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July 2009

Day   July
29-04 PARADE 2009
  8  Board Meeting
  12  Sunday Drive
  14  Lewisville Lunch
  16  Happy Hour
  23  Grapevine Lunch

Day   August
  5  Board Meeting
  11  Lewisville Lunch
  20  Happy Hour
  21-23 Round-Up
  27  Grapevine Lunch

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http://mav.pca.org
Go Online for Latest Updates on Events
O H, THE SWEET PRICE OF SUCCESS! Our club seems to be running on all six opposed cylinders. Our Club Race/Drivers Education event in May was a smashing success. Our Sunday Drives, Happy Hours, and other social gatherings are drawing record numbers of both old and new members, and, as always, the Autocross and Time Trials are running Porsche smooth. With all this success comes a small problem: We need more volunteers (also read page 12). We have a great group of people doing a great job on our programs and events, but sometimes they get stretched a little thin. Just another pair of hands or eyes makes things far more enjoyable and a lot easier. So here it comes.

I know there are some members out there that have great talents that we could put to good use.

Here is what to do.

1. Go to page four right now and look at all the people listed there, along with the programs of each chair.
2. Pick an activity you would like to get more involved in.
3. Give the chairperson a call.

It is just that simple, and you are guaranteed to have more fun and make some new friends. If you are not sure where you can be the most valuable, give Bryan or me a call. We will find a place for you.

As some of you know I have a relative that just happens to own a sign and graphics shop. Lucky me. The last few years my race car “Chauncey” has had sort of a dragon look. This spring it got a total make over, and now has retro looking red and blue racing stripes. It was fun coming up to grid with people asking if I got a new car. This was Chauncey’s third make over, and I think the best one so far.

See y’all soon, Mike

Maverick of the Month

This month, our Mav of the Month is Wendy Shoffit! Wendy has held multiple positions with our region (usually more than one at the same time). She is very involved with national PCA and Porsche Parade planning. The Shoffits (Wendy, James, and Jasmine) are a former National Porsche Family of the Year and Wendy is a National Enthusiast winner as well as our local Maverick Richard F. Selcer Memorial Award winner for superior dedication. On top of that, she is extremely active in school activities and Girl Scouts. Whew!

For being “Mav of the Month”, The Silver Fox in Grapevine is giving Wendy dinner for two at their award winning steak house.

Wendy, Thanks for all you do!
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<th>Contact Information</th>
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<td>President</td>
<td>Mike Brodigan</td>
<td>H-817-488-8520 C-817-233-0068 <a href="mailto:president@mavpca.org">president@mavpca.org</a></td>
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<tr>
<td>Vice President</td>
<td>Bryan Bell</td>
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<td>Treasurer</td>
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<td>W-972-669-2370 C-972-345-3009 <a href="mailto:treasurer@mavpca.org">treasurer@mavpca.org</a></td>
</tr>
</tbody>
</table>

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).

Bryan bought a 1999 966 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.

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.

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.

Please help us to keep growing!
Life has many surprises waiting... so be ready! As I sit here finishing off my seventh issue listening to the roar of Le Mans in the background, it's exciting to think how far one can go if they put their mind to it. Even though Patrick Dempsey drives a Ferrari, I commend him in his task to raise money for children. All of us make decisions daily that seem insignificant compared to others. Even though I dreamed of owning a 911 years before, I now can say I've owned one, and look forward to the purchase of my next one. I'll make it over to Le Mans one day and drive some roads throughout Europe. These thoughts aren't earth shattering to say the least, but we need to have a dream to begin the string of ideas and values that make life. If we can do that, life begins to come into focus in a hurry.

Question: What road is Porsche going to go down in the months ahead? With the Panamara hitting the road soon, I hope Porsche doesn't forget its race heritage. If you ask me, the world would be a different place without a race bred Porsche. However, looking back at a few endurance races from the not so distant past, we can see that Porsche still knows how to put a car together and excite those of us with fuel running through our veins. 1. Nürburgring 24 Hour Race where Porsche/Manthey Racing won their fourth successive overall victory! 2. While the Porsche RS Spyder is just a memory in North America, it was certainly alive at the checkered flag for the 24 Hours of Le Mans as the iconic LMP2 sports prototype captured its second Le Mans class win in two tries thanks to the Danish customer team of Casper Elgaard, Kristian Poulsen, and Porsche factory driver Emmanuel Collard. 3. Watkins Glen, Dirk Werner (Germany) and Leh Keen (Charleston, SC) captured their second GT class victory of the season and took over the points lead while Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) grabbed a podium finish in Daytona Prototype competition during the Sahlen's Six Hours at the Glen.

