It gives. You take. It’s the perfect relationship.

Engineering at its absolute finest. The ability to take on everything the road can throw at you without a glint of sweat. This is the new 911, totally reengineered at its core to connect with you at yours. Its new optional Porsche Doppelkupplung (PDK) allows for incredibly fast shifting, and the new Direct Fuel Injection (DFI) system not only increases the engine’s output but conserves more fuel. Now your every whim for power, and the ability to control it, are answered in mere milliseconds. Experience this amazing relationship for yourself by visiting Boardwalk Porsche today for a customer service experience that is second to none. Porsche. There is no substitute.

The new 911.
Experience the reengineered legend at Boardwalk Porsche.
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June 2009

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18 Happy Hour
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29-04 PARADE 2009

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

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Carey Spreen pushing
“ELFER” @ AX #1

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My friend, Wayne, is pretty anal about keeping his car clean. He will spend days making sure everything sparkles! Too bad Wayne is not a Porsche guy. I think he could give some of you concours guys a go of it. Then there is my brother-in-law, Dan. Dan keeps his truck “Colorado clean.” That means his truck gets the $3.00 wash at the gas station twice a year, and in between washes, he drives his truck through the puddles to knock off the big chunks of dirt. He uses a leaf blower to clean the inside. I fall somewhere in the middle and that’s not good enough for a Porsche guy.

With the help of my buddy, Hans Hoffman, and RUF Auto Centre, everything changes. Hans and I were talking about how my poor 1999 Boxster seldom gets a good wash job and has never been detailed. We came up with a plan. Hans is going to have his team detail my car so I can enter it in our first concours event of the year, and I am going to write a check to cover it. Here’s the catch: Hans has to tell us what it took to get my car concours ready, and I write the check to The Huffaker Hughes Hope House. Everybody wins but poor Hans, but it might be kind of fun and it helps our favorite charity. If my car gets an award, I will double the size of the check.

I want to thank Bryan Bell for covering for me last month. We went on a pretty cool vacation. We flew to Buenos Aires, and cruised around the south tip of South America, ending in Santiago, Chile. One stop was The Falkland Islands, where we went on a pub-crawl and hit 6 out of Port Stanley’s 7 pubs. We had so much fun we hit a couple of them a second time. Another unique stop was a day in Antarctica. Boy, talk about desolate! But beautiful. My wife, Judy, has one more continent to make all seven. I think we are going to Australia soon.

Slipstream will get a new feature soon. We haven’t worked out the details yet, but the plan is to recognize a special member each month. You all know lots of them. They are the members who are always going above and beyond to make their community, church, charity, or our club special. So give one of us a shout and tell us about that special person.

There are four beautiful women I would like to say a special thank you to. Jan Mayo, Lisa Steele, Wendy Shoffit and Tracey Gross. If you have been to even a couple Mav activities you probably know them all. They have been a godsend to me and have been doing awesome things for our club for years. They really exemplify “it’s not just the cars, it’s the people.”

See ya soon, Mike.
Maverick Region invites you to

Rally Around Italy

Italy, Texas, that is...

Join us Saturday, May 26, for a Photo Rally

The Ottawa Miglia

aka 80 Miles; we don't have time for the full 1000...

Meet us at 2pm at the Carl's Corner Fuel station
I-35E exit 374, about 25 miles south of Waxahachie

Entry fee: $10 per car
This is a Photo Rally, no stopwatches required, just a couple of
pairs of sharp eyes!

Please RSVP, by email to rally@maupca.org
Or call 817-422-3480

May at Mayo's

Saturday May 2nd

Concours! Staging: 3:30pm
Judging: 4:30-5:30pm

Free Entry!
Please vote to have
"Casual" or "Serious" judging...

http://tinyurl.com/surveypcaconcours

Dinner 6:00pm

YES!!

THERE WILL BE A RITA MACHINE!

$20 per person
See Mayo Performance ad for location
RSVP by Monday April 27th at www.registration.pca.org or socials@maupca.org or 972-506-7449

Polish up and show off your Porsche
## 2009 Maverick Region Board - Officers & Chairs

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<th>Position</th>
<th>Chairperson</th>
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<tr>
<td>President</td>
<td>Mike Brodigan</td>
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<td>Vice President</td>
<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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Mike Brodigan enjoys the Maverick social events, and is a Lotus Racing 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 (Choucney).

