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## September 2009

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## 2009 Porsche Club Zone 5 Presidents

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<tr>
<td>ARK-LA-TEX</td>
<td>Kenneth A. Chandler</td>
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<td>COASTAL BEND</td>
<td>Rene’ Molina</td>
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<td>LONE STAR</td>
<td>Lynn Friedman</td>
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<td>MARDI GRAS</td>
<td>Richard Martin</td>
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<td>OZARK</td>
<td>Rick Daes</td>
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<td>WHISKEY BAY</td>
<td>Mike Hamza</td>
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<td>CIMARRON</td>
<td>Jay Jackson</td>
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<td>HILL COUNTRY</td>
<td>Adrienne Boer</td>
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<td>LONGHORN</td>
<td>Ron McAtee</td>
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<td>MAVERICK</td>
<td>Mike Brodigan</td>
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<td>WAR BONNET</td>
<td>Louis Lackey</td>
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<td>ZONE5 REP</td>
<td>James Shoffit</td>
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I do not think there are many things in this world as confusing as the naming and numbering of our beloved Porsches.

There was a time, a long, long time ago that I thought I had it all figured out. After all, what was there to it? The 914, 944, 911. The three fifty somethings were before my time. Back a few hundred years ago, they threw in Carrera and Speedster and “RS” and other assorted names just to confuse us.

My first Porsche was a Boxster, and the salesman patiently explained where they got such a word. I did not care; I just really liked the car! Then I got a book about the history of Porsches and I found out how naive I really was. How could anyone who claims to be a Porsche enthusiast not be able to recite the “other” name for our cars? I am proud to say that I think I own a 951 (1989 944) and a 986 (my Boxster), but I couldn’t tell ya the difference between a 993, 996 and a 997, or a 356 from a 357. I just fake it, and when I get home I look it up in my book.

I can’t begin to tell you how great Porsche Parade was! The venue was perfect and the weather was even better. The best part of Parade was the people and the awards our Maverick Region brought home. There will be many more articles and pictures in this month’s Slipstream, so I will just say congratulations to the winners, and a special nod to last year’s team. They made us look fantastic, and will be a tough group to follow.

**Mav of the Month**

This Month’s Mav of the Month is Clara Lewis. You will find Clara at most of our Thursday happy hours making everybody feel comfortable and welcome. She is also a driving force in our support of the Huffaker-Hughes Hope House in Mineral Wells. At Parade, our region was recognized as one of the best public service regions in the country. Clara Lewis is a big part of making that happen.

For being The Maverick of the Month, The Silver Fox in Grapevine is giving Clara dinner for two at their award winning steak house.

Clara, thanks for all you do! ☺
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Round Up
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### 2009 Maverick Region Board - Officers & Chairs

**President**  
Mike Brodigan  
H-817-488-8520  
C-817-233-0068  
president@mavpca.org

Mike enjoys the Maverick social events, is a Drivers Education instructor and does a little Club Racing as well. His first Porsche is a 1999 Boxster that he intends to own forever. He also has a track prepared 1989 944 Turbo S (Chouncey).

**Vice President**  
Bryan Bell  
C-214-789-6895  
vp@mavpca.org

Bryan bought a 1999 996 and joined PCA in 2003 after longing for a 911 his whole life. Then fell in love with driving one! He is active in Drivers Education, Autocross and Time Trial. Bryan works at Digital Print, Inc. located at Motorsport Ranch in Cresson.

**Secretary**  
Lisa Steele  
H-214-709-6418  
secretary@mavpca.org

Lisa has been a member of Maverick Region since 1995 and has had several Porsches currently driving a 1999 red 911. She is active in Drivers Education, Autocross and Time Trial. For the past year Lisa’s 911 wore number 11 identifying her as the Ladies Top Driver of 2007.

**Treasurer**  
Jim Falgout  
W-972-669-2370  
C-972-345-3009  
treasurer@mavpca.org

Jim just joined Maverick Region in August, 2008. He drives a 1992 968 cab and has recently enjoyed several social events. Jim is looking forward to participating in all the driving events.

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<thead>
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<th>Position</th>
<th>Chairperson</th>
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<tr>
<td>President</td>
<td>Mike Brodigan</td>
<td><a href="mailto:mbrodigan@mavpca.org">mbrodigan@mavpca.org</a></td>
<td>H-817-488-8520</td>
</tr>
<tr>
<td>Vice President</td>
<td>Bryan Bell</td>
<td><a href="mailto:bbell@mavpca.org">bbell@mavpca.org</a></td>
<td>C-214-789-6895</td>
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<tr>
<td>Secretary</td>
<td>Lisa Steele</td>
<td><a href="mailto:lssteel@mavpca.org">lssteel@mavpca.org</a></td>
<td>H-214-709-6418</td>
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<tr>
<td>Treasurer</td>
<td>Jim Falgout</td>
<td><a href="mailto:jfalgout@mavpca.org">jfalgout@mavpca.org</a></td>
<td>W-972-669-2370</td>
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**Position**  
AX Chair  
TT Chair  
AX/TT Registrar  
AX/TT Rules  
AX/TT Safety  
AX/TT Schools  
AX/TT Tech Insp  
AX/TT Timing  
AX/TT Workers  
Club Race Co-Chair  
Club Race Co-Chair  
Club Race Ads/PR  
Club Race Registrar  
Concours  
DE Chair  
DE Chief Dvg Instr.  
DE Registrar  
DE Safety  
Email List Modr.  
Happy Hours  
& Mentors  
Membership  
Past President  
Public Relations  
Rallies  
Slipstream  
Advertising  
Editor  
Event Ad Design  
Mailing & Tech.  
Printing  
Staff  
Wendy Shoffit, Matt Platts, Andy Mears, Jan Mayo  
Tanna Dobbins  
Sponsorship  
Sunday Drives  
Swap Meets  
Tech Sessions  
Trivia Chair  
Web Site  
Zone 5 Rep.  