Last month I made a plea for help in filling the pages of Slipstream with your thoughts and ideas. So with this in mind and Parade in view for those lucky few from our region that are making the trip, please consider writing about your experiences as well as taking lots of pictures! If you're excited enough to go (get this, I just googled for driving directions from Dallas to Keystone and I have a route of 911 miles!) share your experience, I'd love to have so much to report from Parade that it would take a couple months to share.

Something else to look forward to is a new column that I hope will be coming your way in the next month or so from one of our local members that has dedicated his life's work to Porsche and its owners like you and me. This column promises to keep us up-to-date with what Porsche has done and how they actually make things work.
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I purchased my 911 back in December 2006 from Park Place Porsche. I've always driven German cars, but never a Porsche. Randall, the parts manager, introduced the PCA world to me. After the first try I was hooked, and since then, I've done frequent DE events with Park Place.

Park Place has, by far, the best service department. The technicians are very skilled, friendly and informative, and their attention to detail is superb. It is also a comforting feeling that many of them are involved in motor sports, which takes the guesswork out of performance upgrades. They're unlike any other dealership I've worked with in recommending and helping you not only with Porsche parts and accessories, but also after-market products to improve performance while maintaining your warranty.

Among the upgrades I've made are a short shifter, spacers, a high flow filter, and performance brake pads, but my favorite changes are the suspension modifications and straight flow exhaust, because of the performance and sound. I've been really impressed with the whole family of Park Place. From service to parts, everyone really works together to meet all your needs at great prices.

Another thing I really like about Park Place Porsche is that they really focus on building a relationship. Going to Park Place doesn't feel like going to a dealership; it feels like a fun place to hang out and talk cars. The overall experience at Park Place has been above and beyond any other car dealerships, and I'm definitely going to be a lifelong customer.

Nick Abbott,
Park Place Porsche Enthusiast:
Pushing the Performance Envelope.
Mr. President Mike opened the meeting showing off some wonderful Maverick Region PCA signs. There are 4 table signs and 1 large sign to hang. The purpose of these signs is to take to Maverick social events for people to recognize where the Mavericks are gathering especially for those new faces looking to join this fabulous group of people. Mike also shared with everyone that he spoke with Silver Fox Steak House about providing something special for our Mav of the Month. They were very generous in giving us Dinner for Two for each Maverick who is recognized each month in Slipstream as “Mav of the Month”…nominations are welcome (please submit to Mike Brodigan – president@mavpca.org). Congratulations to Tom Snodgrass for being recognized in last month’s issue!!

Jim Falgout reports that we have a generous amount of money. He also passed around a form to fill out for anyone who needs money (okay, I must clarify that you must have receipts showing purchase of items for MAVPCA events) or who needs to turn in money for deposit from MAVPCA events. This will make his books run a little smoother.

Bryan Bell assures the group that insurance is covered for the next few events.

Charlie astounds the group with the announcement that he received a check from the insurance company for the Truxster in the amount of $380.50. Obviously the insurance company made a mistake and he plans on sending the check back.

Mike Lockas was present to report on Happy Hours (we love seeing you Mike). He reported that Joe T. Garcia’s was very well attended with about 60 people. All Happy Hours have been very well attended with the lowest number of attendance being 25. The Happy Hour for June is going to be at Abuelo’s in Lewisville. Hope to see everyone there!

Joel Nannis thanked the group for the flowers sent in memory of his mom. Membership is still going great with 1076 members and 800 affiliated members for a total of 1876 Maverick Members...we totally ROCK!! Joel was very excited about the success of the Club Race in May. There were 73 Club Racers and 54 DE’ers and the weather was PERFECT!! Did we actually make money?? Stay tuned for the final reports. Big Cheers for everyone who helped out!! A HUGE “Thank you” to Topp Racing for taking the timing equipment and scales to Watkins Glen for us. This saved the club money in shipping costs.

We were glad to see Denny Payne able to join us this month to update us on the status of our website. The National website was down recently which caused some technical issues for our website. It is still having some problems so please let Denny know if you see any. He continues to clean up hardware failure. He also pointed out that if everyone used register.pca.org when registering for any Maverick event it would be much easier because it takes you directly to Maverick events only.

Christy is excited to report that she has lots of Goodies, but unfortunately she has run out of Porsche medallions that go on the name badges. Clint Blackman was so good with encouraging his Sunday Drivers to get a name badge, they all felt the need to have one. Christy has ordered many more so no worries if you still need to place an order for a name badge. As Autocross Chair, she is researching the “old” Texas Stadium parking lot as a future site for autocrosses.

