver named Michael Lewis. Michael has not as yet found anything to replace his full time ride with Effort, but he is a talented young man with an excellent attitude – he will be snapped up by some sharp-eyed team owner.

- If you watched the World Endurance Championship race from Spa last month, you might have come away a bit confused. There were a number of uncharacteristic elements about the 6-hour race, from too much contact and mechanical failures among the top LMP1 Hybrid cars, to a lack of rain (Spa?) The win went to Audi, and this time there was no post-race infraction to hand the win to Porsche as at Silverstone. With all of the mechanical issues experienced by Porsche, we can't help but wonder if they weren't trying a few things in the lead up to Le Mans later this month. It seems a risky move to give up championship points on new parts and pieces, but the problems were so uncharacteristic for all the top-tier teams. Toyota has made great strides in catching up to Audi and Porsche, and will be a threat at Le Circuit de la Sarthe.
- With a big splash in May, Porsche announced their new GT car for the 2017 season. The only problem was official photos of the new car showed only the front of the car – no profile or rear end pictures. Why? Social media was quickly abuzz suggesting that Porsche has finally thrown in the towel on the rear-engine layout and the 2017 car will be a mid-engine version of the 911. A small issue with that is that the FIA requires production car "homologation" to be able to use a new layout as a race car. Porsche offers no mid-engine 911 for sale. Ah, but it is alleged that Porsche has filed waivers with the FIA to allow them to do just that – race a mid-engine 911. Time will tell, but given the results so far in GT competition worldwide (not good), the pressure from Ferrari, Audi, and others in GT may push Porsche to a radical avenue.



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