**Chairperson**  
Christy Payne  
Travis Howard  
Andrea Bell  
Jeff Herrmann  
Bob Benson  
Richard Bradley  
Clint Blackman  
Bob Lewis  
Mike Lockas  
Jerry DeFeo  
Tanna Dobbins  
Chuck McCoy  
Mark Gluck  
Andy Mears  
John Hamilton  
Bill Miller  
Jack Griffin & Frank Briggs  
Joel Nannis  
Keith Olcha  
Jack Griffin  
Tracy Gross  
Keith Olcha  
Tanna Dobbins  

Please help us to keep growing!
As another month comes to a close, we are grateful for what we have and places where we have been. For the lucky Mavericks that made the yearly trip to our National Parade, welcome home and thank you for all your insight. We are lucky enough to have had too many submissions, so look forward to reading more about the 54th annual Parade next month. I sure do hope I am one of the lucky ones to attend next year.

Another new column we will be able to enjoy is “Miscellaneous Ramblings.” Cliff Blackshear, a knowledgeable Porsche Head Mechanic at Boardwalk Porsche has become our newest columnist giving us insight into the workings of our cars.

Just in: The PCA and our 54th Porsche Parade Concours in Keystone is featured in the TV series ‘Mobil 1: The Grid’ debuting on Saturday, July 18 at 12:00am ET. Airing on SPEED TV, ‘The Grid’ highlights motorsports action worldwide in a fast paced magazine format.

The episode featuring PCA will air 08/08 at 2:00am ET; and 08/15 at 12:00am ET. Here is our clip on youtube: http://www.youtube.com/watch?v=r-YL3xh-Vls

Enjoy! 😊

---

**The Porsche Club Lunch Series**

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**Spring-Creek Barbeque**
Lewisville

**11:30 to 1:00**

and on **THURSDAY**
August 27th and September 24th at

**Hoochuckers**
Grapevine Mills

---

***Rocky Mountain High...***

**Post Parade Dinner Social**

**When:** Sunday, September 13, 2009 at 7:00 PM

**Where:** Love & War in Texas
2505 E Grapevine Mills Cir
Grapevine, TX  76051

**RSVP:** Wendy Shoffit
972-506-7449
social@mavpca.org

Dinner will be on your own with separate checks.

If you were there, come talk about it. If you weren’t there, come hear about it! See the pictures, hear the stories, hold the trophies. We had a great time and we’d love to share it with you (and talk you into attending next year in St. Charles, Illinois)!
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The owner's dream was to design a modern version of the revered 1973 911 RS. The engine, chassis, and body had been significantly reconstructed to 'create' that '73 RS from an '89 911 Carrera. Since the RS was known for legendary handling, our prime focus was to balance the chassis dynamics and overall handling with the increased engine performance. The combined body enhancements, weight reduction, suspension mods & performance upgrades have transformed this 911 into a 'modern classic'.

Now, thanks to our state-of-the-art equipment and factory-trained technicians, this car stays glued to the road and is even more of a blast to drive. Park Place Porsche has the expertise you need to get your Porsche up to speed.

Selected Highlights:
- Bilstein RSR Series Threaded Body Coil-over Shock and Strut Kit
- Blueprinted & Balanced 3.4L Engine
- Billet Camber Plates w/Spherical Monoball cartridge bearings & triangulated Strut Tower Brace
- Billet sway bars; front through-body & rear with reinforced mounts & adjustable spherical drop links
- Front Control Arm & Rear Spring Plate PolyBronze bushing kits
- Turbo Tie rod kit w/anti-bump steer adjustment
- 930 Turbo Front Calipers and Rotors
- Period-correct RS 'long hood' Factory fenders, hood, etc.

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The meeting began promptly at 7:00 with a room full of people. We had three new members join the board meeting this month. A BIG Welcome to Gary Farris, Pat Friend, and Tom Minnella!

Mike Brodigan began the meeting with the announcement that Clint Blackman will be the first member of the nominating committee. Before the meeting is over, two more members will need to volunteer…stay tuned to see who if anyone will join Clint on this committee. Mike’s next item on his list was about Swap Meets. We have not had one in a while and he would like to see someone Chair an event soon. Travis Howard chimed in and said that Clay Perrine has set a Swap Meet in October. Mr. B’s last item was about ABC Radio contacted him about our club doing a car show to kick off a new store. No details on what store it is, but looks like it would be around Labor Day weekend and could be a great opportunity for a show and shine of some fabulous Porsches. Mike quickly handed this off to Jack Griffin to pursue further.

Jim Falgout our WONDERFUL treasurer handed out a very detailed financial statement and it clearly showed that we took in more than we spent. Woo-Hoo!!! Mike would like for this projected data to be used for each group that is chaired to help budget their events. Also this data can be helpful for each Chair to try and reward those members that give so much of their time to put on such wonderful events.

Clint Blackman who is so excited about trying to form a “sisterhood” between a German Porsche Club (preferably Stuttgart) and our own Maverick Region reported that the Sunday Drive to Muenster on July 12th has been postponed due to the heat. Instead, Clint has arranged for the group to go to the Frontiers of Flight Museum at Love Field and over to Sonic for a sweet treat.