Richard Bradley was happy to announce that Slipstream is getting out to members in a timely manner and hopes to keep the streak going. He is passing along about 260 copies of Slipstream to Linda Bambina for her to take with her to the Autos in the Park Car Show on June 14th. This will be a great opportunity for people to know what our Porsche club is all about.

Jan currently has 2 advertisers that would like to join Slipstream. She might be able to fit them in otherwise she will put them on her waiting list.

Linda Bambina has lots of good news to share. She has been working with Christy on a special t-shirt for the 50 members who are going to Parade this year. It is a very cool design...
and as always Christy was very flexible with the types of shirts people wanted to order anywhere from a basic t-shirt to a nice polo. Because of the variety, 100% people ordered a shirt! Watch out Colorado because the Mavericks are coming to your mountains!!! Linda also reported on ”Round Up” coming August 21-23. She is getting help from Dave and Jean Frick and she would like for Park Place to help sponsor this event again. Linda will also be at the Autos in the Park passing out brochures and Slipstreams.

Darron Shaffer has been investigating the purchase of some timing software for Time Trial and Autocross events. The price is in the neighborhood of $1,000. Of course he would like to try the program out before the actual purchase and is thinking about giving it a “run through” at the charity AX to see if it is something that would benefit us.

Wendy still has about 20 directories available for anyone who would still like to purchase one. She also brought in all of the printed brochures to be given to brand new Porsche owners to inform them of our wonderful club and all that it has to offer. For the Father’s Day Picnic, Wendy is still looking for someone to run the Show and Shine…I think James just got nominated by his lovely wife. Wendy also mentioned that not only do we have a large group of Mavericks going to Parade, but we will also have a large group from our Zone going (about 120 people). She thought it would be a good idea to have a Zone Party while up in Colorado and asked the Board to approve up to $300 to spend on this party. Okay, you are really missing out if you are not going to Parade this year!

Kim, who has been a Maverick member since 2006, attended the meeting looking for guidance for putting on an Autocross event for the 928 group. This group is gathering at the Arlington Convention Center on July 31st – Aug. 2nd and they would like to incorporate an AX event sometime during their weekend. Insurance and the timing equipment were offered to her for the cost of $2,000 (this price is mostly for the insurance with about $500 being donated to the Hope Shelter). She is going to share this information with the 928 group and let us know if they want to pursue this offer.

Clint Blackman was very excited to report that the Sunday Bridges Drive was GREAT! There were 40 cars for a total of 70 people. With this fabulous turn out, it is easy to see why Christy ran out of medallions for name badges.

Travis Howard announced that the TT at MSR went very well and they even ran ahead of schedule. He is looking forward to another excellent event on June 14th.

Mike Brodigan made one last announcement that John Hamilton will be our new DE chairman. YEA John!!

As the meeting was getting ready to wrap up, Carey Spreen sped over from work and made it just in time to give us a Rally update. He only had 3 cars turn out for his last Rally due to bad weather. It is so hard to work/drive around the rain!

The meeting adjourned at 8:30.
Time Trial #2 started off with calm winds; but wet & overcast. A wide variety of cars made the trek to Mineral Wells, and they were all going to be going up against the same challenge – lack of traction. At the track, fog shrouded the course, making it impossible to even see the trees bordering the expanse of concrete. A slight breeze helped the fog to lift and by the drivers’ meeting, the course had full visibility, but the course still was very wet with areas of standing water.

After the course (#2) was laid out, the instructors took the track for inspection. Soon after, the other participants began their parade laps. Loose gravel, lots of water and various types of concrete seemed to be the theme of the day. Cars coming back into the pits were covered with dirty spray. Due to the nasty conditions, extra parade laps seemed prudent for most drivers. It became very obvious the first session was going to be interesting.

As the Group One started the Time Trial, traction (or rather the lack of it) rapidly became the biggest obstacle for the drivers. Oversteer became a familiar car attitude, with a few spins thrown in for good measure. As the track dried, the lap times started dropping. The end of the first group reaped the benefits of the earlier hot laps, with times dipping into the very low 90 second range. As Group Two took to the track, sunlight was finally starting to break through the clouds. The track, much drier now, was friendlier, resulting in times quickly dropping. The first group watched as the track that they dried out was taken advantage of by the second group. Higher speeds, lower times and fewer spins portended things to come.

