Upcoming Events

• Father's Day Picnic
• Sunday Drive
• Rally School

Past Events

• Wild Wildflowers
• May at Mayo's
• Results
Form follows function. And that’s it for following

Every idea, every part, every line that went into the design of the new 435 hp GT3 was dedicated to the purest expression of Porsche performance. And as is the case with every GT3, the rest of the world will just have to chase it. Porsche. There is no substitute.

The new 911 GT3

Experience the premier customer service at Boardwalk Porsche

15% Off Any Maintenance or Repair

Receive 15% Off Any Maintenance or Repair. This special excludes Oil Changes or Tires. Not to be combined with any other offer. Must present coupon at time of write-up. Maximum discount $500. Tax not included. May not be combined with other coupons, discounts or specials. Please present this coupon at the time of purchase.
Departments
Zone 5 Presidents ........................................1
Drifting (President’s Column) .....................2
Maverick of the Month ............................2
List of Officers/Board Chairs ......................4
Windscreen (Editor’s Column) ....................5
Maverick Minutes ......................................8
Cliff’s Ramblings .....................................17
New Member Spotlight ............................19
Tech Corner ..........................................28
New Wheels ...........................................31
Anniversaries .........................................31
Unclassifieds .........................................32
Advertiser Index ...................................32

Upcoming Events
Calendar of Events.................................1
Holiday Party ........................................3
Christmas Lights Tour .............................5
All/New Members Party ...........................7
Tech Session - Park Place .......................7
Board Meeting .......................................8
Happy Hour - Uncle Buck’s ....................24

Past Event Recaps
Founders’ Day Fun .................................10
Rain, rain come again ..............................11
Cheeze Whiz .........................................12
Concours Detailing Clinic .......................21
Happy Hour at Uncle Julio’s ..................24
Time Trial #5 ........................................26
Time Trial #6 .........................................27

Miscellaneous
Trivia Contest ......................................20
Goodie Store .......................................27

December 2009
Day   December          2 Board Meeting
      5 Tech Session
      8 Lewisville Lunch
     12 Holiday Party
     13 Sunday Drive/Christmas Lights
     17 Happy Hour
     24 Grapevine Lunch
     25 MERRY CHRISTMAS

January 2010
Day   December
      1 HAPPY NEW YEAR
      6 Board Meeting
     12 Lewisville Lunch
     21 Happy Hour
     28 Grapevine Lunch
     31 New Member Party

Day   February
      3 Board Meeting
      9 Lewisville Lunch
     18 Happy Hour
     25 Grapevine Lunch

EC - Eagle’s Canyon, Slidell
MW- Mineral Wells Airport, Mineral Wells
MSR- Motor Sport Ranch, Cresson
RS - Ranger Stadium, Arlington
TMS- Texas Motor Speedway, Fort Worth
Penn- Pennington Field Stadium, Bedford

Cover Photo by Clyde Coman
Turn 2 @ Hallett’s

December 1
What a great time of the year. Everything is a little merrier. The chill in the air, the decorations, the holiday parties, music you love, but only hear for a short time, thinking about family and friends and discovering that perfect gift for Aunt Gertrude. I love the holiday season! Of course there are some downsides. There are dead leaves blowing around everywhere and my pool looks more like a dirty old pond. Oh well, I can deal with that. For most of us, this season is also a time for some very special celebrations of faith and a time for giving. I wish all of you a very special and happy holiday season.

Our Maverick Region is also in full holiday mode. Our annual Holiday Party is December 12th and our Sunday drive “Porsche Parade of Lights” is December 13th. Both of these are “can’t miss” events. Clint has a great route planned, and our Holiday party will be very special. Bill and Virginia Campbell have graciously volunteered their home, and a delicious catered dinner is planned. There is no cost for the Holiday party. It is our way of thanking our members for a great year. We do ask you bring a Wal-Mart gift card that will be donated to the Huffaker Hughes Hope House.

The Huffaker Hughes Hope House (HHHH) has been our region’s principal charity for over 20 years. It all started when some caring women in Mineral Wells discovered a mother and her children living under a bridge. They soon discovered there were more families forced into homelessness, usually as a result of an abusive relationship. That was the birth of the Hope Shelter. The Maverick region started working with the Hope Shelter through the tireless efforts of Lanean Hughes. Her energy was contagious, and soon there were dozens of our members working in all sorts of capacities to help the Shelter. Eventually, a new 5,000 sq. ft. facility was completed in 2006. The Huffaker Hughes Hope House was dedicated, sadly, one month after Lanean’s death. Today her legacy lives on. The Maverick region members continue to contribute thousands of dollars, hundreds and hundreds of man-hours and all sorts of goods and services to a shelter that has been given a top rating in the state. I believe it is time to step up to the plate one more time: let’s renovate the grounds to make it play-friendly for the children and comfortable for the moms. Your contributions in support of the HHHH have helped change the lives of many families. Clara Lewis is our “go to” lady. We thank you for your generosity in the past, and if you want more information about our newest goal, please give us a shout. God Bless.

Mav of the Month

If you have ever been to an Autocross or Time Trial, you know Andrea Bell. She is always there helping with anything that needs doing. She is the registrar for Autocross and Time Trials, helps with most of our social events and is a volunteer for the Boy Scouts. She is also a pretty darn good driver and tries to keep our Vice President in line.

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

Andrea thanks for all you do!

See y’all soon, Mike
Holiday Party
Saturday
December 12th
4420 Overton Terrace
Fort Worth

We will collect Wal-Mart gift cards for families at the Huffaker-Hughes Hope House

Dinner will be catered

Sign up at clubregistration.net, RSVP to rsvp@mavpca.org, or call 972-506-7449

Please bring a dessert to share!
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 (Chouncy).

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 an active 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.

Position
Chairperson
Andrea Bell
H-817-270-4132

Mona Hanna
W-972-450-3835
mona.hanna@opco.com

Position
Chair
Christy Payne

Travis Howard
Call 919-1021

Located at 1021 Travis St.