Bob Lewis said that there was a very nice turn out at the last Happy Hour at Abuelo’s Mexican Restaurant with about 35 in attendance. The next HH is going to be at Mac’s Steakhouse in Colleyville on July 16th.

Tom Minnella one of our new attendees has a townhouse with access to a private pool at the Cliffs at Possum Kingdom and he suggested that this would be a great place for us to have some kind of event. He also let the group know that if you take the Tour by the Cliffs, they will give you $100 cash and a free room. Linda Bambina quickly tells Tom that he is in charge of setting something up if people are interested. Could this be the PERFECT place for a Board Retreat?? Did I mention that there is a Spa?

Joel Nannis reported that we currently have 1,087 members and 805 affiliated members with a total of 1,892 Maverick Members. Linda Bambina chimed in to once again congratulate Charlie Davis for being a member for 40 years. Fantastic Charlie!! Joel was also happy to announce that for the 1st time in Maverick history, the Club Race/DE weekend MADE money! Yippee!!!! There were about 10 more Club Racers than usual that helped make this money.

John Hamilton, our new DE Chair, was present to announce that there will be a DE meeting scheduled in August. John would also like for people to email him if you see things you want to be done differently or better with the DE program. Please no carbon copy on the email. September 19th and 20th is the next DE at MSR using the 3.1 track as long as we have 100 paying people.

Next in our round table meeting was Gary Farris who also joined us for the first time. WELCOME Gary!

Jack Griffin spoke next and gave a big “Thank You” to Linda Bambina for manning the booth at the car show at the Cooper Center. Linda quickly made the comment that the new brochures were a big hit and lots of people stopped by the Porsche area. It was suggested that we have more race cars for next year’s event. Jack said that the Porsche Club
could have more space next year and he suggested that we might want to have a Concours within a Concours. Jack had his mind racing with all kinds of great ideas…he suggested another possibility for a Concours could be at the Addison Airport. This event would be titled Wings-n-Wheels with vintage airplanes next to Porsches. Sounds awesome to me!

Teri Davis had nothing to say, but it must be printed that Teri received a very special award at Parade for ALL of her hard work and dedication to finding the most wonderful hotels and venues each year for Parade to take place. Teri described the area where the 2010 Parade will be in St. Charles, Illinois and it sounds absolutely fabulous. Walk out the back door and you will be on the golf course to see the Concours, and if you walk out the front door you will be at the Autocross. Teri also said that she was given a gift from PCNA. It is a DVD titled The Porsche Way. It is a 2hr. presentation that might be good to have playing at one of our indoor events sometime.

Charlie Davis reported that Richard Cross is trying to get a driving tour organized to David Keen Glass Lab.

Denny Payne reported that our website should be running pretty good now after National’s blip. With James’ help, the two of them cleaned up our site. Trivia was not working, but it is up and running and should be all cleaned up.

Christy Payne announced that “she has Goodies” and that the next Autocross is in September (I bet you could ask her about her Goodies if you go attend the AX).

It was my turn to speak next and I just wanted to say a VERY BIG “Thank You” to Jan Mayo and James Shoffit for their countless hours of work at Parade. It did not appear to be much of a vacation for them, but I hope they still had fun…I know they did!

Wendy Shoffit aka “The Fastest Woman at Parade” congratulated many of the award winners at Parade one of whom was our very own Jan Mayo for creating such a wonderful newsletter each month. I personally think Richard Bradley is following right in her footsteps and I hope to see him receive this award next year. Slipstream is the BEST!! Okay back to Wendy…she also announced that Parade goers were the first to see the Panamera in Colorado. She also said that the Zone 5 Party in Colorado was a big hit! Wendy is currently planning a Post Parade Party, but has to work out specific details. She also announced that the Father’s Day Picnic was a real big success with about 35-40 people. The DeJong’s home was a fabulous place and Wendy would love to have it there again. She is already working on the location for Founder’s Day. It looks like we will be at the DFW Marriott again this year because it worked so well last year. BTW for those of you who have not heard the news yet…Wendy now has the title of Top Time for Ladies at our National Parade. Way to go, Girl!!!

James Shoffit wanted everyone to know that while at Parade, National staff members spoke extensively about the website problems. There is new hardware and server with better service. It should be 100% better and it should not change our website…hopefully.

Carey Spreen is working on a Round Up Rally where you find your own way with landmarks to find about 6 landmarks. The shortest time wins. He also attended a tech session with Sandra Meyer in Colorado and she mentioned the opening of the Porsche Museum in Germany with our very own Clint Blackman there to represent MRPCA. You are famous, Clint!!

Travis Howard reported that the Time Trial at MSR in June ran a little long mainly due to running the track clockwise. There was about an hour of parade laps in the morning which was more time for everyone to get a good feel of the track. There were a couple of members who did not get all of their runs, but they understood due to the circumstances. We had about 60% of PCA club members. The next Time Trial event will be a double TT in September at Mineral Wells.

Robyn Howard was present, but had nothing to say…love ya, Robyn!

Pat Friend is a new member and would like to get involved in the club. He has already attended the Driving Schools, a Sunday Drive, the New Member Party, and the Auto Show. He has volunteered to help Jack with Concours. We love to have new volunteers. Thanks, Pat!

Jan Mayo, our Champion Editor, received a survey from the post office basically asking how the post office is doing. She will send this on to Andy Mears to complete. Will you mail it, Jan? Jan also wanted everyone to know that her Cayman has as much space as Wendy’s Expedition because she was able to fit A Lot of stuff in it!

