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2009 Porsche Club Zone 5 Presidents

Volume 47 June 2009, Issue 6

Go Online for Latest Updates on Events
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Slipstream (USPS 666-650) is published monthly by the Maverick Region, Porsche Club of America, 2973 Timber Creek Trl, Fort Worth, TX 76118. Subscription price is $24.00 per year. Periodical postage is paid at Fort Worth, TX. Postmaster: Send address changes to Jan Mayo, Slipstream, 2973 Timber Creek Trl, Fort Worth, TX 76118.

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As I write this, our annual Club Race is just a couple of weeks away. I consider myself an occasional, part-time club racer which means I used to race once or twice a year and still think I might again someday. Well, probably not. However, I did have a very successful racing career. I was 3rd in class or better in every race I was entered in over the last seven years! (What is not important is that there were a total of less than ten races, and there were never more than 4 cars in my class, but we will keep that our little secret.) To my extended family and friends, the trophies speak for themselves.

I do not think my Concours career will be so illustrious. Last month, I told ya’ll about the deal I made with Hans Hoffmann over at RUF Auto Centre. They would detail my car and I would enter it in a club Concours competition. My “payment” to Hans would be a donation to the Hope Shelter. Well, Hans did his part but I reneged on my part of my deal. You see I picked up my ’99 Boxster on Saturday morning and planned to take it directly to “May at Mayo’s” to enter it in the Show and Shine contest. It looked spectacular. I had the first place trophy locked. Then it started to rain. And rain, and rain. I just couldn’t bare to take that car, that hadn’t been that clean in 10 years, out of the garage. I chickened out! We had a great time at the party and about 12 or so families entered the contest. For a while I thought I was safe. It was raining so hard nobody was going to go out to inspect the cars. Then a two-part disaster happened. The rain quit and Jan Mayo snuck her Boxster into the competition. The contest went on and Jan won “Best Boxster.” I think my Concours career is over. The good news is my car still looks awesome and The Hope Shelter still got a check, we had a great party, and the “Show and Shine” was a success.

MAVERICK OF THE MONTH

This month I would like to recognize Tom Snodgrass as our “Mav of the Month.” Tom has been active with the Maverick region for years; chairing the Autocross/Time Trial schools, instructing at the Autocrosses and Time Trials as well as the DE’s, and attends many Happy Hours with his lovely wife, Annette. Tom also drove the Pace Car at the Club Race. More important, Tom spends untold hours supporting the Huffaker Hughes Hope House and Habitat for Humanity. Tom, thanks for all you do.

See ya soon, mike
2009
Autos in the Park
Car Show

6.14.09 ~ Noon to 4 PM
Cooper Aerobics Center
12200 Preston Road, Dallas, Texas

Register your car at cooperaerobics.com
Interested PCA members, contact Jack Griffin at griff@airmail.net

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<td>President</td>
<td>Mike Brodigan</td>
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<td>Bryan Bell</td>
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<td>Secretary</td>
<td>Lisa Steele</td>
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<td>Treasurer</td>
<td>Jim Falgout</td>
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Please help us to keep growing!
We’re coming up on the 54th annual Porsche Parade at the end of the month, and it promises to be another wonderful PCA gathering. Keystone, Colorado, has to be one of the prettiest places to get out of our Texas heat. So, if you haven’t made your plans yet, you better hop on it! Registration is for the first 1,000 members, only or until June 15th. For those of you not attending, there are still plenty of events to attend and enjoy in our own back yards, including the Father’s Day Picnic.

On another local note, we are going to be putting on our own little parade in August which is known as “Round Up.” Last year’s group had a blast, so if you are looking for something fun to do, save the dates...Aug. 21-22-23.

I would like to send out another request for help! There is always room for your thoughts and articles whenever you attend an event. Please feel free to submit a couple paragraphs or even a page or two. We all want to hear about the events we aren’t able to attend. Please become a part of your newsletter by sending in your articles or even some of your best pictures! We will all be better off for the time it takes for each of our contributions.

5

We’re READY for the Father’s Day Picnic!

Hamburgers, Hot Dogs, & Sodas are provided

1. Make your reservation by June 16th at register.pca.org or email socials@mavpca.org or call Wendy 972-506-7449.
2. Wash and shine your car - even if you don’t participate in the Show n’ Shine contest!
3. Pack the kids, swimsuits, lawn chairs and sunscreen
4. Bring a dessert, salad, or other side dish
5. Bring beer if you want, but must be in cans or plastic bottles. ☑ No glass ☑
6. Plan to spend the day with your Maverick Region extended family!

June 21st
Starting at 10am
at the home of Michael & Michele De Jong

605 Beverly, Colleyville

Beverly, Colleyville
Hall Johnson
621 121
114

605 Run

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I bought my 1990 Porsche C2 because it was previously owned by a Park Place client who had his service done at Park Place Porsche. Since then, the cosmetic and performance upgrades have been performed there as well – from Big Red Brake Calipers/Rotors, RSChip and Suspension to racing pedals and the RS America Wing.