After the late lunch break, a new day dawned. The sun was out, clouds were floating by and we had a dry track to enjoy. Due to the first session running long, it was decided to make the afternoon session one run of four laps. The challenge for the drivers was to make them all count, and count they did! The largest improvement in lap times came from the group that drove first in the morning. After wrestling with the car sliding all over the track, the afternoon track conditions proved to be completely different. The lap times between the two run groups became closer as well as more consistent. The smell of hot brakes and rubber permeated the air (especially from V6 FWD German sedans). The four lap concept was well received allowing drivers to develop a better rhythm on the track. Ray Kelly took the fastest time in his red 911S with an official time of 78.749, beating my time in my Passat 3.6 by a scant 10.5 seconds! After the event closed, several drivers ventured back out onto the track for Fun Laps. The pressure off, new lines were found, with many drivers finding new lines that, at least while bench racing, would have shaved precious tenths off their time!

This weekend proved to be the polar opposite of AX2. Gone were the freezing temperatures and gale force winds. The Time Trial format gave drivers more track time to adjust to the track while being limited by the specific number of laps allowed. With day one safely in the books, the track was loaded up, cars repacked, and the group of numbered cars with wide tires snaked down the roads of MS heading home and for local hotels. Anticipation was running high for Sunday’s AX3. Many of the drivers and family later met at Nancy’s for an evening of fellowship and food. I think we took up about half of the restaurant, but Nancy’s did not seem to mind. After a fantastic evening of great food and fun, everybody called it night, and headed off to bed.

Who Needs Traction?

By David Hambrick

Photos by David Hambrick

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David Hambrick’s first day with the Maverick PCA Club.
Something For Everyone

By David Hambrick

Sunday’s AX3 was clear and dry. Starting off calm, a stiff breeze developed, becoming a steady wind. After the cones were laid out, the competitors started walking the course, taking note of the various skidpads, the slalom, and a couple of very abrupt turns. This course had something for everybody. There was a long back straight, allowing the powerful cars to make up time lost to better handling cars through the skidpads. This time weather would not be a factor, it was up to the drivers to wring the most out of their cars!

Even after walking the course, a couple of the turns proved tricky, creating several DNFs as the drivers attempted to find the fast line the last third of the course. As the morning session continued, it became obvious that smoothness was going to be key in achieving quicker lap times. Cars were able to carry a lot of speed off the long back straight, creating some excitement as the tighter turns at the end of the course. Brakes locked up and cones were taken out as drivers worked on finding the fastest line for their car. As a former road-racing event guy, I am still early in my AX learning curve. This was made more evident as I promptly DNF’ed my first two runs by missing gates. Luckily for my ego, I was not the only driver to do so.

The final session of the day proved to be the fastest for most of the drivers. Corners were taken faster, braking points moved in deeper, the skilled drivers adapting very well to the rhythm of the course. Working Corner Three, I was able to discern the tactics drivers used to carry the most speed through the various corners, at the same time giving me a greater appreciation for the skill and experience of the quicker drivers. I could appreciate the differences in the various car types and the lines they took through the corner.

The final set of four runs proved to be the fastest for most of the drivers. Ray Kelly, in his red Carrera, posted the quickest time with an unofficial 64.153 second run. Rick Gonzales was close behind in his yellow 914-6 with an unofficial 64.625. I was very happy with my penultimate run, pushing my Passat into the 71 second range, a mere 7.75 seconds behind the leader.

Wrapping up my first TT/AX weekend with the Maverick Chapter of the PCA, I came away very impressed with the professionalism of the club officers, the organization of the event, the friendliness of all the competitors and members, and the overall attitude of friendliness that made the weekend a blast. Although I was driving a non-Porsche, I was made to feel welcome and part of the group. I am looking forward to my next opportunity to spend track time with my new friends. Now, if I could just convince my wife I need that blue ’86 911…

Autocross #3 Results

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<td>Alicia Lumpkin</td>
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The Rewards of Volunteering

by Vicki Pentecost

In today’s busy world, one thing for sure is that volunteers make a tremendous difference in the world. Volunteers make improvements to things they are passionate about whether volunteering for the Red Cross, Peace Corp, Military, Environment, Fire Fighters, Olympics, literacy needs or other nonprofit organizations. Volunteers make the world a better place and PCA volunteers make PCA and the annual Porsche Parade a memorable experience.

As you complete your registration for the Keystone Parade this year, think about the quality of Parade and how each person can improve the experience for everyone by donating skills, time and passion. Once you’ve volunteered for an activity at Parade, it’s likely you’ll be volunteering again because of the fun.

If you enjoy Parade for the people, you may want to volunteer for registration where you will see just about every attendee and have the opportunity to reacquaint from previous years or learn about people and activities from other regions. If you want to see a huge smile and thank you; volunteer in the Welcome Tent where attendees are greeted with a refreshing drink and friendly smile after hours or days of driving to Parade. Hospitality is another place to spend time hosting people with refreshments and conversation. If you are new to the Parade scene, hospitality is known as the “meeting place.” Hospitality is a place to rest in the afternoon, enjoy beverages and snacks, and visit with Porsche enthusiasts from around the world.