John Shoffit
W-917-325-1234

John Hamilton
W-917-325-1234

March 2009

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 (Chouncy).

**Please help us to keep growing!**
What a perfect time to give thanks to all who have helped me through the last twelve months. With Thanksgiving behind us and the end of the year in sight, I hope you can find the time to sit back and enjoy this month’s Slipstream. I have truly enjoyed those of you who have stepped forward and have contributed to our newsletter. So, if you happen to see me at one of our events, please introduce yourself. I’d love to meet each one of you face-to-face and start building a relationship.

Also, please don’t forget to come and be part of what has been designed for your enjoyment and entertainment, even if it isn’t driving related. We have a couple of fun social events coming our way that promise to be memorable. As we love to point out, it’s not just the cars... and I know everyone will look a little different without their helmets on, but they are all quite approachable.

Finally, I would like to give Tracey Gross a special thank you as she steps down from writing the “New Member Spotlight.” It’s been wonderful to see new members in a personal way as Tracey brought a layer of warmth to our pages through them. If anyone has enjoyed this as much as I have, please consider stepping in to help keep this going. You can contact me as always at editor@mavpca.org.

---

**The Porsche Club Lunch Series**

**WE’VE ARRANGED IT WITH YOUR BOSS,**

SO PLEASE COME JOIN US!

... on **TUESDAY**
December 8th and January 12th at

**SPRING CREEK BARBEQUE**

11:30

TO

1:00

and on **THURSDAY**
December 24th and January 28th at

**FOODTRUCKERS**

Grapevine Mills

Lewisville

---

**Christmas Lights Tour**

Please join us for this **EVENING Sunday Drive**
December 13th, 7-9pm

Meet at Starbucks in Highland Park Village
(Mockingbird and Preston)

Contact Clint Blackman if you need further information:

**cb3law@sbcglobal.net**

Car decorating is optional... but encouraged!
I've been buying cars from Park Place Porsche for seven years, and have probably purchased eight cars from them. I have my baby now—a 2001 Turbo with custom wheels.

When I purchase from Park Place, it's always free of complications. If I'm looking for something specific, they'll find it and take care of it for me. Because I've worked with them so many times, there's a level of trust. I don't worry about it. When you get treated that way, you keep coming back.

Whenever I've brought my cars in for service, it's always been a wonderful experience. The car is always ready before I've even thought about it, and it's beautifully clean when it comes back. There's just a level of perfection at Park Place that you won't find elsewhere.

I recently joined the Porsche Club of America, and what got me interested was a Park Place Porsche drive event. They'd been encouraging me to try it for years, and I finally made the time to do the caravan. It was a blast. They push the cars pretty quick and follow it with a steak dinner; it was first class. The PCA does cool weekend runs, so I plan to do more of that.

I love this dealership—they're friendly and personable, provide good service; no problems, just great cars. I recommend Park Place Porsche to anyone interested, and I'll keep coming back.
Come to **Park Place Porsche**
Saturday December 5th 9am to 1pm
for a Hands On tech Session

In addition to seeing the technical underpinnings of the new PANAMERA,

book some time to put your car here or here!

Just let us know what work you want to do at techcorner@mavpca.org

---

**It's an ALL Member Party!**

with a SPECIAL invitation to NEW MEMBERS
Come out and learn about your club

Sunday January 31st from 2 to 5
The Clubhouse at Heritage, 9536 Gourtright Dr., Keller
RSVP: register.pca.org rsvp@mavpca.org 972-506-7449
With the time change, it felt like we were starting our November meeting close to my bedtime, but we were beginning at our usual 7:00pm time!

Jim Falgout began the meeting with passing out financial activity of the club up to the month of October. These statements show that “we do have money.” We are going to target the March issue of Slipstream to print the financial report for 2009.

Bob Lewis reported that the Happy Hour at Uncle Julio’s was a good turn out with about 25-30 people. The November HH will be on November 19th at Trinity Irish Pub. December’s HH will be at Big Bucks on December 17th.

John Hamilton announced that the turn out for the DE at Eagles Canyon is looking good. All run groups look fairly even. There will be an Instructor Clinic on Friday, November 13th that will include 8 new people receiving “training” to join our wonderful group of instructors.

Ed Mullenix announced that the December 5th Tech Session at Park Place is all set. They will be bringing out their new diagnostic machine for everyone to get some good information about their cars.

Pat Friend (reporting for Jack Griffin) reminded the group about the Detailing 101 event at the Cooper Aerobic Center on Saturday, November 7th. Pat also shared with the group information about a great opportunity for Mavericks to give a little of their time to help support the Children’s Medical Center of Dallas. Every year there is a Radio-thon to help raise money to support this hospital. Pat suggested that Mavericks sign up for a time slot to take phone calls for this event. Christy will make sure the information gets posted on the website with date and time for this event. Wendy also had some information to report for Jack. He would like for everyone to know that the Cooper Center would love to host some events for us. Maybe a great place for Round Up????

Jan Mayo (talking for Richard) had a list of events that needed a writer for an article for Slipstream. As she looked around the table, she quickly “convinced” several people to send in some articles.

Jan Mayo (as Advertiser Chair) announced that she has billed all advertisers and we should see money coming in soon. Jan did raise the rates due to the new color portion of Slipstream and it has been over 2 years since the last increase. A quarter page went from $300 to $375, half page from $600 to $750, full page from $1200 to $1500, and color page from $1500 to $2000. We would like to welcome German Technology as a new advertiser in Slipstream!

Christy Payne continues to have Goodies and is looking forward to taking over as Social Chair, but she will not be planning any major events until she gets all moved in to her new home with her wonderful husband Denny. Congratulations on your new home Payne Family! Christy also reported that the Charity AX was great with a good turnout.