It’s both street-worthy and track-worthy and, even though it has more than 180,000 miles on it, runs great. Unlike other brands, a Porsche is built strong, so as a high-mileage car, it’s still strong and robust enough to track at high speed. And I love that you can drive it in a high-performance fashion and still drive it on the street the next day. It doesn’t have to be a garage queen; you can drive, and drive hard, and the next day it actually starts.

As someone who does his research to properly maintain his vehicle for the track, while keeping it street legal, I most value the quality service and detailed advice I get at Park Place Porsche. I feel good knowing that I’m using genuine Porsche parts, and that both Park Place and Porsche stand behind them with warranties on the parts and labor. It’s so important – I can’t emphasize this enough – to have the confidence and peace of mind that the work has been done correctly, and that Park Place stands behind it.
President Mike opened the meeting with a welcome for visitor-new Maverick, Tony Sison. Tony has moved to DFW from Houston where he was active with Lone Star’s Concours program. hmmmmm~

This segue’d to commenting on the Cooper Center “Auto’s in the Park” event that’s coming up on Sunday, June 14. Jack Griffin is coordinating the visitors and their parking position needs, so is planning the space for Maverick Region. We’ll have a table and popup tent if we bring it, for Slipstreams and Pano’s and would like to have a variety of people on hand to work the table and welcome interested folks. Clint Blackman is inviting his Sunday Drivers list to come participate and possibly spend some time at the table as well. He’ll market it as a Sunday Walk in the Park. This segue’d to Bryan Bell and Lisa Steele wanting to support an opportunity to show off our Porsches in conjunction with FC Dallas (a soccer thing). This would be a judged Concours – Show ‘n Shine event supporting their kids’ soccer.

Mike, still having the floor, moved on to the printing and distribution of the Maverick Brochure that Wendy has been working on. Its final version is ready to be printed and she’ll have it done in time to distribute at the Cooper event. Mike would also like to have the brochure’s information in a powerpoint presentation so he, and others, can present it to the dealers and shops. Wendy can do this. From here Mike went on to talk about the Mav of the Month which is something he is going to incorporate into his President’s monthly column. If there is someone that has struck you as special, tell Mike and he’ll write ‘em up. He stresses that this doesn’t have to be someone that’s already doing everything. Just a nice person that deserves a special mention.

Whew, Mike’s still talking. Now he’s on to Slipstream distribution. A year ago we moved from the Dallas bulk distribution center to Fort Worth and delivery times seemed to improve. The past couple of months it’s fallen off again. Several people mentioned that they didn’t get the April issue till the 20th – 25th of April. Richard works very hard to get the issue to the printer and then to the mailing house before the last day of the month, and then to have the post office take 20 days to deliver it, makes all that hard work seem fruitless. Plus, and I know this as a fact, the “Why can’t you get the issue out on a timely basis?” questions and complaints are aimed straight at the editor. Andy Mears, our distribution guru, is researching what has happened at the FW PO to cause these delays. He’s continuing to monitor and research costs as well.

Mike reports for Carey Spreen that the Rally around Italy will have an entry of $10 which will cover his estimated costs. Somehow this reminded Mike to think about having some kind of sign or banner for the Happy Hour and Monthly Lunches showing folks where Mavericks are gathering. That’s a great idea and since he’s very close to someone in the sign business he got elected to look in to it. Plus we have a 40th anniversary heavy banner that the President is supposed to have…. somewhere. Wendy will have the most recent past president look for it.

Finally we’re ready to move around the table. Clint Blackman is still pumped about the rain postponed Blue Bonnet Sunday Drive having over 30 cars participate. And he’s really looking forward to the haunted bridge that’s a feature of the next drive. He’s opened conversation with the BMW club and some others about sharing route and planning information. You wouldn’t believe how much time planning even a casual drive around the countryside can take. If a plan is already out there why not share.

Bob Lewis was happy with the last Happy Hour and is looking forward to going to Fort Worth’s Joe T’s in May. Treasurer Jim Falgout has some questions on who we sent flowers to last month plus he would like someone to confirm the monthly billings from Ussery and TriWin for printing and mailing Slipstream. No problem. Oh, and “We have Money.” Yea!!!
Christy Dom... Payne thought the April DE evening with Peter Schutz was wonderful. She reported that the dinner audience enjoyed his speaking and stories plus the Tumbleweeds BBQ was pretty good too (“hugs Lisa!”). She’s very happy with the attendance at the last two Autocrosses; #2 at Pennington had 50 people and #3 at Mineral Wells had 29 and she’s looking forward to #4 at Pennington in May. Her Course Design Contest has brought in a couple entries and she’s looking forward to some more. The information is on the Maverick website along with aerial views of the various locations.