If you are attracted to the beauty of the cars; consider volunteering for the Concours d’Elegance or the display of non-judged cars in the Corral. You may get the opportunity to help stage the cars on a beautiful golf course, distribute and pickup box lunches or help keep everyone hydrated by delivering water to the judges. The Rally volunteers manage the checkpoints where the time-speed-distance rally enthusiasts combine their navigation, driving and timing skills together in a very competitive way. If you are attending Parade for the speed and thrill of the marquee, the autocross is where you’ll want to volunteer. Courses are safely designed for drivers, volunteers and spectators, and volunteers are needed to stage the cars, assist in scoring, and work the corners where cones are hit and need to be put back in place before the next car on the track arrives.

If you have a creative perspective, the Art Show is filled with fun Porsche-inspired paintings, ceramics, purses, quilts, jewelry and more. The artists need Volunteers to check in/out their art as well as having volunteers available to answer questions as spectators enjoy the art. Also volunteers help design and set out the centerpieces for the banquets as well as collect the meal tickets as people enter the banquets.

Many long-time Parade goers also enjoy the experience of working in the Goodie Store. This is the retail store filled with Parade logo items such as shirts, hats, cups and more, as well as Porsche books, PCA logo items and Porsche Design apparel. By volunteering to work in the store, you will get a first hand look at the merchandise as well as time to visit with Parade attendees as they shop for themselves, children, spouses and region door prizes to take back home.

For those with a technical or mechanical interest, consider volunteering to help facilitate the Technical Quiz or the car Safety Inspection.

As you can see, we need all your skills and passions to host the Porsche Parade. The strength of PCA comes from the volunteers. Get involved and see how much fun a group of volunteers can have in one week and how many life-long friendships will begin as a result of you volunteering to meet someone new as well as to improve the PCA and Porsche Parade experience. (see President’s column)
Announces a World-Class, State-Of-The-Art Facility, worthy to be your Alternative Source for Porsche Service, Maintenance and High-Performance, right here in the heart of Dallas, next to Love Field Airport.

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On Saturday the sky looked ominous. Clouds gave way to steady rain yet I, like many others across DFW, dutifully washed and waxed a beautiful Porsche in preparation for the May “Sunday Drive”. As predicted, Sunday presented a clear blue sky and warm temperatures – true top-down weather.

Tamera and I arrived in The Colony alongside thirty-eight Porsches and a Nissan GT-R. Clint Blackman, as usual, was a flurry of activity, handing out maps and ensuring everyone signed the release form while the rest of us admired the cars and chatted with friends new and old. Finally a drivers’ meeting was called to order and we set off for a tour of historic bridges in Denton.

Traffic was a little heavy as the Porsche train steamed along highways 121 and I-35. We soon reached Denton and our first stop: Rector Road Bridge adjacent to Guyer High School. At this point Clint introduced a special guest. PCA member and Director of the Denton Bridges Historical Commission, Tom Brewer, joined us to share insight into the history behind each bridge. Rector Road Bridge was built in 1907 and today links the high school campus to athletic fields. Of course the whole group posed for an obligatory Boxster-in-front-of-the-bridge photo before piling back into our cars.

The second stop was practically down the street – the Old Alton Road Bridge built in 1884. Beware as the Goatman haunts this bridge! Tom Brewer explained how the Goatman is a half goat / half man that stalks the surrounding woods. But Clint offered a more sinister story – the ghost of a nearby goat trader, lynched on that very bridge by Klansmen, haunts the bridge and surrounding woods. Clint, always one to come prepared, offered a few words before committing a bouquet of roses into the water below.

Leaving this second stop we had a wonderful impromptu side trip down country roads where the tree canopy stretched clear across to block the blue sky above. Such a peaceful place, even when interrupted by a stream of Porsches. Driving to the third bridge was more of an adventure (complete with several U-turns) and the best part was seeing Clint play policeman to stop traffic for a long line of Boxsters, Caymans, 911s, and of course the lone GT-R.

The third and final stop was Elm Creek Bridge along FM 482. Now part of a green belt stretching from Ray Roberts Lake to Lewisville Lake, the bridge was left standing as the highway expanded around it. Most amazing is how narrow these bridges are yet how long they remained in service. In the case of Elm Creek Bridge, it was built in 1920, and not replaced until 1998.