Clint Blackman was delighted to report that the Sunday Drive through Mineral Wells was the BEST drive we have ever had! About 60 people come out for this drive. The route for this drive was created by Mad Maps who have donated some of their wonderful maps.
for the silent auction for Founders Day. They have also agreed to give all Mavericks a 28.5% discount on their products. Mad Maps have maps of Texas and all over the country.

Wendy Shoffit announced that the Holiday Party is still scheduled for Dec. 12th at the Campbell’s house. The club will provide the food while everyone attending is encouraged to bring a dessert and a Wal-Mart gift card. The gift cards will go to the Huffaker-Hughes Hope House. The New Member Party will be held at the Heritage Club House on January 31st.

Carey Spreen has a wonderful Hair and Hound Rally planned for Saturday, November 21st. Betty and Clay Perrine will be helping Carey with this Rally. Unfortunately, Carey had some bad news. He announced that he will need to step down as Rally Chair. The Good news is that he said he would help co-chair.

Joyce and Tim were new faces at the board meeting. They are relatively new members and they said they were just spongin’ information about the club. Tim had a great question for the group. He wants to know where the club is going in the next ten years. Mr. President spoke up and responded with highlighting several events such as Round Up, Concours, Sunday Drives, and Rally. These are events that have recently become much more popular than ever before in our club. I think this is due to the absolutely WONDERFUL Chairs of these events.

Bryan Bell announced that Insurance is covered! Is this job too easy for him?

Travis Howard has recently been learning about some Maverick history from Charlie Davis. There used to be at least 10 Time Trials and Autocrosses each year before DE’s and other driving events came along filling up weekends on the schedule. Travis announced that he is looking at scheduling 7 TT for next year. He will also talk with Tannia Dobbins to see if she would like to follow with the same number of autocrosses. Travis looked over and thanked Bryan Bell for getting MSR scheduled for one of the seven time trials.

Robyn Howard wants DATES! If any Chairs have dates that need to go on the calendar, please send them to Robyn. So far we have 2 MSR TT dates in 2010 (one in May & one in July.)

Bob Lewis had one last thing to mention. The Hope Shelter Christmas Party will be on December 19th.

Mike ended the meeting with announcing the Mav of the Month…drum roll please…Andrea Bell!
Wow, what an evening. Sparkles and spangles and glitz everywhere. Lisa Steele and Christy Payne really out did themselves on the decorations. It was worthy of a Grammy, or Emmy?? or one of those awards. OH, I get it... It was Oscar Night at Maverick's end of year Founder's Day Awards Banquet. But first we started with a little gambling; Black Jack, Craps, Roulette and the ever popular Texas Hold 'em. Chips were purchased then the game winnings were redeemed for raffle tickets (which could also be bought if you were unlucky at cards or dice). The raffle tickets could then be used for the luck of the draw raffle prizes. For those that didn't care to gamble on random drawings the Silent Auction held some wonderful items donated by our Porsche dealers and most all of our Slipstream advertisers and event sponsors. ALL the proceeds from the raffle and silent auction went to the Huffaker-Hughes-Hope-House. Lisa Huffaker and hubby Mitchell were there to watch, participate and enjoy all the activity.

I think nearly every Maverick that has participated regularly in any of the many varied events we do was recognized, thanked, hugged, patted on the back and photographed. Well, nearly everyone, but we’ll get back to that. After a beautiful invocation by Judy Brodigan, President Mike Brodigan opened the awards program with a surprise thank you to the ladies of the club that seem to get more done out in the parking lot than the whole crowd does at the board meetings. Andrea, Christy, Lisa, Robin, Tracey, Wendy and I were each given a vase of fresh flowers. He really knows the way to a girl’s heart. Mike broke the tradition of waiting until the grand finale to present the Region's top award, the Richard F. Selcer Award. This is for the one person that seems to stand out consistently and constantly at all events. And this year it was presented to our favorite, Christy Payne. It's so fun seeing someone so excited and surprised.

John Hamilton (doing a great impromptu stand-up routine) recognized the DE drivers and instructors and Bill Miller recognized the Club Racers, many of which were in attendance. When they asked all of them to stand up it was a noticeable crowd. Then it was down to the Autocross and Time Trial end of season awards. Christy and Travis started with a round of thank yous focusing their final comments on Charlie Davis and the Truxter. You really had to be there to get the full impact! Many of the classes were hotly contested and the highly coveted Top Driver Award went down to the wire. After a brief drum roll Christy Payne was again presented with the Ladies Top Driver and the Men's Top Driver went to... wait, what do you mean, he's not here?! OK well, give a round of applause to Chuck McCoy who, sadly, is home, stopped by the ultimate pylon: the flu.

Another award that is only given on special occasions is the Gregg Murrell Autocross Enthusiast Award. For many years Gregg was the epitome of enthusiasm and excitement at the autocross events. He was a young man that was just beginning to enjoy life when he tragically lost his life. To honor him this award is presented to someone who is always there and is always having fun!! And this year it was presented to... Dang! Chuck, why of all nights did you have to get the FLU! Once again a round of applause went to the absent Chuck McCoy.

The evening finished by announcing the Silent Auction winners and taking their checks. The Silent Auction and the raffle raised $2800 for the Hope House making a donation worthy of an Oscar.
I t rained off and on through most of the night. That was okay, but now it was fix’n to interfere with our race day. A few SpecBoxter drivers braved the wet during the ‘warm-up’ session, but for the most part the early sessions were pretty boring for the corner workers. Most eyes were on the sky – or internet weather radar.

I’ve been club racing Porsches now for 15 years and have had my ‘experiences’ in the rain. I’ve run in it, and I’ve sat it out, but I’ve never enjoyed it. For a car to handle as well as mine does in the dry, it is absolutely demonic in the wet. Large bore carbs and ports mean basically no partial throttle response. The cams are peaky and high strung; torque is not their forte’. And the R compound ‘street’ tires … well, let’s face it, in the wet they’re slick. Tip-toe around the corners and still spin. The only saving grace to braking is that there’s no speed to brake down from! A wet track usually meant frustration and finishing in the back.