Jack Griffin is still wondering how we managed to shoe horn people’s choice voting in between the storm rain deluges at May at Mayo’s last weekend. There were 11 cars that cleaned up and braved the questionable weather in order to win one of the coveted 1st Place certificates he and Frank Briggs brought. They had a certificate for each of the model classes and had a car in almost every one. In his spare time (between the Cooper event and other things) he will look at the past Concours write up’s that Bob Bianconi did a couple of years ago (has it been THAT long Bob?). Maybe with Tony’s help Maverick might yet become a Concours region.

Linda Bambina came specifically to talk with Teri Davis about Round Up, but.... ummm, it seems Teri and Charlie got involved with a house project and forgot to come. oops. So Linda and Teri will converse by phone and have a report next month. Not to be daunted by postponing her main subject matter, Linda launched into a Maverick Parade Promotion thing. What shall we do? Promote going to Parade? Or dress up Mavericks that are already GO-ing to Parade? Or tap on those that are registered and make a plan?? Linda likes to PLAN so she’ll do just that. Christy will help with a t-shirt idea. Jan, while taking the notes for vacant Lisa, prompted the region to think about and DO some submissions for the National Parade awards. Oh, and we have Slipstream Advertisers too.

Wendy was muttering about which hat to start with so just jumped into reading a Thank You note from Jean Frick. Jean had surgery which ended up with some complications yet still managed to make it to May at Mayo’s a week after being released from the hospital. We had sent her some flowers and she was most appreciative. Wendy said the Maverick Directory (hat #2) is done and she will get it in the mail to those who requested and paid for it. Hat #3 reported that May at Mayo’s had 77-78 people even with the rain. The 7 walk-in’s made up for the 10 rsvp’d no shows. Continuing with the Social Hat she’s working on the Father’s Day Picnic at Michael and Michele DeJong’s home. They have a pool (yea) so that means no glass of any kind. If you want beer or wine, you’re welcome to bring your own but please – no glass. Then moving on to plans for Founder’s Day, yeah it’s in November, but the thought still needs to start now. We all agreed that the DFW Marriott and Casino combo that we enjoyed so much last year was still a good thought for this year. That launched into a discussion on the various degrees of Black Tie vs Evening Attire vs Cocktail Dress. Stay tuned, it will be dressy no matter which wording we decide on. Hat #4 was a report on the Club Race which is looking great. Current registration already has more racers than our minimum requirement and we’re still over two weeks out.

Now she’s done and Richard is ahead of the game with Slipstream articles and ad planning, so we move right along to Bryan Bell. He has insurance for the May events except he missed the Rally because it was not on the website calendar. Christy will get Denny to fix that and Robyn Howard will send calendar procedures to the board. Travis Howard is ready with the plans for the Time Trial at Motorsport Ranch next week. He’s two short of the maximum number of entrants so is very happy with that. He and Robyn had gone to the Hershey Swap Meet and had lots of stories about that. However that didn’t really have anything to do with the Board Meeting.

That finished the trip around the table so we started over with Clint mentioning that there are two Tech Sessions planned in May, but we need to have some more in the planning stages for the rest of the year and who was doing these. This thought moved into getting new people involved and training and the positive or negative value of arm twisting vs a “help wanted, sign up here” sign. Mike ended with suggesting building a list of the things that go on with a one or two line job description. He will start the list and adjourned the meeting.

---

**Time Trial #4**

**Sunday June 14th**

**Developing Drivers:**
Full instruction available
Loaned helmets are available
Head socks are available for sale, or bring other cotton helmet liner

**Safety Inspection:**
Will be done on site from 6:30 to 7:25am

**Registration $50**
Pre-registration at
www.clubregistration.net (see registration for details)

See our web site at
http://mav.pca.org/Events/AX.asp for information, or contact the organizer, Bryan Bell at
TT@mavpca.org OR call 214-789-6895
Hi I’m Alicia. With help from Lisa, Wendy, and Christy, my husband forced me into the Autocross School. I guess they say, “Those who play together stay together.” With that being said, I was very nervous about going. I had never done anything like this before and I didn’t think it would be all that fun. How fun could it really be to go around a group of cones. We had just picked up a 944 turbo 3 weeks before the event. I’m usually the passenger and Marty is the driver and I haven’t driven a stick lately. I had only driven the car around town, and had yet to get it into full boost. Marty just kept saying don’t worry about it and have FUN! I’m thinking, what if I spin the car out of control and roll. He just laughs and says “if everything goes wrong... nothing will happen,” more on that later.

I met my instructor Christy who also drives a 944. She was so helpful making me feel comfortable as off to the slalom we went. So it’s left, right, left, right, gas on, gas off, hit a cone here, tag one there, faster and faster. Over to the skid pad, turn, turn, turn, skid off pad turn some more! As the day goes on I’m starting to enjoy the car, it’s just like a big go cart with heat (it was a very cold day). Christy is the best, she’s like “put it on the floor go go go”! This is my first turbo car, it whistles while it works, the more it whistles the faster you go.