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

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.

### Position
- **AX Chair**: C. Dominick
- **TT Chair**: Travis Howard
- **AX/TT Registrar**: Andrea Bell
- **AX/TT Rules**: Charlie Davis
- **AX/TT Safety**: Chuck McCoy
- **AX/TT Schools**: Bryan Bell & Lisa Steele
- **AX/TT Tech Insp**: Jeff Herrmann
- **AX/TT Timing**: Darron Shaffer
- **Club Race Co-Chair**: Joel Nannis
- **Club Race Co-Chair**: Bill Miller
- **Club Race Ads/PR**: Lori Mauthe
- **DE Chief Dvg Instr.**: John Sandusky
- **DE Chair**: Colin Graidage
- **DE Registrar**: Joel Nannis
- **DE Safety**: Bob Benson
- **Email List Modr.**: Bob Benson
- **Goodie Store**: C. Dominick
- **Happy Hours & Mentors**: Monda Hanna, Mike Lockas & Bob Lewis
- **Membership**: Joel Nannis
- **Past President**: James Shoffit
- **Public Relations**: Tracey Gross
- **Rallies**: Carey Spreen

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## Please help us to keep growing!
Now we’re talkin’... I mean Drivin’! If you haven’t made it out to an event yet this year, there is still plenty of time to do so. Everything is getting wound up for a fun filled year. This month is packed with everything under the sun from the fast and furious to the laid back and cool to our wonderful social events to a trip around Italy! And if you can’t find time to attend an event, make sure you at least enjoy your Porsche and it’s heritage. There are even neighboring regions that have extended an invitation to us to join them. 1. Longhorn Region’s (http://longhornpca.org/) Annual Fiesta Challenge event on May 15 & 16 in San Antonio. 2. Carrera Region’s (http://carreraregion.org) Texas Two-Step Driver Education at Alpine, TX also on May 15 & 16. Both promise to be a great time.

I hope you are enjoying the pages of Slipstream as much as I am and are finding the changes positive. This month alone we have added a new member spotlight and if you are a golfer, make sure you send Tracey your feedback. I am on a mission to bring you a better issue each month and hope to hear any and all comments or suggestions. As always, you can reach me at editor@mavpca.org.

Richard Bradley, Managing Editor
My family currently owns three Porsches, and I’ve made several modifications to my GT2: a DME re-flash and headers by FVD, intercoolers and wheels by Champion Motorsports and exhaust components by CMG Racing just to name a few. All of these modifications were done by Park Place, and together provide around 650 horsepower. The power in this car isn’t explainable until you ride in it.

My favorite upgrade is the exhaust; the sound is glorious. I go in the garage at night and just start the car to listen to it run for a few minutes. My wife Valerie thinks I am crazy.

I most enjoy Porsche’s racing heritage and I’m amazed at their engineering abilities. I believe in the tradition, longevity, and quality. What I appreciate most about Park Place Porsche are the people. I’ve come to know many of the service managers at the front, and also enjoy talking with the guys who work on the vehicles in back – that’s not something you typically get to do at a dealership.

Everyone is knowledgeable about the brand, but more specifically about my cars. They know me and always do a quality job. I have recommended Park Place Porsche to many friends because they make it very easy and enjoyable to do business with them.
What a night! This Board Meeting was just filled with so many happenings. First, a strange man came running through the Country Club screaming that he had just run into this beautiful blue “Porch” and that it no longer had a passenger door. We determined that this must be Jan’s gorgeous Cayman S Porsche that this man was talking about and we all ventured outside to see this disaster when at this very moment, we see smoke coming from the back of the Country Club and realize the back room is on fire! Everyone was rushing to get out of the building. We all thought “what else could happen and what is causing all of this to happen on this particular evening?” Well, only ONE thing can explain it…April Fool’s (yes, the Board Meeting for April happened to fall on April 1st this year). GOTCHA!!!

Mike Brodigan (Mr. B) started the meeting promptly at 7:00 with absolutely NO drama at all!