But this race was different. I had been carrying ‘rain’ tires in my trailer for over a year now – this could be the day. Bryan and I watched the sky. The rain was slowing and the sky was getting lighter. But the track was definitely still wet and drizzle was still falling. 40 minutes until the start of the 1st sprint race of the day – we had to make a decision. And if we change, these tires were narrower than my sundays and of a different compound – where to go with pressures? Abbott and Costello would have looked more professional. We could hear the pits abuzz with impact wrenches – tires being changed – but were they changing to wets, or to drys? The sky continued to clear as we changed to wets and we seriously considered going back to slicks. The rain had nearly stopped and the wind was picking up, but it was too late time had run out. We made our choice and were stuck with it.

I had never run on rain tires and had absolutely no idea what to expect. The warm-up lap was tense – trying to get some sort of feel for grip. When the green flag dropped, I was forced to take the outside line through the fastest turn of the course, turn one. I knew I had a runoff area, but was also well aware that wet grass was not where I wanted to be. Just a little wiggle and I exited ahead of the turbo to my inside. “Woo-Hoo, I’m still on the track!” Then turn two – cautiously braking downhill into the stop-sign – “Zowie, I made it.” Uphill to four and five and tentatively down through everybody’s favorite – a little slick, but doable. With each braking zone and corner I was getting more confidence in the tires. Even turn seven and The Bitch felt secure. I was feeling something I had NEVER felt in the wet before… TRACTION. Not traction like a dry track, but enough to have confidence. Over the next few laps I gradually started pushing harder and harder and was amazed at the grip these tires had. Granted, there was no standing water and the track was drying, but when the checker fell, it was P1 overall for my little wet weather demon.

So, the take-home message? If you’re going to spend the money to purchase, prep, and maintain your race/DE Porsche; if you’re going to pay the entry fees and travel the distances; if you’re going to take the risks incurred with racing and high speed driving . . . even if you’re a cheap-o, low budget racer like me, GET rain/wet tires. In the big scheme, it’s a little expense. You’ll be faster, safer, and have a lot more fun.

I’d be remiss if I didn’t thank Bryan Gregory for his help through the weekend. Likewise, a hearty THANKS to all of the local and national volunteers & sponsors – our sport wouldn’t exist without them. ☺
of all the great memories of my first PCA club race, I didn’t think Cheez Whiz would top the list. In fact, before Octoberfast weekend at Hallett Motor Racing Circuit, in Oklahoma, I’d never heard of the stuff.

But Glenn Smith, one of my friends in our NVR-E-NUF gang, was never without it. He hauled squirt cans of the stuff around with him everywhere, the way an asthmatic carries an inhaler.

So, I learned about Cheez Whiz at Hallett, just as I learned a lot of other things that have absolutely nothing to do with racing our Porsches, but everything to do with friendship, competition and sportsmanship.

Glenn and I drove our first PCA club races at the 2009 Octoberfast weekend, helped by our friends, Mike “Red” Redenbaugh and Larry Mozdzyn. We call Red “Papa Bear” because he’s our go-to guy, and he’s always looking out for the rest of us.

Love at First Sicht

In October 2007 I got my first Porsche, a 997 GT3, and attended my first PCA event a month later. In 2008, while participating in a DE, I saw my first club race at Hallett. After watching just two practice starts I knew I wanted to race, so I began seeking the advice of experienced drivers right then.

The support of everyone connected with club racing was amazing. In addition my NVR-E-NUF friends, John Gladwill became a constant source of help and inspiration. Jason Hart helped me with track dynamics and understanding my car better. With his help I learned to distinguish between my personal limitations and those of the car. Once I focused on the limitations of the car, which were greater than my own, all the advice I had gotten began to make sense.

Lasting Friendships

My best memories of the whole weekend, however, are all about the people – hanging out in the RV, chowing down on “real man” spaghetti, the snore fests (four guys all snoring at once, waking each other up), then eventually dozing off, only to wake up to the chickens on the intercom – and that yellow, cheesy goo squirted on everything.

Those memories will remain with us always because of the incredible bonding we experienced. Had we stayed at a hotel it wouldn’t have been the same because we would have gone to our separate rooms and missed out on all the camaraderie. We all built on friendships outside our immediate group, too, including with the Amond boys, who always show what a great family event PCA club racing is.

The glue that held everything together was our shared passion for racing. Often, events fail to live up to expectations, but that certainly wasn’t the case this time. We savored every minute, and we didn’t want it to end.

Experienced Rookie

I was new to PCA club competition, but not to racing. As a motocross racer, I knew something about strategy: how to attack early, and how to anticipate what will happen so you can be in position to make a pass when the opportunity presents itself. You have to know your competitor’s strengths and weaknesses, as well as your own, so you can create an advantage.

My experience gave me confidence, but I was still nervous. A little nervous edge is good; it keeps you focused. The rainy weather forecast got my attention, too, and made me just a little anxious. In one race, as rain streaked across my windshield unchecked, I wondered if the weight I had saved removing the wiper arms and motor was worth it.

The Preferred Line

In motocross racing I always look to run the preferred line, and that was my plan at Hallett. Honestly, I don’t think I ran the preferred line on any lap during the race. Looking at it now it seems to me in a club race, the preferred line is the one you find that gets you to the checkered flag. The old racing saying, “go slow to go fast” came to mind as I raced around the track. The slow part had been developing my driving skills.
and learning how to get the most out of my car. Now it was paying off. I wanted to do well, but my main goal was just to finish the race. Once into the race, I was pleased that I was able to keep my wits about me and stay focused. But I had a little setback at the beginning.