The Porsches were restless by this point so off we went to the Prairie House Restaurant in the city of Cross Roads. If you have never been to the Prairie House, gather your friends and definitely order the ribs. PCA filled the entire outdoor patio and soon a blues band strummed their first notes. The music was good and no doubt made better by a lead guitarist who sported a beard reminiscent of ZZ Top. A fun Sunday Drive ended as a wonderful evening filled with music, drinks, great food, and conversation among friends.
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Our biggest driving event of the year took place Memorial Day weekend (May 23 & 24) at Eagles Canyon Raceway in Slidell. It combined the national Club Race event with our Drivers Education (D.E.) event for solo-qualified drivers. The weekend could not have been any better.

A record turn-out of club racers honed their skills and times on Saturday before competing in-class on Sunday. Typical times to complete the circuit were in the two-minute range, with some of the fastest GT-3’s clocking 1:52 times around the track. Actual race results are calculated on average times, including a required mid-race pit stop. National club race results are monitored by representatives from the national committee who were present at the event. Strict rules governing car weight, set-up and racing are monitored and enforced to ensure fairness and safety.

Meanwhile, our D.E. soloists also enjoyed the impeccable weather and track conditions to develop their skills and improve their navigation of the course. The wind was low, the temperatures moderate and the sun shining, which all combined to deliver excellent conditions for both D.E. and Club Racers. Many thanks to BOARDWALK PORSCHE for sponsoring this event, and to the corps of volunteers who helped make it so successful.

Our next event will be September 19-20 at MotorSport Ranch in Cresson, TX. This will be a D.E. event where all drivers are welcome. Watch for the registration announcements in July, and sign-up early to ensure your place at the event.

Look forward to seeing you in September!

CLASS WINNERS FOR CLUB RACE: ENDURO

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The weather in the days leading up to Saturday, May 16, left hope that that day would be good, contrary to the forecast. However, in this case, the forecast was accurate: widespread showers in North Texas. This led to the small but enthusiastic turnout for the Maverick Region’s Rally Around Italy, otherwise known as the Ottanta Miglia (Italian for “80 Miles”).

The Rally actually took place around Italy . . . Texas . . . and was inspired by the Mille Miglia Storica Rally, held every year to commemorate the original Mille Miglia (1000 Miles) race held in Italy (the real one) off and on between 1927 and 1957, when it was finally banned due to the fatal crash of Alfonso de Portago’s Ferrari. Porsche never won any of these races outright, but made a name for itself by competing in the race against Ferrari, Alfa Romeo, and Mercedes-Benz, to name just a few.

The modern version of this Rally was resurrected in 1977, the 50th anniversary of the first race. Like the original, it starts in Brescia, makes its way down to Rome, and then returns via a different route to Brescia. It is open to cars built prior to 1957, and takes several days to complete. As I read about it, this sounded like fun to me, but I soon realized that there were a few insurmountable problems:

1. There are not many Maverick Region members that have access to cars built prior to 1957.
2. Getting one’s car to Italy (the real one) is prohibitively expensive for most of us.
3. Driving a 1000-mile Rally would require at least 3 days, not counting time spent getting to and from Brescia, and I was afraid that the amount of time that competitors would have to dedicate to this would ultimately cut down on the number of entrants.

But as luck would have it, we have our very own Italy right here in North Texas, and by shortening the route by about 920 miles, the Rally Around Italy seemed much more practical. If only the weather had cooperated . . .

Anyway, we had three diehard Rally teams show up outside Willie Nelson’s Whiskey River club in Carl’s Corner, Texas, for the start of the event. After signing a slightly soggy release form and undergoing a short briefing on the rules, the teams set out. There were two goals: stay on course, identify 18 photographs taken along the route, and place them in the order that they were encountered during the event. No checkpoints, no CAST instructions, and no Rallymaster intent on getting participants lost!

Two hours later, the first team arrived at the end point, a covered pavilion on the shore of Navarro Mills Reservoir. Shortly thereafter, the other two teams arrived, for a 100% survival rate, in spite of a typographical error in the Route Instructions. This was a relief for me, as I really did not relish the prospect of sweeping the course to look for lost Rallyists! So we had our celebratory ice cream and listened to 80-plus-year-old Ken Dumas (see Results below) as he told us about the history of the area, including how two of the photographs depicted bridges used by the old Denison-to-Waco Interurban electric train car service that ran from 1908 to 1948.

So even though the weather did not cooperate, there is a silver lining: the event can be run again, and it would still be brand new to almost everyone. (No, past competitors would not be allowed to re-enter . . .)

Results. As most of you know, Rally scores are like golf scores - the lowest one wins. Points were “awarded” for missing the landmark shown in the photos and/or putting them in the incorrect order.