The afternoon drive was my first autocross, WOW everything Christy taught me works. I find myself giddy in grid waiting for my chance to run again. If you have not tried it for yourself you are missing out, it’s such a rush. My times get better and better every lap. Christy sent me out by myself, but I could still hear her voice as I drove. As the day ends I’m thinking this thing needs better tires and seats. On the way home I noticed we seem to be driving really slow, but no, we are doing the speed limit it just seems slow after school. I was in bed sound asleep before 9:30 that day. What an adrenaline rush.

It’s time for the Time Trial School. I can’t wait, bright eyed and bushly tailed as we drive back to the ring. Today they paired me with Mike Lockas, also a 944 driver and a very good friend. He and Marty go way back. This course is much faster than the autocross school. It really helped to have two instructors and different ways of doing things. Mike was teaching me threshold breaking to the point I boiled the brake fluid. What I had feared did happen. I spun the car in a 360 degree. I had pushed the brakes and the pedal hit the floor, I kept pumping and the car spun. Mike said just keep the car straight do not turn. After the car stopped and I was done shaking, Marty said, “see nothing happened.” I can now say don’t worry the car will be fine, it won’t flip. Just remember to change the brake fluid before an event. This was my first time to ever spin a car and what a great learning experience, it was a little scary but fun.

At this time I learned what it means to be in the club. My day was done in the 944 turbo with no way to bleed the brakes at the track. But Jan Mayo let me finish the school in her beloved Boxster she calls Zelda, I was thrilled! Jan turned a bad day into a great day! Thank you very much! Zelda is a great car. I like the ABS, and the shifter was a lot nicer than the 944 turbo. Once again school was in. Mike taught the line on TT course number one, wow this is very fast and fun. I missed a few gates, but as the day progressed Zelda kept me motoring faster and faster. In the end I had the best time ever! I had a great time driving home as I now understand why we get up so early on our day off to go play with our friends. I also understand how much fun it really is to go on a course around cones. These schools were the best and I’m looking forward to the driving season with all of you! See you at the track.

**Autocross #1 Results**

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Alicia showing us all what she learned from Christy during the schools.
What It Means

By Richard Diller

A
fter a cold start to the weekend, Sunday’s weather was an improvement. There was a reasonable crowd and we all met the brainchild of Christy Payne and Charlie Davis, which was a challenge. Before I cover the details, let’s talk about why Autocross.

I am sure each one of us has a tale to recite. In my case, I raced a ‘41 Olds in Japan in 1946, with a license at age 14. With no formal training I took on all comers. Fast forward to the late ‘80s when I was introduced to Maverick Region and racing/driving at Mineral Wells. My mindset was this will be pretty easy—let’s give it a go. And then I found out what car control was really all about. Besides what the driver has to learn about lines, braking, cornering, shift points, power bands and such—there are such things as sway bar settings, types of brake pads, tire sizes and compounds, late (hard) braking, heel and toe, tire pressures, how to read a tire face, pyrometers—and the list goes on.

The bottom line is that there is a lot to learn about one’s car so as the car talks to the driver through the seat of one’s pants, hands, eyes, ears, general feel, the driver can read these signals and become one with the car. I found this takes time, practice and determination. Autocrossing is a fairly intense experience; especially, if there are tight corners, slaloms and chicane where the driver must choose an optimum line for his/her car. While walking the course in the morning, one must visualize what he or she is going to do at speed. And then comes the test—does one remember the course at 70 mph when the course cones are coming up like there is no tomorrow?

Experienced instructors are a big help when first tackling the “sea of cones” to get matters into perspective. I think one of Maverick’s strong points is the help that the experienced drivers are willing to give the newcomers to ease them into the experience of driving their car at speed skillfully.

I have seen about 3 generations of drivers in my time and take great pleasure in observing the “blossoming” of new drivers and the kick they get out of a really good set—when the car, in its own language says to the driver “well done”—you got all or nearly all that I can offer! The down side is that the driver may decide to improve his or her car—now the expression of “how fast do you want to go?” and the answer is, of course, “how much do you want to spend?” Many of us have many dimes in our cars by now that have gone down this path.

Now to what we did on March 29. Christy, the Chair, and Charlie laid out a fairly long but challenging course. James Shoffit was hitting on all cylinders and led the way to Top Time closely followed by Ray Kelley, who is relatively new. You know Ray, the guy in shorts in the cold weather—go figure. Wendy Shoffit led the ladies followed by Tannia Dobbins in her sporty car. Everyone got a good number of runs and a chance to practice their skills.

We always welcome the first time drivers and hope that they went away pleased with how they and their cars performed. There are lots of Porsches of all descriptions and other cars are equally welcome. American muscle cars, European makes and Japanese cars all have something to show off.