I was so focused, so intent on everything I had to do that I nailed the start, got a perfect jump on the guy beside me, shifted into second gear and thought I was doing great. Then all the cars around me sprung forward like they had been launched from a catapult. I had forgotten to shift into third! I was probably on the rev limiter for who knows how long, but the adrenalin was rushing, and the noise from all the other cars made it impossible to hear my own engine.

**Worthy Competition**

Getting to know my fellow drivers – those on my team, as well as others – and valuing them as friends and competitors made this event special. You really appreciate club racing most when you realize that it’s about a bunch of friends having a great time competing with one another. Somebody is always in first place when the checked flag drops, but the real winning comes in what each of us takes away from the track – the memories and stories told for months and years afterward, and the great friendships that last a lifetime.

Club racing underscores the importance of respecting your competition. Without worthy competitors you couldn’t test yourself and get better at whatever you’re doing, in racing or in life. The positive influences of all my friends motivated me to do my best.

Competition made us all better off the track, too. Before and after going on the track for an intense race, drivers were eagerly helping each other prepare; lending talent, time and tools to make each other’s cars race-ready. But the good-natured trash talking between races is what brought out the best in us.

**What Are You Waiting For?**

If you don’t have a Porsche, get one. If you have one, but haven’t gone to a DE, sign up for one. If you have gone to a DE but haven’t entered a club race, go race. Don’t be like me – it took me 43 years to figure this out.

Cheez Whiz! 😊
RAC Performance is THE Authorized dealer for RUF Automobiles and Conversions in America. But that’s not all. At RAC Performance, you can get expert maintenance and repair services at very competitive prices. You also get one-on-one treatment – you are a person, not a job number. So, whether you need an oil change, a major repair, or just want your car to look like new again, there’s only one place you need to look – RAC Performance.

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YOU WILL LOVE IT, AUTOSCOPE PROMISES.
Once in a while we Porsche techs can be challenged with a problem that becomes a personal challenge for us to resolve. Denny Payne presented me with just such a problem not long ago.

Denny and Christy have an interesting 996. 1999 model with full aero-kit in green metallic. Pretty car. I spent a lot of time in this car and grew quite fond of it.

So Denny brings the car in and has 2 concerns. A weird “tweety bird,” type noise from the engine under acceleration, and a loud medium pitch noise when driving at freeway speeds.

One of my technicians gets the car and was unable to reproduce either symptom. So I got involved (that’s my job.) I drive it and also did not duplicate the symptoms.

We contact Denny. He is out of town and we need to wait for him to get back in town. So we wait for him to come by the shop, take me for a ride, and duplicate what we are trying to find/repair. During this waiting period I drive the car many more times. I found that the exhaust system has an issue that is creating a “tweety bird” kinda noise under acceleration and it goes almost completely away when the engine is fully heated up. There is no check engine light (indicating a catalytic converter failure) and so I had to assume something has loosened in the muffler system. No way to tell if bank 1 side or bank 2 side exhaust. Couldn’t duplicate noise in workshop and totally nail it down. We could start substituting mufflers and catalytic converters to diagnose, but that’s expensive labor time for just a noise that goes away when engine fully heated up. Plus there was nothing to indicate the problem was inhibiting performance.

Denny arrives and we go for a drive on the tollway. He explains that it happens in the 70 mph + range and oddly enough, usually driving south at those velocities. Sure enough he replicates a noise that is amazingly loud going south on tollway about Frankford exit.

It was a noise I had never heard. Medium pitch, very loud and annoying. I’m sitting in passenger seat of this 911 and trying to figure out where the noise is coming from as it occurs. It seems to be somewhere to the right and in A-pillar area. Right where windshield mounts to frame.

Next I’m thinking about a “Technical Service Bulletin” that Porsche came out with when Denny’s car was near new. It had to do with wind noises in the pillar area. Yet his car had a perplexing noise. It just was not the same type of noise. We dealt with that noise back at that time. It was a wind noise. A kinda “hissing noise” on every car we encountered. Many, many cars. I have that noise firmly recorded in my brain.

The technical bulletin required adding a “rope type” of seal around the windshield. A putty like material that we squeezed in between the windshield and windshield frame. It was a good fix. Noise eliminated.

So, I pulled up the weatherstrip at lower A-Pillar area and saw that it had the “rope sealing material” installed. Hummmmmmmm....

Next thru trials and tribulations I discover that this noise will occur under two conditions. A heavy cross wind going over the nose of the car from the right or left at approximately 15 to 45 degree angles or anytime you drive above 100 mph.

Next observation was that in Plano area, wind seems to be from the south and usually not due south. It comes out of southeast or southwest and rarely from due south. There is a flagpole a few miles north from Plano Parkway on North/South Tollway that I became very familiar with. Maybe the winds are that way and prevail from the south at the hot time of year around here (it was summer.) I don’t know as I’ve never really paid attention before.

Next I take multiple techs from shop for a ride to get their opinion. Finally take a roll of tape and start taping off all body lines on the right side of the car. At one point I had every body seam taped off and drove up and down the toll way. I’m talking every seam from nose to tail, including windshield to frame area all the way around. Had no impact on noise.

Removed right side mirror and noise went away. Wow! Couldn’t see anything wrong with mirror assembly.
Took a complete assembly off a car that was going to B-shop for crash damage on left side and installed it on the car. So now I’m test driving a metallic green car with a red mirror on the right side. Noise came right back. Concluded that mirror removed was too much aero change and made problem go away for all the wrong reasons. Back to the drawing board.

From time to time a tech like myself can get way deep into a problem and it is because we missed a detail along the diagnostic path.

Porsche employs Field People that specialize in going to dealers and helping them resolve problems. There is one field rep. that I’ve known for 2 1/2 decades and is quite a character. He has a saying. “Technician is staring at the problem and ignoring it.” This is known as “Theory Of The Obvious” in my world.

I knew what I had to do. Ignore everything I have done and just start over with diagnosis sequence. So I check the rope seal install again.