Monda Hanna reported on the Happy Hour at Go~Fish. It was very successful with 43 people in attendance. A couple of ladies even came across town from Ft. Worth. Monda says that Joe T. Garcia’s is coming soon so put it on your calendar for May 21st.

Charlie Davis has some Truxster expenses. He will have the exhaust leak fixed for $650. He will also order 5 more radios that were approved to buy last year, but he just remembered he had not ordered them yet because of all of the fumes from driving the Truxster. Wendy and Jan surprised Charlie with a birthday cake to celebrate his special day. Happy Birthday Charlie!!!

Teri Davis was pleased to announce that Carey Spreen now has ALL the Rally files and radios to make his job run smoothly as the new Rally Chair.

Carey Spreen continues to work on the Rally around Italy, calling it Ottanta Miglia. There might be some photos to help out the beginners. “That’s Amore, Ya’ll!”

Bob Lewis was present, but had nothing to say.

Jim Falgout received money from Autobahn, one of the wonderful sponsors that supported our March DE at Eagles Canyon. Jim says that we still have money. Jim also needs some much deserved rest once tax season is over!

Christy Payne reported that the first Autocross of the season went really well. She will be purchasing a new cooler since the one they are currently using is no longer hinged. Christy also reminded everyone that she has Goodies on-line. Please take a look at all of the cool Porsche items that she has to offer.

Lisa Steele encouraged everyone to consider signing up for the April DE at Motorsport Ranch. Lots of fun with former CEO and President of Porsche AG, Peter Schutz!

Jack Griffin and Frank Briggs announced that the Concours is all set for May @ Mayo’s. Jack wanted some input from the group as to how the Concours should be judged. There are two different ways that were proposed: Critical Judging or People’s Choice. For May @ Mayo’s the judging has been Critical Judging for the past several years. People’s Choice can be done a lot quicker and more people might enter knowing that it will not require as much detail to the car as Critical Judging. Wendy Shoffit is working with Jack and Frank to send out an informal survey to see what the majority of people would like to see in a Concours. Teri Davis also chimed in and asked Jack and Frank to put on a Concours at this year’s Round Up. She suggested that it might be good if participants did not have to detail ALL parts of the car. Frank also showed the group some of his cute art work for certificates for Concours winners at May @ Mayo’s. Bobbie Briggs was also in attendance. Thanks for coming!

Tracey Gross has been sending out letters to New Members to encourage them to attend one of the many events our club has to offer. She is also busy getting together a new column in Slipstream that will Spotlight New Members. I can’t wait to hear all about our wonderful new members!! Tracey is also working on a PCA golf event.

Wendy Shoffit is ready to send the directories to the printer. They will be printed in Black and White. She plans to have approximately 50 printed for $65. She has also been busy getting the brochures ready and they will also be sent to the printers. She plans to print 1,000 copies for $560. These will be in color. As the Social Chair, Wendy reports that May @ Mayo’s is all set with Babe’s catering, a margarita machine, and beer and sodas. The Father’s Day Picnic is still planned for June 21st at the home of Mike and Michele De Jong’s house.
in Colleyville. As the Club Race Registrar, she announced that this year we will be having a 2 day event over the Memorial Day weekend. There will be no races on Monday, so out of town drivers can get back on the road to get home.

Richard Bradley reports that Slipstream is running smoothly and he is pleased that there are a lot of new members writing articles. Thank you Richard for ALL of your hard work and dedication each month on our wonderful Slipstream!!

Jan Mayo announced that Andy Mears has done a lot of cost analysis recently on the publication of Slipstream. Apparently, Slipstream has been regularly sent out to those people who have not renewed their membership for 30 and sometimes 60 days. If we watch this carefully, we could save from $2,000-$4,000 a year.

Travis Howard was surprised at the turnout for the first Time Trial because it was SO COLD. He reported that out of the 34 people who signed up, 31 showed up in the freezing cold weather. Robyn Howard was passed over by Mr. B, but she did not have anything to report. We love you, Robyn!

Bryan Bell reported that AX102 and TT103 were light on attendance. For next year, he is thinking about having AX101 at Pennington, but only doing a 1 day school out at Mineral Wells. Bryan just loves to drive, so if people sign up, he will be there to teach you all he knows!