Linda Bambina was so excited to see such a huge showing of Mavs (about 50) at Parade. The BBQ gathering was a wonderful beginning to Parade due to Barry Weinman getting it all together. Linda continues to work on Round Up with the help of Jean and Dave Frick. It will be in Granbury and the cost is $40 a ticket. Linda is working on sponsorship.

Mike finished the meeting with the announcement of the next Maverick of the Month…drum roll please…Clara Lewis will be recognized in this edition so flip to the page right now and read all about this wonderful lady.

Oh Wait!!! You thought I forgot to tell you if two more people volunteered to be on the nominating committee didn’t you? Well, I almost forgot, but more drum rolls please…Jan Mayo and Charlie Davis will be joining Clint Blackman. 😊
Let me share some of the Awards received:

**Public Service Award:** Maverick Region took 3rd place.

**Concours:** Hiram & Emily Saunders: 1st place ‘95-993 Guards Red.


**Rally:** Carey Spreen: 23rd place in Unequipped class (out of 90 entrants) with navigator Gerry Brown from Golden Gate Region; trophies awarded to 17th place.

**Gimmick Rally:** Hiram and Emily Saunders won Porsche Design shirts.

**Tech Quiz:** Carey Spreen: 3rd place in 914 class, with trophy this time!

**Art Show:** Alan Bambina: 3rd for a very clever jig saw puzzle!

**Newsletter:** Jan Mayo: Won 2nd Place in Class V, and 3rd Place overall.

**Door Prizes:** Ed Mayo won a set of tires, Carey Spreen won a Porsche Design key chain, Barbara Kauffman won a $500 travel certificate and carrybag! Tim Grant won some fabulous ear-buds from Bose.

**Porsche Club of America Citation for Service:** Teri Davis: In recognition of outstanding service as Facilities Chair, National Parade Committee and for constant devotion to the best interests of the Club and its membership. We have the privilege of awarding you this citation for exceptional service. With this award goes our gratitude and sincere best wishes.

---

**Ed Mayo, Mark Steele, Lisa Steele, James Shoffit, Wendy Shoffit, Jerry Sutton, & Bob Kuykendall**

**Jan Mayo enjoying the moment**
Newbies at Parade

By Tom and Susan Froehlich

Susan and I decided that this would be a great year to go to our first Parade, what with a spectacular mountain venue, friends from our previous home in Missouri including PCA president Kurt Gibson and his wife Angie, and all our new friends in Maverick. But there was no way we could anticipate what a wonderful week it would be. Anyone who was there from Texas can attest to the fabulous cool weather, a welcome relief from the 100 degree plus weather here in the DFW area, and the stunning mountain scenery of Colorado. However, the thing that impressed us most was the incredible friendliness of everyone we met attending Parade. We never went anywhere that we didn’t feel welcomed and wanted, and the events organized by the Parade committee filled our time with activities we won’t soon forget. I personally took more than 200 pictures and several of them are worthy of enlargement, framing and display, something that any photographer wishes for but is often disappointed.

What we can say to anyone who hasn’t been to Parade is that you should plan to do it next year! The venue may not have the spectacular scenery of the Rockies but it is really an experience that is defined by the people you meet. As has been said before, “It’s not just the cars, it’s the people” but from a car guy perspective, the cars are the cake and the people are the frosting, and we all have to admit that we usually like the frosting most!
Keystone Memories

by Mavericks

Pam and I had a wonderful time at our first Parade. I never realized how much fun could be experienced at a “car wash”. I spent over four hours getting a suntan washing my car and visiting with others participants. I also know the value of my 1980 911SC Weissach Coupe as I received a written purchase offer from a couple from Chicago. “Charles and Pam Armstrong”

On our way to the Parade on Sat early evening we were stopped by the Colorado Highway Patrol. I was about to pass him doing PS at the crest of an incline, but after coming abreast of his door I noticed the State Police markings on the grey car. He pulled me over for being in the passing lane for some time and gave me his calling card (which is like a warning ticket) after checking my license and insurance info. After he said have a nice day, I asked if he wanted to know why I was in the passing lane. He said yes and I told him that I was about to pass him. He laughed and asked me where we were headed. As a matter of fact he was laughing all the way back to his squad car. He couldn’t have been 21 years old and got a big kick out of me catching him and not noticing until I was abreast of his driver door. CLOSE CALL! My wife, Barbara, wanted me to get a ticket really bad, as I was doing PS most of the trip. Talk to you soon. Just in case you don’t know what PS means, it stands for Porsche Speed, which is 20mph over the posted speed limit. PS yeah, yeah!!!!!!! “Thomas Minnella”

We had more fun than should be legal. The people crossed all social/economic levels, but we had a major common interest - our Porsches. I have never seen so many Porsches in so many colors in my life. “Charles Armstrong”

Since this was our first Parade we were amazed to see so many beautiful Porsches. All of the events were well organized and easy to find. We had dependable shuttle service to get us around to all of the events. We were late registering so we missed the tours, but made up for it by playing a little golf at the River Course. The banquets were interesting with a very talented Master of Ceremonies keeping everything moving along. Lastly we met some very wonderful people that we hope to see again at future Parades. Fun memories to keep and share while waiting patiently for our trip next year to St. Charles, Ill. (with hopefully a new 911 addition). “Ann Christensen”

In the Keystone Lodge parking lot after one of the Tech Sessions, we were approached by a gentleman (a local resident) asking us if his children could pose next to our Speed Yellow 996TT for some pics. We were, of course, honored and obliged them 100%. “Thomas Minnella”