This time I pull back the main outer seal all the way to the top of the pillar instead of barely a few centimeters from the bottom to inspect. Surprise! Someone had installed the rope seal material about 15 centimeters (approx. 6 inches) from bottom of pillar and did not install it the full distance it should have been installed. AAArrrrrgggghhh. So next I grab some of the sealer and install as intended. Noise eliminated. Unbelievable.

I managed to turn this into major rocket science. Took nearly every tech in the shop out for a ride. Was about to start stopping strangers and asking them “Hows yer directional hearing?”.

This problem had become way personal for me. I had to figure it out. Denny expressed concern in the early going as to how much this would impact his wallet. The only right thing to do in my estimation was cap the cost. I decided that 3 hours of time to find the problem was not unreasonable. Then after determining root cause the fix might add some labor that could be presented as an estimate. Denny agreed. At that point I was easily 10 hours deep into finding the noise. Each test drive was at least 20 minutes long. On many of the days there was little or no wind and that meant running triple digits. This required longer drives as safety is a major concern and it meant driving further out north on tollway and looking for openings that allowed higher velocity runs...

Here is the kicker. The car showed signs of paintwork. I knew that any hood misalignment could create noise problems around windshield area. The hood was slightly high on the right side at upper area near windshield (about 1.5mm too high.) I worried that some weird air management issue was lurking in the background due to structure changes caused by unknown body work.

Just to add insult to injury the car had at one time, a very elaborate aftermarket sound system. In front trunk there was a massive fabricated box for low frequency monster bass. Bass was gone, but box and amplifier were still there. It had a cooling hose routed thru 3 walls and into passenger compartment. Routed right under AC evaporator and used for cooling the huge electronic amplifier. Multiple major body covers had been removed for this routing and the entire trunk, rain tray, passenger compartment were no longer isolated as Porsche designed.

So I removed the entire cooling system. Ordered correct body plugs and installed. Contacted B-shop and acquired proper body sealer. Sealed the plugs as the factory would and allowed to cure properly. Nice improvement for the car that did not eliminate the noise.

What a challenge this was. It is something that happens from time to time. I was at Panamera training this week and shared this story with my fellow Porsche techs. We all had the same opinion about this situation. It seems that when we face the hardest diagnostic problems with our cars they are often problems that were induced by work previously done to the car by someone. We then get caught up in being logical and following what we know and forgetting to be more open minded in our approach. It is interesting.

With Denny’s car it was just an adventure. The body and paint work was good quality work in my opinion. The overall structure looked sound in every way. Why the hood was misaligned makes no sense to me as I was able to rectify that in a matter of minutes... The fender was correctly aligned in every way. The inside door shell assembly work was fine, all internals were properly installed. Just the window regulator adjustment hole plugs at the bottom of the door were missing. Closed off those openings with no positive results on a test drive.

Yet when an air management irregularity occurs on a car that has unknown history and a noise is involved, all bets are off as to how to solve.

Just have to be open minded and patient. I’m getting old and that’s not as easy as it used to be. Ha!

Still having fun! ☺

Continued Rambling...
This month’s Spotlight is featuring Ed Mullinex. Ed and his wife, Donna, just joined MRPCA this summer and he has already jumped on the bandwagon and is handling Tech Sessions for the club.

They recently bought an ‘82 911 Targa which is his first 911 and is in the restoration process. (He previously owned a 914 in 1972.) So far, they have enjoyed the social events, but they are looking forward to driving in the DE and Time Trials. Ed is a native Dallasite and is in the Navy Reserve based in Fort Worth. In his spare time he enjoys flying his ‘78 Cessna 210T. Ed and Donna have four grown children and four grandchildren. They also have four dogs about which Ed says “the nose-prints on the car windows verify we take them everywhere with us.” Welcome to MRPCA Ed!

NEW MEMBER SPOTLIGHT: Ed Mullinex

by Tracey Gross

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Have a question about a Porsche repair? Call us. Have a question about service? Call one of our customers.
1. The most well known name in Porsche circles for Carburetors is Weber. The next would be PMO from California. What does PMO stand for?
   a. Porsche's Made Original  b. Porsche Massenherstellung Optionen  
   c. Porsche Markenname Oberflachenart  d. Porsche Mail Order

2. In the 1970-71 time-frame Porsche was experimenting with a flat 16 for the fantastic 917. It was 6.0 Liters and produced 700 HP in normal aspiration form. With Turbocharging and expansion to up to 7.2 liters, what HP was considered possible by the Porsche Engineers?
   a. 1250  b. 1500  c. 1750  d. 2000

3. The legendary 917 had some real handling problems in the beginning. After the addition of the new tail to the Coupe, one of the Factory Race Drivers remarked, “Now it is a proper racing car.” Who was the Driver?

4. The Porsche Type 114 was the first real sports car design by Professor Porsche intended to be branded as a Porsche. It was never built!!! What year was it designed?
   a. 1935  b. 1937  c. 1939  d. 1941

5. Which of the following is not true about that Type 114 Porsche?
   a. Mid-engine configuration  b. 2.0 liter  c. 72 degree V-10  
   d. Dual OHC e. Three downdraft carburetors  f. Five-speed transmission

December Trivia
It’s Easy to Play:

Play here for Fun and Education and find the Answers below
OR
Play for Prizes on the Web at http://mavpca.org with the Answers and Winners to be posted at the end of the Month

Thanks to Jerry DeFeo for putting this and the Web Trivia together!
Congratulations to our October Web Winner Cyril Reif getting all five correct and will receive a $25 Gift Certificate to Zims Autotechnik

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Answers: 1)  d   2) d    3)  c    4)   c   5)  b It was 1500cc
on an absolutely perfect day, the Maverick Region had a Porsche detailing tech session at the Cooper Aerobics Center on Preston Road, Nov. 7, 12-3 PM. Twenty-one members and their beautiful assortment of Porsches showed up for the event put together by Jack Griffin and the Concours committee. Steve Pasztor, of Tropi-care Detailing Service, www.tropi-care.com, was the guest presenter. Rockfish restaurant provided terrific munchies.