**Experienced class (have competed in more than 3 Rallies)**

1st place -
Jerry Webber (driver) & Ken Dumas (nav): 3 points

2nd place -
Jan Mayo (driver) & Fran Ussery (nav): 4 points

**Novice class (have run only 1, 2, or 3 Rallies)**

1st place -
George Luxbacher (driver) & Drew Abel (nav): 0 points!

Yes, the novices beat the experienced Rallyists this time. And special mention goes to Drew Abel, the winning navigator, since he is only 12 years old. Thanks to all who braved the weather! ☺️
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What kind of Porsche do you have?
2001 Boxster S, Lapis Blue with grey leather, navigation, and hardtop.

How long have you had the car?
Bought it in January 2009. It’s my optimistic purchase!

What is your car history?
I’ve run the whole range from a 1961 VW, 1966 Mustang, ‘66 XK-E 4.2 Roadster, 68 Pontiac LeMans, 240X, 280Z, then a series of SUVs with garage companion go-fast cars. SUV’s have been Explorer, Jeep, Yukon Denali and now an Envoy Denali. Go fast cars that shared garage space were Miata, Mitsubishi 3000GT, Mercedes, and now the best of them all, Lapis Boxster S.

Tell us about your family?
I’m from the Midwest originally; an only child, and have lived in may places as I jockeyed around the corporate food chain, including stints in LA, San Diego, Algeria, Las Vegas, Philadelphia, Salt Lake, Seattle, Hanoi, and now Dallas. Jr. High, H.S. and college were in Houston. Both my parents are dead, but I’m fortunate enough to have a close group of good friends.

How long have you been in the DFW area?
I transferred to Dallas in 2003, and never thought I’d see Texas again after so many years out and about, BUT it’s a good place to live.

What other hobbies or interests do you have?
You can expect to find me reading, listening to my self-indulgent sound system, taking photos of back road towns and their people and events. My dirty little secret was my seasonal addiction to Dancing with the Stars (but on DVR, I can FF through the “filler” stuff). And, I’m trying to gradually work my way through every episode of Boston Legal and NCIS. And, now, the best car ever!!!
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Congratulations to our April winner,
Jack Ormberget (getting 3 of the 5 correct!)

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

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The New Porsche Museum

1. The new Porsche Museum is now open for Visitors from 9:00am until 6:00pm Daily except Monday. They anticipate how many Visitors a year? a. 100,000  b. 120,000  c. 180,000  d. 200,000

2. Porsche has approximately 400 cars in their collection. How many will be displayed in the New Museum?
   a. 80  b. 120  c. 225  d. 300

3. How many Porsche Employees does it take to run the Museum?
   a. 25  b. 35  c. 50  d. 75

4. Trophies from just the most significant of Porsche’s more than ______ Competition Victories will hang suspended in a pool of light.
   a. 10,000  b. 14,000  c. 22,000  d. 28,000

5. While this Museum will have some 60,250 sq ft of Exhibit Space, what is the approximate total square footage of the entire building’s space?
   a. 87,000 sq ft  b. 147,000 sq ft  c. 217,000 sq ft  d. 277,000 sq ft

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Joe T Garcia’s is an “institution” in Fort Worth. Opening in 1935, it has expanded over the years to its current state. It’s open seven days a week and operates out of what was once a residence. Sitting between downtown and the Stockyards, the neighborhood is only two blocks wide and is surrounded by industrial businesses.

Joe T’s has a number of rooms inside with a large patio and pool outside. This makes it possible to accommodate up to 1000 guests, taking reservations for parties of 20 or more and on limited nights. A nightly menu may be limited, but the Beef Fajitas, Chicken Fajitas, Cheese Enchiladas, or the Family meal (a combination of both types of fajitas and enchiladas with beef, tacos and guacamole as appetizers) are something special. Our waitress suggested that all in the party order the family meal to conserve service time and to satisfy any palate. We found that this did indeed seem to be the best way to enjoy their creations. There is also an open bar that specializes in margaritas. The waitress brings pitchers of margaritas with the meal.

I made a group reservation for a minimum of 22 and a maximum of 40 guests. As we arrived there were two tables of ten each which quickly became insufficient. As our numbers enlarged to 32 they simply rolled out more tables (yes, the tables are round). As our number continued to enlarge, they kept rolling out tables. In all we had three tables of ten and three tables of six. They were very flexible. I lost track of the exact number of our guests, but it must have been about 45.