This was our first Parade so we didn’t know exactly what to expect. However, the actual experience exceeded any expectations we had. We had fun working the Beer fest as volunteers and of course the special aprons that we had to wear! We were lucky and both won door prizes, Barbara the $500 gift certificate and bag toward an $8,000 trip to Europe and Ralph a goodie bag that included a beer stein and a coffee mug. The Concours setting on the golf course with the lake and mountains in the background, and the presentation of the new Panamera on Wednesday night really blew us away. Overall the most impressive thing was meeting many people from all over the US and Canada - everyone was very friendly and easy to talk to. Anyone who has never experienced a Parade should definitely plan to attend next year. “Ralph and Barbara Kauffman”

Fantastic first Parade. Worth the drive and loved some of the “three digit” driving pleasure in New Mexico going up and Kansas coming back. I must be talking about the FM stations on the radio, definitely not the numbers on the speedometer! Hmmm... “Richard Lyschik”

Barbara & Ralph Kauffman

Jerry & Myra Sutton

B.J. Henson and John Harvey

Carey Spreen givin’ it his all...

Photos by Linda Bambina, Hiram Saunders
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Porsches are meant to be driven

By Hiram Saunders

However, we must all agree they are beautiful. I am proud of my 1995 Guards Red 911 (aka 993) cabriolet because it is an uncommon color combination. I have long desired to do some additional cleaning to make it show better. When we saw that Parade was in Colorado and our schedule was clear we immediately entered the Parade Concours. This was our first significant Concours ever.

Mea culpa to all those who I have told I would never Q-tip a car. I used a whole box! I worked about 100 hours before Parade but less than 40 hours were spent doing things specifically required for preparation/touring class competition. This class judges the exterior, wheels, interior, engine, and trunk spaces. It does not judge under the car, or use lights or mirrors. Then we drove to Keystone. We used the all freeway route to minimize tar/construction/etc. Then I spent another 10 hours doing re-cleaning and waxing.

At this point I understood what people have meant when they said you will feel good just because of what you have done for your car. It looked fantastic to me. I received many admiring comments. I had cleaned, and added preservative coatings to many previously untouched surfaces. I knew I had made a difference. With the other 4 competitors in my class we admired each others’ cars and kept working until judging was completed.

When I finally figured out the score sheets I realized I had won First in Class. My basic score was 3.4 points, out of 300, behind the best car and I got 5.2 points for driving 930 miles to Parade. Because I drove further than anyone else, I won. The scoring system rewards well maintained and prepared cars to intentionally encourage the entry of driven cars.

I also want to say – it is really the people. There are few places where your competitors would congratulate you for winning when they had cars that initially scored better. I also received significant help from Alan Bambina in terms of some cleaning and lots of advice and from the Shoffits for carrying some supplies and loaning me their jack and stands. It was a fantastic experience and I am hesitant to say I will not do it again because it was very rewarding and was good for the car. If you wish to consider doing a Parade Concours please let me know so I can share more details with you.

So drive your car to Parade and Concours it – you can be a winner.

Photos by Hiram Saunders, Linda Bambina
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Porsche Parade – Our Caravan to Keystone

by Your new D.E. chair, John Hamilton

Afraid to drive so far to Parade (like we were)? Would it be too much time in the car (like we thought)? Would we be bored once we got there (our concern)? All we can say is NOT!

We had a blast and have already agreed to go to next year’s Parade in Illinois (which, by the way, is only 1 hour further than Keystone!)

How did we “survive” the trip? By caravanning with three other couples (just the right number), making it fun throughout the tour, and breaking our trip into smaller segments.

The Hamilton’s, Briggs’ and Koeppen’s met in Denton on Friday and caravanned to Parade. We planned for a three-day trip to get us there, and two days coming back. One of the items that really helped us stay together was the FRS 2-way radios that each car had. It made it easy to schedule gas, food and bathroom breaks.

Friday night’s stay was in Amarillo, after a leisurely 5 ½ hour drive across the Plains. Our evening was fabulous as we were surprised at the hotel by the free limousine (thank you Briggs’s) from the famous Big Texan Steak Ranch (home of the FREE 72 oz. steak… if you can eat it in an hour). We met Tom & Barbara Minnella at the steak house and had a great time.

Saturday’s drive was just another six hours to Colorado Springs. Talk about easy driving, this was a piece of cake. There we were joined by Ann & Chris Christensen, who caught us up to us after a 10 ½ hour straight-through drive!

Since we were only 2 ½ hours from Keystone, we took it easy in Colorado Springs and took a day (Sunday) to visit some of their great locations: Garden of the Gods, Seven Falls, and the fabulous Broadmoor Hotel, where we enjoyed a luxurious lunch before a walk around their pond.

Monday morning we were up bright and early to make it to Keystone by 10:30 a.m. for registration and to go on the 10th Mountain Division driving tour. All the tours during the week were fabulous – well mapped out, with professionally-printed guidebooks for each car and a leader who kept a moderate pace and a “caboose” who made sure we all made it through. That evening we all had a great time at the welcome party around the lake.

To keep from boring you with too many details (too late, you say?), the rest of the week flew by, with the Concours on Tuesday, Buena Vista driving tour and Concours Awards banquet on Wednesday, the Oompah band, Beer Fest (we got great mugs) and Desserts Awards party on Thursday, and self-guided tours on Friday. My wife and I chose to do the Georgetown self-guided Railroad tour, where we drove east over the Rockies (great road) to Georgetown where they operate steam-engine trains that still cover the tracks used by the silver miners over 100 years ago.