Steve spent 2 ½ hours describing the entire detailing process from initial washing, to fine scratch removal to final polishing and waxing. A silver 997 coupe and a black Boxster were used as demonstration cars. The improvements made in the car finishes were remarkable. You can forget everything you ever thought you knew about car care. Steve takes it to a whole new level, an art form, really. His goal is, “to make your Porsche look so good that you are afraid to drive it.” Steve is totally committed and passionate about his work and it shows. He will detail your Porsche for you or sell his Tropi-care line of car care products to you so you can do it yourself.

The event was time well spent on a beautiful Saturday afternoon. The members enjoyed the camaraderie and the excellent presentation. ©
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Just when we thought the sun had burned out and the weather system was more like Seattle than North Texas, the sun once again shown brightly by mid-afternoon for our trip to Uncle Julio’s. It made the drive to one of our favorite restaurant spots a lot more pleasant - while dodging the traffic along our freeways. The drive from the mid-cities has been greatly improved thanks to the George Bush allowing us to avoid I-635 during rush hour.

So this week we are thankful for the sun and also a DOW Industrial Index that once again topped 10,000 (lets hope it stays there.) That is something to cheer about especially if you are looking for an excuse to purchase a new or slightly used Porsche. And lest we forget, if you are in the market for a new Porsche, please do not forget to visit our very own John Hamilton at Autobahn. John let us drive a new PDK 911 recently, wow - what a car! Hopefully one is in our future someday! But we cannot forget that the economy is still not so rosy – so let us hope the DOW will help lead us out of this mess.

Once again, we were not disappointed with the margaritas and the great Tex-Mex food selections at Uncle Julio’s. A margarita will set you back a few pesos, but they sure are good. The menu is extensive and should satisfy the most gourmet tastes for Mexican food. From Tacos to lower calorie entrees there seems to be something good to eat for every discerning taste bud.

Okay, some facts about Uncle Julio’s that may cause a yawn or two, but we think interesting none the less. The first Uncle Julio’s restaurant opened in Dallas, Texas in November 1986. Uncle Julio’s popularity grew rapidly, and with it came the instant craze for a drink Uncle Julio named The Swirl. The Swirl is a frozen concoction of layered margarita and home made sangria. We missed this drink so maybe for our next visit we’ll sip one or two. Uncle Julio’s has grown to no less than fourteen restaurants located in Texas, Georgia, Maryland, Virginia, Florida and Illinois. Apparently they like Mexican food up there also, which is good to know for Parade next year! Pretty good coverage we would say, and a fine testament to their Border Style food and drinks.

Now for a few one-liners we heard up close and personal concerning upcoming events. Clint Blackman reminded us about the next Sunday drive on 24 October….at this publication it will have already occurred…and hope that everyone who joined in the fun was able to sip the water at Mineral Wells. Santa Claus (joined Larry Ramsey a.k.a Santa Noel) us a little early, but he was there to remind everyone of our very important Project for the Huffaker Hughes Hope House. As a reminder, don’t forget the Founders Day dinner coming up on 7 November, it is for the same very worthwhile cause and it will give all a chance to dress-up and look prosperous so bring a smile and your check book, it’s worth every penny.

Finally, December’s Happy Hour will be held at Uncle Buck’s Brewery in Grapevine. As always everyone is welcome. We had about 25 or so join in the good food and fun at Uncle Julio’s, lets see if we can improve on that for our next Happy Hour. Cheers to all and thanks to Santa for not blocking the cars with his sleigh. See you all next month.
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We are now building and taking orders for Porsche 924/944’s for SCCA, PCA and NASA racing for the 2007 season.

With the addition of the PCA 944-SPEC (SP1-SP3) series, there is now a greater than ever venue to economically race these cars. In SCCA, you can have a GT2, GT3, EP, or ITA racer. With PCA, you can pick from a number of classes, dependent upon your car.

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.

We can build on our inventory of chassis’s, or take yours and develop it into the race car you want.

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
# Time Trial #5

## Time Trial #5 Result

### Porsche Classes

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## Photos by Charlie Davis

Fran Ussery is all smiles as she gets ready for the day’s events.

Tracey Gross gives a big “thumbs up” ... yes, let’s get this event going!!

And just a short time later, Tracey shows us a mean turn in corner three :-)

---

Tracey Gross is all smiles as she gets ready for the day’s events.

Tracey Gross gives a big “thumbs up” ... yes, let’s get this event going!!

And just a short time later, Tracey shows us a mean turn in corner three :-)

---

Photos by Charlie Davis
### Time Trial #6

**Time Trial #6 Results**

#### Non-Porsche Classes

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#### Photos by By Charlie Davis

- Alicia Lumpkin zooms by in the 944 Turbo. Watch out for Alicia in 2010 as she is getting better and better with each event!
- Joel Nannis focusing on driving the line.

#### Porsche Classes

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Eventually, the day will come to all of us when we open the refrigerator door, the little light doesn’t come on, and the beer is NOT cold! OMG, a genuine crisis! Our beloved Porsches are generally so reliable that we can compare them to the refrigerators in our homes. Other than oil changes, brake pads, and wiper blades, the cars just don’t need much in the way of maintenance (this doesn’t mean neglect maintenance!!!) For those of us who fell under the power of the dark side and owned British sports cars, we were on a first name basis with our mechanics and probably saw them once a week. It was an adventure just to drive a British car to Fort Worth. Not so with a Porsche. We fill them with fuel, check the tire pressures, oil level, and then off we go to the track for a day of fun and frolic. Then we drive them back home.

So what do we do when professional intervention is required? For you die-hard, do-it-yourselfers who are undaunted by anything other than setting up a ring and pinion, you clear a space in the garage, source the required parts, and voilà, another story to relate at the next Happy Hour. For the ones that aren’t all that inclined to crawl up under their car to find out where the new noise or oil leak is coming from, they rely on their chosen repair shop to make it all better.