For the price of admission ($25 or $30), autocrossing provides a valuable introduction into the realm of car control and getting the maximum out of one’s car. This is not a piece of cake as I once naively thought, way back when. I am glad I stuck with it and now feel comfortable driving in traffic in Dallas/Ft. Worth or Houston, with some of the “crazies” that populate the roads, because I think I have learned what a car can do and how it will respond. Good luck to all and see you again soon!

Autocross #1 Results (Continued)

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</tr>
<tr>
<td>94.649</td>
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Photos by Charlie Davis

Chuck McCoy and Wendy Shoffit look like they are enjoying the event so far!

Richard Diller, in his new and improved car, shows us great form as he looks way ahead.

Denny Payne hanging on tight as he maneuvers around a tight corner.
Parade for the The Car-less

by Wendy Shoffit

Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can’t make the trek across the country or if it’s in so many pieces it can’t even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding “NO!” There are many ways for people without their P-Cars to participate and compete at Parade.

One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras. Check out the current year’s Parade Competition Rules (PCRs) for the complete list and start studying your copy of “Excellence was Expected.” Not that there are many questions from there... it’s just fun to read!

Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn’t have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can’t compete alone). We’ll do our best to get you a ride if you can’t bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build your dream team. Even if you don’t win, you’ll have tons of fun trying!

What if you’re artistic and know bubkes about the inner workings of a 944 engine, well then get out your paints, camera, needlepoint, or favorite artistic medium and enter the art show. Believe me, the artists are very serious about their work. Enter for fun or for competition and also enjoy the fruits of everyone else’s labor. Amazing works of art abound.

Are you more into sports than the cars? Come play in the golf tournament against Peter Porsche or compete in the 5K Run/Walk. Get your heart pumping from exercise instead of the purr of the GT3. Whatever it takes.

Would you rather play with toys? Bring your favorite remote controlled car and see if you can beat the 7 year olds out there. Trust me, it’s way harder than it sounds! If you don’t have your own RC car, not to worry... Vu Nguyen always brings loaners. Oh, and try to beat HIM in his own car. That’s harder than beating the 7 year olds!

The Parade organizers are always looking for more ways for people to be able to compete with each other, with or without a vehicle. So, don’t let that stop you from coming to Keystone! You are sure to get your fill of whatever level of competition you desire, while your baby sits safe and protected in your garage at home.
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Sunday Drive - Blue Bonnets

It’s always a great day for a drive with other Mavericks!

The next Sunday Drive is July 12th

Contact Clint Blackman for start location and details at cb3law@sbcglobal.net
The Maverick Region, Dallas and Ft. Worth, Texas, graciously welcomed guests Peter and Sheila Schutz to the 2nd Driver Education (DE) event of the 2009 season on April 25th. Peter serviced as the President and CEO of Porsche AG from January 1981 through January 1988 – a period in Porsche’s history full of milestones and special Porsches.

The day started like every other DE event – with the driver’s meeting. At Motorsport Ranch, we have the benefit of a 2-level club house with chalk-talk rooms on each level. The instructor meeting downstairs, and the students in the larger room upstairs. Peter and Sheila were introduced to each group by Peter’s daughter, Lori Mauthe, who is an instructor for Maverick Region DE’s. After the driver’s meetings, then it’s time for instructors on track – the Red run group, followed by the other groups as we cycle through the 5 groups for their sessions on the beautiful 3.1 mile – 17 turn road course. The April DE boasted the largest student class ever – perhaps due to the anticipation of meeting Peter and Sheila, do you suppose? Thanks to our great instructor participation, everyone was accommodated for the weekend with superb instruction and plenty of track time. The weather was typical for north Texas in the springtime – windy with just enough sunshine to keep everyone happy, for you know what they say – Porsche, Sunshine and Good Friends, what more do you need?

All morning, Peter and Sheila visited with Maverick members from the balcony of the club house overlooking the paddock. They swapped racing stories and got their pictures and owner’s manuals autographed. Peter and Sheila signed copies of their book “The Driving Force”, which is a combination auto-biography, business book, and best of all – lots of Peter’s favorite Porsche stories. They rode around the paddock and visited grid to get the full Maverick DE experience.

Lunchtime brought the familiar and ever-popular parade laps for charity. This weekend was to raise money for the Komen Foundation on behalf of Lori Mauthe, who is again walking the Breast Cancer 3-day in 2 cities this year - Boston and Denver. Yes, 60 miles each to raise money for research and awareness, since ‘everyone deserves a lifetime’. Lori and her dad, Peter, led the parade laps in her 2005 Boxster S sporting the bright pink breast cancer ribbon on the hood of the car. A record number of participants for the charity laps raised over $400 for the cause.