Lest I forget, the HUGE SURPRISE for the week, was the presentation of the 2010 Porsche Panamera (yes: the actual car!) which was rolled out on the banquet floor as the first presentation of the car in the United States! The official first presentation will be in Pebble Beach in August, but we got to see, feel, touch and sit in it first! By the way, 6’ 3” tall James Shoffit sat in the back seat and had plenty of leg and head room.

Saturday was the BIG tour of the Rocky Mountain Nation Park. An incredible tour through some of our country’s great parklands, with a lunch stop at the Stanley Hotel (of Stanley Steamer fame) on their exact 100 year anniversary! They had a party going on and we enjoyed a casual lunch on the lawn under a tent. What a treat to see the Stanley Steamer that helped start this whole car craze in the early 1900’s.

Saturday evening was the Victory Banquet with awards and recognition for the participants and clubs across the country. Of special import was recognition of our Maverick region winning 3rd Place in the Public Service Award and $500 for our continuing support of the Hope Shelter (thank you, Clara Lewis!). Immediately following the banquet, we walked across the street and lined the lake for a fabulous 4th of July fireworks display! Such a fitting finale to the day, the week, and the 54th Porsche Parade.

We had planned to make the drive home in just two 7-hour days, since we knew we’d all be anxious to get home. Taking the more direct route, Sunday we stopped in Dalhart, Texas, which is almost exactly the half-way point. That was an experience in itself! But the folks in the local Texas Tavern welcomed us with open arms, and our little Pizza party around the “is not Heated” pool was great informal fun. Monday we headed out earlier than planned, since everyone was anxious to get home. We bid our final adieus via our radios, telling each other how much we enjoyed it.

It must have been a great Parade, because we’re all planning on going to the 55th Porsche Parade next year in St. Charles, IL. Did I mention that it’s only 1 hour further away than Keystone? And I’ll bet we can make real good time on the roads up to Illinois.
Porsche manages this unusual feat decade after decade. They make it look easy.

The 3.8 liter Carrera S “generation 2” boxer engine produces 385 HP. This is an 8.5% increase in power with a reduction of 13% in fuel consumption and a 15% decrease in CO2 emission output. Combined with PDK technology they have attained an EPA rating of 26 miles per gallon. That is truly quite phenomenal.

I was reading all of the above in a Porsche Partnership Network (PPN) news item recently. The article was announcing that Porsche had been honored by the British specialist journal, Engine Technology International. They were awarded “International Engine of the Year Award” for the hi-tech advancements in delivering more power and increased fuel efficiency from its flat-six engines.

Somehow this doesn’t surprise me. It is just what this group of engineers does. They are constantly looking for efficient ways to generate and maximize fun for you and me.

The best part is the way this engine family behaves. It has an exhaust note that sounds so completely ready to do anything you ask of it. David E. Davis once said “You can drive these cars as hard as they can be driven for an entire tank of fuel. At the end all it needs is another tank of fuel.” Oh yeah, I think he said that when the 993 was introduced, and it is certainly still true today. Once again they are just more efficient, and create even more power in a broader RPM range.

Imagine constantly monitoring: Direct Fuel injection (DFI), vario valve lift, vario cam, knock control, torque demand, mass air flow, coolant temperature, intake air temperature, rpm, exhaust gases before and after catalytic converter, and many, many other things, then adjusting all systems for peak output/efficiency! This occurs every few milliseconds, and has become second nature technology for Porsche.

When the DFI control unit receives a signal, it is compared to a program (or as we call it “a map”), then an output signal is transmitted for cam timing, valve lift, ignition point, time of injection etc. These are continuous edits to a running engine to keep it efficient and (using my term), “on point”.

I think back to the old days -- carbs and adjustable points/distributors. Distributors with weights that rotated and moved a plate and changed ignition timing. Springs that were calculated to resist plate movement. This all established ignition timing points. Today ignition timing is chosen from a map with hundreds of thousands of possibilities. The input/output is constantly using edits for changing situations. In the pre-computerized days the technician was the editor. It is interesting.

I’ll move on here.

Porsche has stated that the development objectives of the Gen 2 engine were not just to adapt the DFI system to it, but also included reducing weight and friction value losses of all relevant components.

The lubrication system had been enhanced for higher lateral g situations. Center of gravity has been lowered due to elimination of intermediate shaft. The intake and exhaust systems have been reworked.

The cylinders no longer stand freely (closed deck design). This design offers higher cylinder stability. Roundness and cylinder deformation is greatly reduced over a wide load and temperature range. This improves piston and piston ring sealing. The result of the enhanced sealing is less entry of oil from the crankcase into combustion chambers and less entry of combustion chamber gasses into the lubrication system. Hence an improvement in oil consumption and a reduction in performance inhibiting overpressure caused by blow by in the crankcase.

The cylinder heads are made with an improved casting process. They no longer have a separate housing for the cam followers. A reduction of weight was realized here as well.

The piston crowns are radically changed in order to maximize usage of DFI. You should see a picture of the pistons. They are impressive.

I could go on and on here.

Much of what I’m stating here is taken from a web based training course we technicians have access to. I love this stuff.

For me? I can stand behind one of these cars and listen to the engine at idle and just sense the amazing technology. It has such a wonderful “come on get in” sound.

I love my job! 😊
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Cars are built from mild to wild, depending upon what class you plan to enter and to what level you want to participate.

Our experience building and racing Porsches goes back to our 911’s in the mid and late 70’s, and 944’s in the 80’s in SCCA, IMSA GTU and Firehawk, PCA in the late and early 80’s/90’s, and Speedvision GT, Rolex GT and GT in 2000 up. In addition to the Porsches, we have had a hand in building five AUDI S4’s for the Grand AM Cup, and a couple of AUDI TT’s for SCCA.