There are a couple of items Joe T’s doesn’t do for us or anyone else. They don’t do separate checks, but will take payment in cash or credit card. It was a challenge to collect our people’s money, but the food was well worth it. Parking was in lots where they had torn down the previous house and paved the surface and anyplace you might find on the street. Since we had reservations we did not have to stand in line to be seated. I’m told that the lines to get a table are very long almost every night (out the doors, down the street, and around the corner).

All in all we had a good time at Joe T’s. It was a very comfortable place with hanging flowers in abundance and good food and drink. I for one will try to use Joe T’s next year for a Fort Worth Happy Hour. This place is what I would call a “happening”, a lot going on along with a lot of people. If you haven’t been to Joe T’s you have missed a true Tex Mex icon.

Our Mavericks seem to like Tex-Mex, so next month we are going to Abuelo’s in Lewisville, across from Vista Ridge Mall. We have a room to ourselves that will accommodate a large crowd like we had last year, so I look forward to the same this year.

In July, we are going to Mac’s Steak and Seafood. They are in Colleyville, on the east side of Hwy 121. We all look forward to seeing you there.
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Mesquite, TX 75185  2002 993
Beam, Donald  Kilpatrick, Mike  Duncanville, TX 75137  2006 997/911 C2  Thomas, Bernie (Jennifer)  Flower Mound, TX 75022  2008 Cayenne
Fort Worth, TX 76116  2009 Boxster S
Burgess, Jason  La Grave, Magin (M.)  Jacsonville, TX 75766  2005 Carrera S  Vincent, Gary  Euless, TX. 76039  1987 944S
Little Elm, TX 75068  2002 911/996
Hintz, Scott (Lee)  McCall, Mike  Southlake, TX 76092  2008 911 Turbo  Histand, Kristine  Medina, Frank  Grand Prairie, TX 75050  1987 924S
Plano, TX 75025  2008 Boxster
Keller, TX 76248  2007 Boxster
Jennett, Dave  Pascuzzi, Pete  Garland, TX 75044  2008 Cayman
Arlington, TX 76016  2008 Cayman

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You will notice that our region has many Time Trials, Autocrosses, and Drivers’ Education (DE) events (in addition to a yearly Club Race). We also have monthly happy hours, and lunch gatherings, regular dinner socials, frequent driving tours on some fabulous roads in and around Texas, driving rallies (fun for the whole family), and regular opportunities to support our perpetual charity, The Huffaker Hughes Hope House.

If we don’t have what you’re looking for, just ask us, we might just add something extra to the calendar. Please also feel free to share article ideas (and submissions) to editor@mavpca.org.

We’d love to hear from you!

Anniversaries

40 Years  Weatherford  Dallas  2004 Cayenne
35 Years  Arlington  Dallas  Dallas
30 Years  Rockwall  Dallas  2008 911 Turbo
25 Years  Dallas  Dallas
Fullingim, John  Dysert, Peter  Zouzelka, John  Conner, Claire
Grunnah, Thomas  Grunnah, Thomas  Conner, Patrick  Conner, Claire
Kelly, D  Eanes, Thomas  Guyer, Richard  Conner, Claire
Sims, Henry  Guyer, Richard  Lassiter, Cathy  Conner, Claire
Smith, Wayne  Lassiter, Thomas  Conner, Claire
Fritz, Bernard  Arlington  Arlington

20 Years  Arlington
15 Years  Dallas
10 Years  Dallas
5 Years  Scottsdale

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

Unclassifieds are available free to Maverick Region Members and are $5 to all others (contact editor for payment details). Please limit size to no more than 6 lines. Ads will run for 3 issues, then removed unless you request that it be run for an additional 3 issues. E-mail your ad to unclassifieds@mavpca.org by the 10th to have your ad run in the following month’s Slipstream. Be sure to include a contact name and phone number. If you are selling a car, include mileage and price. Check your ad for accuracy the first time it runs. Contact the editor to have your ad pulled sooner. Due to space constraints, photos may or may not be included.


For sale: 1984 Porsche 964 coupe, Super low mile beautiful guards red with black interior 911 c4 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 sunroof, 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)337-4005 or Clchambers@fifthgear.biz, Fifthgearchris@rockermail.com (2)

For sale: 1989 Porsche 964 coupe, VIN# WP0AB296XPS418159. Grand-Prix White. 123K miles, most history. 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 rolled 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 trace, brakes with 993 calibers and cross drilled rotors, adjustable sway bar, cup muffer 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 (2)

For sale: 2005 Tommy’s Trailer Custom, tie downs. ($8K new) asking $5,500 OBO. Contact: me at evwesteinde@yahoo.com or call at 214-728-1878. (3)

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For advertising rates and information contact Jan Mayo at janmayo@att.net

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