When the track activities were concluded and all Porsches parked, the festivities began with a gathering at the club house for stories of the day. More autographs and ‘bench racing’. A special thanks to Lisa Steele, who arranged for a wonderful catered barbecue dinner – what else, this is Texas afterall. And then - the part of the day we had all been waiting for. Keith Oleha, co-chief driving instructor, gave a fabulous introduction for Peter, setting the stage for a trip down memory lane for many of us, and new adventures for others. For those who lived through the ‘Schutz’ years with Porsche, we never tire of hearing how he saved the 911, how they went racing and won LeMans in 1981, and even some new stories we hadn’t heard about during their magical 7 years.

Sunday morning we all met at the clubhouse for the driver’s meeting again, and we just were hoping the weather would hold. Yes, still very windy, however now the threat of rain. A few drizzles and an early morning shower made for a wet track for the 2nd session. Then the sun came out after lunch and we were good to go the rest of the day. Our instructors did a great job, as evidenced by the many promotions from novice to intermediate class, and others progressing to solo status.

A very special thanks to the DE committee, and especially Colin Graidage, for organizing and orchestrating another wonderful event. We’ll be back on track in the fall for the 2nd half of the season with 2 events at Motorsport Ranch in September and October, and our finale at Eagle’s Canyon Raceway. Bring your friends and family out to try one of our events. The only caution – you may just have so much fun that you won’t want to ever miss another Maverick DE again.
It all started before my dad’s birthday when I ordered him a box of the infamous “Sham-wow”!

May 2, 2009, 7:00 A.M., my alarm went off. 8:00 A.M., I woke up. 8:15, pulling car out of the garage into the misty morning. 8:30, finishing first wheel. This was how Sat., May 2, started out for me. I woke up, had a quick glass of orange juice to wet my mouth, and was off to clean the car my dad and I worked nearly all day on.

To start off, I washed the wheels while my dad lightly washed the rest of the car. Once all the wheels were finished, we sham-wowed the car before bringing it into the garage (getting to use the sham-wows was my favorite part of the day). My dad and I went inside where we had a wonderful breakfast made by the best of the best could beat Bobby Flay in a throw-down, my mom. She made us sausage, eggs, and toast; the typical, yet amazing American meal (especially the way my mom cooks, it should be worthy of the title “Best in Texas!!!”).

After breakfast we went back to work. My dad started polishing the outside of the car while I vacuumed the inside. After about 30 minutes my mom came out and started helping. My dad (the grand general of the cleansing my mother’s car received) put her to work by cleaning the small crevices with Q-tips. Cleaning the car was a hard yet enjoyable experience because my father is very meticulous. Every aspect in the cleaning of the car had to be impeccable. Once done with the vacuuming, I showed the wheels extra care by cleaning them with Q-tips and a special shiner. We all worked and worked, waxing and whipping the wax marks until it was time for us to get cleaned up ourselves. That’s when it started to rain. When we got out of the shower we had to wait a long time for the storm to blow over if we wanted the car to stay clean and shiny. Once we THOUGHT the storm blew over, we headed off, but in the middle of finding our way it started pouring again.

When we arrived at Mayo Performance there were only a few cars there and they were also drenched with precipitation. As soon as we got to a complete stop we got out of the car and began drying it off. Even though it didn’t do much good, I still liked trying. After a while Babe’s Chicken Hut arrived along with more cars (bringing with them more rain). The food was delicious; it was so good I had 6 big plates of cobbler (not to mention the amount I took home)!

At last the Concours was about to start! Once the judging began it went like this: everyone had a couple of sheets of paper and on each different sheet there were different types of classes such as early 911, Boxster/Cayman, and on each piece of paper we would write our favorite car in that specific class. The votes were counted and the results announced. Although I can’t remember every person who won which award, I can remember that Jan Mayo won best Boxster/Cayman (by the way, it’s an award winning car - for sale), and that my mother won best Cayenne (she had the only one). Well, having heard the results, we went around congratulating the other contestants who had won something. Slowly people started to trickle away into the cold and damp night, and very soon it was just a handful of people left, including my family and I who, after gathering potatoes, biscuits, and cobbler, we ourselves headed home.

All in all, it was a pretty good day!!! I had a great time with my family. I would definitely suggest getting a sham-wow. They are so much fun to say and to use! Whenever the next Concours is, I can’t wait for it and to be able to (I think you can guess what I’m going to say) sham-wow with my dad.
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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, E/R or ITA racer. With PCA, you can pick from a number of classes, dependent upon your car.

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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 Istoek and B.J. Jones
What kind of Porsche do you have?
2009 Porsche Carrera 911S

How long have you had the car?
Since March 2009

What is your car history?
I have always wanted a Porsche since I was a very young boy. I have owned everything from 280Z’s to Corvettes along with Trans Am’s, Infiniti G35, Lexus IS, Dodge Stealth, and Camaro’s.

Tell us about your family?
My wife and I just celebrated our 25th wedding anniversary last week. We have 3 adult children along with 4 grandkids….2 boys and 2 girls. We have been back in Texas for 11 years now after moving 5 times in 20 years for work. All of my kids and my wife are born and bred Texans.