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Get ready for the 2007 season NOW!! We plan to attend and support as many race events for 2007 as our racing schedule will allow.

Don istook and B.J. Jones
What kind of Porsche do you have?
1987 Porsche 924S

How long have you had the car?
I purchased the car in November 2008 from the second owner who bought it from the original owner in Virginia many years ago.

What is your car history?
The previous owners took very good care of the vehicle throughout the years. The second owner only sold it because his wife told him he had too many cars and had to start selling them; lucky me.

Tell us about your family?
Parents moved from Corpus Christi, Texas to Griffith, Indiana after my father did his tour of duty in the Army Airborne in Korea. I have three sisters and two other brothers. All except one brother who is a State Trooper in Nashville, TN now live in the D/FW area.

How long have you been in the DFW area?
After serving 6 years in the Marine Corps I traveled the States and ended in the D/FW area in December 1982.

What other hobbies or interests do you have?
I am a Licensed Massage Therapist and do that part-time. Currently I am studying advanced courses to work with a Physical Therapist or Chiropractor. Theatre, Opera, Musicals, and Symphonies are things I love to go to. Enjoy going to any spectator sport whether it be: the Dallas Cowboys, Stars, Mavericks or college and high-school sports. Trying to live up to the lives of the pros, I work-out at LA Fitness too.
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Congratulations to our May winner,
Steve Kelly (getting all 5 correct!)

Answers: 1) d  2) c  3) a  4) e  5) d

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1. A popular Porsche Magazine recently had an article on a very custom
1953 Porsche 356 named the “Gesetzloser”.
That is German for ________?

2. The Firing Order of a 1973 Porsche 911T is?
a. 1-6-2-4-3-5  b. 1-3-5-2-4-6  c. 1-6-3-4-5-2  d. 1-4-2-5-3-6

3. When first developed in 1968 the Racing 908 had some real serious
vibration problems. How did they finally cure most of the Vibration?
a. Special Motor Mounts  b. Special 5-bladed Fan
c. Hollow Crankshaft & Rods  d. Revised Firing Order

4. Which of the following four items found on many Porsches can we
NOT get on a new Panamera?
a. Sunroof  b. All-wheel Drive  c. 6-speed Manual Transmission
d. PCCB Carbon Ceramic Brakes

5. Which of the following four items is NOT standard for the Rear
Passenger Seats on the Panamera?
a. Adjustable Headrests  b. Reclining Seatbacks
c. Seatbacks that fold flat for storage  d. Thigh Support Extensions

Congratulations to our May winner, Steve Kelly (getting all 5 correct!)

Answers: 1) d  2) c  3) a  4) e  5) d

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attended Happy Hour and a lot of interesting conversation based on the membership’s attendance at this year’s Parade.

The following month we return to Zea Wood Fire Grill in Frisco on August 20. They have that great selection of wood fired entries.

See you in August.
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Minton, Morgan
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1987 944

Mutio, David (Deb)
Arlington, TX 76017
2002 911

Sikora, Cory
(Corrie Uyesugi-Sikora)
Flower Mound, TX 75028
2000 911

Stephens, John
Dallas, TX 75240
2009 Cayenne

Faulconer, Gerald
Dallas

Gordon, Robert
Coppell

Neighbors, Buddy
Frisco

Wickey, Douglas
Richardson

Straus, John
Dallas, TX 75225
2007 911 Carrera

Titsensor, Steve (Lisa)
Coppell, TX 75019
2003 996 TT

Young, Bill
Plano, TX 75023
2008 Carrera

Frielingsdorf, Tim
Grand Prairie, TX 75051
2005 996

Perricone, Charles
Henderson, TX 75654
2006 Cayman

Wurts, Lynne (Jim)
Dallas, TX 75214
2007 987

If you have any changes that you would like to make to the MRPCA membership guide, call Joel Nannis at 817-329-1600.

Anniversaries

20 Years
Faulconer, Gerald
Dallas

10 Years
Gordon, Robert
Coppell

Neighbors, Buddy
Frisco

Wickey, Douglas
Richardson

5 Years
Binek, Darwin
Arlington

Dippell, Paul
Plano

Gearner, Mark
Dallas

Strakele, John
Plano

Binek, Darwin
Arlington

Dippell, Paul
Plano

Gearner, Mark
Dallas

Strakele, John
Plano
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For sale: 1973 914 2.0, Mechanicals by Mayo Performance. Body by GTI (Dan Butts) Asking $7500 Call Bill Dugan 817-800-0427 (1)

For sale: 1976 930 Porsche Turbo Carrera Coupe. Diamond sierra/black int, 130,000 mi, sunroof, new leather, new paint, all options plus 10 CD stereo. Extras. 15” Toyo tires. Maintained by Rennsport Werkstatt, LTD Tulsa, OK. Over $40,000 in restoration parts and labor receipts available. Garaged. Same owner/enthusiast 23 years. Very nice. $30,000. Henry Sims, Frisco, TX 972-540-5935. hesims@sbcglobal.net. Porsche Club of America member 25 years, Maverick Region. (1)

For sale: Black, Sparco Evo race seat. Like new, only used by grandfather for occasional weekend drives in a SpecBoxster. Cost $699 now, asking $500. Will deliver in DFW area. Rocky Johnson 972-816-1769 or rrjigaj2@aol.com. (1)