How does one choose which shop to use? The selling dealers have all of the latest tools, equipment, and training to service the newer cars. Most offer loaner cars while your car is in their shop. Some of them service the older cars as well. They usually charge a premium price for the amenities that they offer. We are fortunate here in the DFW area because of the abundance of competent trustworthy shops to meet our servicing needs. Whether your service experience with a particular shop was pleasant or a nightmare is greatly influenced by how you communicated your needs to the service advisor or mechanic.

Word of mouth is a very efficient way of relating experiences. Talk with other club members about where they take their cars to be serviced and their overall experiences. Even if Obama is re-elected to a second term, we will never have nationalized Porsche service. All of the service providers are “For Profit” enterprises. Some of them demand more profit than others. Don’t be afraid to say NO. If contemplating a major repair, discuss what repairs and parts are actually needed to complete the job. Liability exposure is the driving force behind a lot of “shot gunning” (replacing every part even if they are still serviceable.) No mechanic wants to get a car back in his bay for a “comeback.” It takes a lot of experience to determine if a part is O.K. to reinstall it is likely to fail soon. Also, ask to see the old parts or photo documentation. Even if you can’t distinguish a waste gate from a valve guide, ask to see them anyway (I’m thinking this must be a guy thing.) Get several detailed quotes from different shops about projected expenses.

While it is true that a lot of unanticipated carnage can exist, be cautious of shops that won’t give you a “ballpark” quote until they actually disassemble your car. The time spent doing your homework will pay off!

Ed

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### New Wheels

**by Joel Nannis**

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### Anniversaries

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For Sale: 1997 911 Carrera Coupe, Glacier White with Classic Gray leather interior, 8,000 miles, sunroof, power seats, 17” wheels, top end rebuilt at 63,000 mi, AC rebuilt at 82,000 mi, orig recs, car orig from Texas. $32,000. Contact Paul at 214-930-4697 or BuetterPaul@gmail.com (1)

For Sale: 1988 Porsche 911 Carrera Targa, 100,000 Miles-Asking $26,500.00 Brian 832-618-0056, stroubesound@mac.com (1)

For Sale: 1999 996 Coupe, Triptronic, Alpine White, leather, Navigation, 6 disk CD, new wheels and tires, $5 lower engine shield, car is bone stock except for new area front bumper, 34K miles, Email for pics and info. $26000 muddog@sbell.net, Home phone 817-921-2468 (1)

For Sale: 2008 Boxster S, black/black, 9500 miles, 6 speed, red dials/seat belts, Cayman S wheels, Bi-Xenons, chrome exhaust pipe, clear side markers, Bose, Preferred Package, Porsche Windstop, auto climate control, Cert of Auth. Orig MSRP $-- $62.5. Sale price $-- $42.900. Contact Mike at 972-824-4470 or email at mika28@verizon.net (1)

For Sale: 2005 987 Boxster, Guards Red $25,500, 37K 5 speed, Bose, auto climate control, power seats, black leather, wind deflector excellent condition. Owner is now working in Kuwait and has no need for this great Porsche. Call: Bob Nordin at 817-806-1616, cell 817-821-9051 bob.nordin@Lhoist.com (1)

For Sale: 1984 Porsche Carrera Cab, white with black top, 71,400 miles. Pirelli tires with only a couple 1000 miles on them. Excellent condition, only driven on sunny days. $17,900. For information call 817 – 301 – 8140 Gunter Pawlowski eaglesrus@gmail.com (1)


For Sale: 1980 911 SC Euro race car, If you want to run up front with the other Euro SC’s this is the car for you. Raced as 1981 Euro SC PCA E class, club race car. Built from the ground up in 2008. No sunroof car so it is light weight. Engine was rebuilt with new 9.8:1 compression pistons and cylinders this year and has 1500 miles on it now. Suspension was setup by Buckley racing with Smart racing and Elephant racing components so it handles as well as it goes. Car is fully sorted and ready to race. Includes 2 sets of 16” fuchs and various spares parts. Build sheet available upon request. $33K call 214-356-2005 or email msteen11@gmail.com for more details. (3)

For Sale: 1999 or 2000 Boxster with Tip, Want to buy: 1999 or 2000 Boxster with Tip, Looking for a friend. No Black, burgundy or green. Overall condition and service records are important. Please email: pcarfan@gmail.com if you have one for sale or know of a good one. I would prefer to buy one from a PCA or Porsche Board (forum) member as it seems we take better care of our cars!! Thanks, Bob T. (3)

For Sale: 1986 Porsche 944 Turbo, 86,000 miles 3rd owner. Track or daily driver 86 944 Turbo. Includes the following: trailer hitch, track trailer, phone dial wheels, 2 sets of kuhmo victor race, ones, used, the other has 1 20 minutes DE session, one new set of bridgestone street tires, roll bar (not installed), new dash cover (not installed), The body rates about a 6, the interior rates a 7 on this car. Car has a stage 3 chip installed, new belt, rollers, waterpump, etc... installed about 2K miles ago. Good AC, includes also a floor jack, extra brakes pads and oil filters. This car is very quick, but time does not allow me to pursue this hobby. I want to sell all of this together for $13K firm. I can be contacted at 254-592-6728 or email at ninefiftyoneporsche@yahoo.com located in Allen, TX. (3)


For Sale: 2001 Boxster S, $14,750 Beautiful Guards Red with black interior. 97K miles. Excellent condition. Recent 90K maintenance completed by independent Porsche shop (who also maintains all service records since I’ve owned this car). Pictured with hard top. I also have the soft top that goes with the car (in perfect condition). Everything works superbly, air is cold, CD player, and original owner’s manual. Call 254.338.9392 or email tldobbins@embarqmail.com for more details. (3)

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