What other hobbies or interests do you have?
I am a car enthusiast who tries to attend as many different types of racing as possible. I have seen NASCAR and Indy car at Texas Motor Speedway as well as other tracks. I also attend Indy car in Toronto and Edmonton, Canada, once a year and have frequented drag racing at Ennis and other tracks across the country. My job dictates that I travel quite a bit but I also enjoy it as a hobby along with family activities with our kids and grandkids.

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TRIVIA CONTEST  
JUNE

It’s Easy to Play:
Enter online at http://mav.pca.org or email answers to: Trivia@mavpca.org. Thanks to Jerry DeFeo for putting this together!
Rules: 1 Point per each correct answer. 1 entry per member. Drawing to tie break. Deadline 6/30/09.
Congratulations to our April winner, Jack Ormberget (getting 3 of the 5 correct!)

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

APRIL PRIZE:
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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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Last year we substituted Edelweiss German Restaurant in Fort Worth for the Bavarian Grill in Plano. The experiment didn’t draw the people particularly well. This year we went back to Bavarian Grill (BG) for our German food. The draw was much better. Our PCA members of the Maverick region are centered closer to Plano than Fort Worth. And the BG is better known to our people. We had visited BG every year I have been attending since 2003.

The food and service were excellent. I guess that I have learned how to order from years past. The menu is very extensive and my knowledge of German food is limited. So I chose a dinner and substituted the side dishes that I knew what they were and that I liked. We had a great waitress. She preferred to be called just Smith. Our beverages were served promptly and as often as desired. The food seemed to me to be exceptionally good, yet this was the regular menu. Smith was a lot of fun also. She had to describe some of the menu items for people. In talking with her we learned this was her second job and she is a single mother. This seems to follow the old adage, if you want something done right you assign it to the busiest person you know.

The beverages that the house specializes in are beers. There were a large number of them, I guess about 20. There are mugs hanging on the walls. These are there to memorialize those customers that have ordered at least one beer of each kind. We found a couple of our members had these mugs for there participation. Some even had multiple mugs which signify they had been through the list of beers more than once. I guess this is another reason BG draws as well as it does. BG is and was a popular waterhole for some of our people. An interesting point came to my attention. I noticed that one of our families had both father and son with these mugs on the wall. Now this seems to me to be a sure fire way to promote bonding within the family.

We had a special treat that night also. One of our members plays the accordion with a German group. He not only brought and played his accordion but wore German type clothing. Notice the picture of Rich Keesecker. He is a member of STV Almrausch. We hope to have him and some of this group play at one of our socials later in the year. My wife is trying to have them go with us to the Huffaker Hughes Hope House (Hope Shelter) for the annual Christmas party. I feel pretty sure these children have never heard nor seen this type of entertainment. It would be a real treat for them even if they see only their authentic dress.

As I mentioned earlier our attendance was very good. While I didn’t take a count I would guess that we had 30 to 40 Mavericks in attendance. The new members in attendance included Martha Wood, Doug Edney, and Laura Weedon. Brandon Hale had been an active member but it was some time ago (about 10 years). Dee Lersch and husband John have temporarily moved to New Mexico where John is on an assignment. Dee was there and it was a nice reunion.

The upcoming Happy Hour is in Fort Worth at Joe T. Garcia. This has been a popular site but we haven’t been there in a couple of year’s time. I learned how to make a reservation so we are trying this location again. The following month we are going to Abuelo’s in Lewisville. This is an upscale Tex-Mex place. Last June we were there and so were over 30 Mavericks. Try not to miss either of these venues. They both are very popular.

See you soon.

Rich Keesecker the entertainment of the night!
Finally, a Pharmacy for your Porsche!

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Convenience.
We are conveniently located near the intersection of Stemmons and LBJ Freeways in Dallas. We offer emergency towing service 24 hours a day and have arranged for special rental car rates with area rental agencies. Come by for a visit between 7:30 a.m. and 5:00 p.m. Monday-Friday, or call for a service appointment.
Welcome, New Members!

You have just joined one of the best and most active PCA Regions in the country! Some clubs focus solely on social events, while others focus on just show and shine concours events. Maverick Region is a club that focuses on providing our members with the tools necessary to have the ultimate in driving experiences.