For sale: 2002 Porsche 996/4 Cabriolet, 6-speed VIN#: WP0CA29952S653664 Low mileage (33,500). One owner, one driver, always garaged. Excellent condition; meticulously cared for; all maintenance schedules performed by local Porsche dealership; complete records on hand incl original window sticker. Original Options: hard top, full leather power seats in graphite grey, deviating carpet color, factory aerokit, fixed rear spoiler, Premium Bose Sound w subwoofer, multi-CD/CD, Porsche Sport Exhaust, Porsche crest in headrests, Self dim mirrors, rain sensor. Many extras added by owner: New factory replacement engine w2 yr warranty, GT3 front bumper <1yr old, PSS9 adjustable coilovers, lowered to European height, GT3 front control arms for adjustable camber, GT3 brake ducts, brand new factory rotors <200 miles, Rennline aluminum pedals, factory Porsche short shifter kit, one touch soft top close, pagid orange brake pads installed +2 more in box, unused. Painted rear console and arm rests in aluminum, clear side markers, aluminum rings on instrument cluster, black powder coated 19” Champion RG19 wheels w/painted Porsche center crest to match. Gorgeous car, great condition, superior handling AWD cab. $35K. Contact Russell at 972-781-0231 or rvruxc@mac.com (1)

For sale: 1984 Carrera 3.2L, 103K miles, Guards Red/black interior with recently recovered power seats from a 930. Truly runs great. All options that came on the car when new still work, power windows, power sunroof, power mirrors, cruise control, AC. Known issues: Paint has some rock chips and scratches (just in a couple of areas). Headliner has some tears. Dash has small (1”) crack by defrost vent. Known issues: Paint has some rock chips and scratches (just in a couple of areas). Headliner has some tears. Dash has small (1”) crack by defrost vent. Added by owner: New factory replacement engine w2 yr warranty, GT3 front bumper <1yr old, PSS9 adjustable coilovers, lowered to European height, GT3 front control arms for adjustable camber, GT3 brake ducts, brand new factory rotors <200 miles, Rennline aluminum pedals, factory Porsche short shifter kit, one touch soft top close, pagid orange brake pads installed +2 more in box, unused. Painted rear console and arm rests in aluminum, clear side markers, aluminum rings on instrument cluster, black powder coated 19” Champion RG19 wheels w/painted Porsche center crest to match. Gorgeous car, great condition, superior handling AWD cab. $35K. Contact Russell at 972-781-0231 or rvruxc@mac.com (1)

For sale: 1984 Porsche 934, 6,914 miles, Black and Sienna/black interior. 123K miles, most highway. Exceptional driver in excellent condition, non-smoker, garaged. Attended the last 9 Porsche Parades and maintained by RUF Autocentre and Mayo Performance, records are available. Early production car w/factory foldered fenders, A/C, limited slip, sunroof and radio. Upgrades: performance chip, sport clutch & pressure plate, RS light weight flywheel modified by Andial so air conditioner works, aux. oil cooler switch, mono ball 935 rear spring plates, Koni adjustable sport shocks, tower brace, brakes with 993 calipers and cross drilled rotors, adjustable sway bar, cup muffler bypass, corner balanced & lowered to Euro RS ride height, front protection bar, factory wheels 8x17 front & 9x17 rear, Advan Yokohama tires, splash guards, Alpine mp3 & ipod compatible radio, tinted windows, and head light up grade. Wonderful daily driver and great fun to AX. Asking $38,500. Includes original set of front 7x17 wheels, OEM parts and spares, plus car cover. Fred Stubbs,(432) 682-2044 or porschenut964@sbcglobal.net (3)

For sale: 1989 Porsche 964 coupe. Super low mile beautifully guarded red with black interior 911 4.4 coupe. Very nice condition. Four-wheel drive car has been very well maintained throughout its life. Low mile example of a great driver’s car has power seats, power windows, power mirrors, power seats and a sunroof. A stock example of a fine sports car. You will not be disappointed in this car. Asking price is $26,900.00 ask for Bill or Chris at (972)317-4005 or Cl Chambers/fifthgear.biz, Fifthgearchris1@roorjetmail.com (3)

For sale: 1996 BMW 328i, dk blue 4-dr sedan w/110k miles. Manual 5-sp, 6-cyl, 190hp/210ft-lb, 19/27 mpg. Leather, sunroof, Harmon Kardon factory am/fm/cass/6cd stereo, full trip computer, dual zone auto climate, abs, cruise, alarm. Tires, battery replaced in last 12 mos. Clean, reliable, well maintained by German European Imports in Plano, no pets, non-smoker. Driven 10 yrs as 2nd owner, all records. Power and manual transmission too much for my new teen driver. $4,500.00. Call 214,986,5430 for more information. (4)

For sale: 23 Custom Aluminum Race Trailer, 2005 Tommy’s Trailer Custom built, toolbox, tire rack, electric winch, 8’ ramps, center storage for spare tire and tools, dual axle, electric brakes, track tie down for motorbike, 4-recessed swiveling tie downs. ($8K new) asking $5,500 OBO. Contact: Doug 214-686-9390 or ddmolny@jimilake.com for pictures and details. (3)

For sale: 1984 Porsche Carrera coupe, 91k miles. Excellent example of a well sorted, rust free guards red coupe with brown leather/loth interior - sunroof. Great driver or weekend toy, never been to the track, all original including paint except for newer model “cup” wheels, factory whale tail. Always garaged and have original window sticker and records. Serviced by Wes Hildreth at H&H Enterprises in Plano, TX. Fast, quick and smooth - a blast to drive!! Just spent $1k on A/C system and ready for summer! Located in Allen, Texas. $19,500 - obo Steve Wright 972-359-9425 or email weightm@sbcglobal.net (3)

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