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

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<th>20 Years</th>
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For sale: 1984 Carrera 3.2L, 103K miles. Guards Red/black interior with recently recovered power seats from a 930. Truly runs great. All options that came on the car when new still work, power windows, sunroof power mirror, cruise control, AC. Known issues: Paint has some rock chips and scratches (just in a couple of areas). Headliner has some tears. Dash has small (1”) crack by defrost vent. Upgrades: All new brakes w/SS brake lines. Optima battery (red top). Uninstalled new headliner. Custom stereo. Replaced all shift bushings, including the shift coupler. Replaced/Rebuilt the front bearings. New headlights. New tires (Sumitomo HTR+). Bentley Manual. Denton, TX cmb810@msn.com or 972-365-5307 $16,500 (1)

For sale: RS America. VIN# WP0AB296XPS418159. Grand-Prix White. 123K miles, most highway. Exceptional driver in excellent condition, non-smoker, garaged. Attended the last 9 Porsche Parades and maintained by RUF Autocentre and Mayo Performance, records are available. Early production car w/factory 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 calipers and crossed drilled rotors, adjustable sway bar, cup muffler bypass, corner balanced & lowered to Euro RS ride height, front protection bar, factory wheels 8x17 front & 9x17 rear, Advan Yokohama tires, splash guards, Alpine mp3 & ipod compatible radio, tinted windows, and head light up grade. Wonderful daily driver and great fun to AX. Asking $38,500. Includes original set of front 7x17 wheels, OEM parts and spares, plus car cover. Fred Stubbs,(432) 682-2044 or porschenut964@sbcglobal.net (1)

For sale: 1989 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 seats and a sunroof. A stock example of a fine sports car. You will not be disappointed in this car. Asking price is $26,900.00 ask for Bill or Chris at (972)317-4005 or Clchambers@fifthgear.biz, (3)

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For sale: 1989 Vintage Luke harnesses, blue, for vintage-correct display purposes only. Not for racing. Dave Curtin, 214-808-2440, davec944@earthlink.net (3)

For sale: 1994 Turbo parts, Porsche Motorsport/Koni dual adj. front struts w/progressive rate springs, Motorsport/Koni dual adj. rear shocks, Weltmeister f (30mm) & r (19mm) sway bars, rear torsion bars (26mm), BBS 16” wheels (8, 8 1/2, 9” options), H2O expansion tank (new), rear towing tie-downs (new), exhaust parts (manifold-2 piece, turbo down-pipe, cat pipe (welded-in bypass), muffler pipe (welded-in straight pipe). Can email parts list/pics. Dave Curtin, 214-808-2440, or davec944@earthlink.net (3)

For sale: 2002 Carrera C4S, wpozaa29912623410. Seal grey metallic/graphite grey. No dents, dings, scrapes or scratches. 5k, one non-smoker owner miles. Zero track days. “clear bra”, Lo-Jack, certificate of authenticity, advanced tech package, surround sound with 6 pack CD, colored crest wheels, lumbar support leather seats, floor mats, carbon trim package, gel cell battery. Always garaged. Your choice of new rubber mounted and balanced. $47k. Carl Amond, 817-481-8371 or carlamond@verizon.net (3)

For sale: 2003 Porsche 996 Silver Coupe, Grand Am GS built by TRG for Krohn Racing. Four races old. Lots of spare wheels & tires. New engine and transmission. $44,500. Tom Mitchell 800-418-8562 ortemch8563@yahoo.com (3)

For sale: 1990 Carrera 2 Cabriolet 964, Pristine 5 speed, 56k original miles, white/navy, linen leather interior, chrome wheels, one owner, always garaged. Has never seen snow, purchased new and has remained in Dallas, serviced by Park Place and Boardwalk, all maintenance records, drives great and is a real head turner. An exceptional ride! $25,000 firm, Maverick member: chris.smith.m@gmail.com (3)

For sale: Grant removable steering wheels, keyed locking system for security & wheel removal. Includes two steering wheels, one with 3” extension. Dave Curtin, 214-808-2440, davec944@earthlink.net (3)

For sale: 1996 BMW 328i, dk blue 4-dr sedan w/110k miles. Manual 5-spd, 6cyl, 190hp/210ft-lb, 19/27 mpg. Leather, sunroof, Harmon Kardon factory am/fm/cass/6cd stereo, full trip computer, dual zone auto climate, abs, cruise, alarm. Tires, battery replaced in last 12 mos. Clean, reliable, well maintained by German European Imports in Plano, no pets, non-smoker. Driven 10 yrs as 2nd owner, all records. Power and manual transmission too much for my new teen driver. $4,500.00. Call 214-986-5430 for more information. (1)

For sale: 1967-1973 Porsche 911E, 911S, or 911T, Coupe or Targa. Have owned several in the past, now looking again. Serious, cash buyer. Email me at evesteinde@yahoo.com or call at 214-728-1878. (2)

For sale: 2002 Carrera C4S, wpozaa29912623410. Seal grey metallic/graphite grey. No dents, dings, scrapes or scratches. 5k, one non-smoker owner miles. Zero track days. “clear bra”, Lo-Jack, certificate of authenticity, advanced tech package, surround sound with 6 pack CD, colored crest wheels, lumbar support leather seats, floor mats, carbon trim package, gel cell battery. Always garaged. Your choice of new rubber mounted and balanced. $47k. Carl Amond, 817-481-8371 or carlamond@verizon.net (3)

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