We were happy to have Mr. B back from Antarctica to run the meeting and finish the meeting by 8:05 (there was a challenge to see if he could finish as quickly as our Vice President did last month). Pretty close!!
Have you ever decided to attend an autocross or time trial school? For those of you that have, congratulations! You’ve experienced a fun filled day and probably felt your car do things that you knew, up to that point, were just impossible.

If not, then a school is a great way to get to know your car, meet other Porsche enthusiasts, and learn to speak a language that only a few understand! We’ve all seen tips on how to be a faster driver (e.g. look ahead, more seat time) but sometimes when the instructor gets in the car … well, strange words suddenly fall out of their mouth! To help bridge the gap between you and the instructor, here are a few terms you will likely hear the next time you attend one of our autocross or time trail events:

- **9-and-3** - Recommended steering wheel hand positions, according to the clock face. Some drivers prefer 10-and-2.
- **Apex** - The area closest to the inside of a corner, the midpoint of the corner. Drivers attempt to “hit” or touch it so maintain maximum speed through a corner.
- **Autocross** – A short twisty, technical circuit marked with pylons usually set up in an empty parking lot or skid pad. A driver must navigate their car in as short a time as possible.
  - If a cone is knocked over, the driver receives a short time penalty. Requires tremendous car control.
- **Both feet in** - In a spin, a driver must step on the brakes and the clutch. This is to stop the car as quickly as possible (by locking up) and keep the motor running.
- **Brake in a straight line** - Beginner drivers are encouraged to complete braking before turning into a corner so to minimize the chances of spinning.
- **Braking zone** - Area before “turn-in” point of corner where maximum braking is completed. A down-shift (or two) may also be required here. Usually a straight line.
- **Chicane** - A sequence of slight, short curves which are challenging to negotiate at speed thus forcing drivers to slow down. Viewed from above, an “S” shaped sequence.
- **Coneitis** - Poor visioning technique wherein drive stares at a cone on a skid pad or at the side of track rather than looking and planning ahead. Common with new students!
- **Decreasing radius** - A corner that tightens.
- **Increasing radius** - A corner that opens up. It requires unwinding steering before the apex. Makes for an easy corner.
- **In slow, out fast** - Exit speed in a corner will be faster if you’re slower at the entrance.
- **Oversteer** - Effect of a cornering car tending to turn in too much. The front tires have more grip than the rear. Occurs when too much braking is applied into a corner or when too much throttle is applied in the middle of a corner.
- **Skid pad** - A large expanse of pavement, often round or donut-shaped where car dynamics such as under- and oversteer may be experienced.
- **Slalom** - A set of left and right turns that are tightly linked.
- **Sweeper** - A long sweeping corner.
- **The line** - An imaginary line around the course that permits the highest speed. Through corners this is the greater arc from the turn-in-point, to the apex, to the exit point.
- **Threshold braking** - Most efficient form of braking in all conditions and all road surfaces. Brake pedal is pressed as hard as possible without locking up wheels or activating ABS. If lock up occurs, the driver must ease off and wait for wheels to spin up to speed.
- **Turn-in** - The area where one begins turning a car to negotiate a corner.
- **Understeer** - Effect of a cornering car tending to travel in a straight line. The front tires have less grip than the rear. Occurs when too much speed is carried into a corner or when great acceleration is applied in the middle of a corner.
- **Unwind** - When a driver begins turning the steering wheel the opposite direction of the corner to straighten the car after the apex. A reduction of steering input. A car tends to do this without driver effort.

David Whitener shows us what happens when a student gets “Coneitis.”

Photos by Charlie Davis

Michael Bush prepares for a practice run at the slalom.
24 Hours of Lemons

By Marty Lumpkin

Welcome back to the race season, cars are being prepped, fluids changed, an overall feeling of a warm spring day fills the garage. I must say for the motor heads like me, Christmas pails in comparison; unless you picked up a bevy of Porsche garb, if so nice try! Still second. While many of us relaxed over the off season I have run 2 events called the 24 Hours of Lemons at MSR Houston. For those not in the know, the premise of the race is to take a $500 dollar car of your liking and with 100 fellow lunatics race for two solid days for a prize of 1500 nickels. The truth be known, we would do it for used gum, but the nickels will work for now.

Our trusty steed cost us $425. It started life as a 1990 mustang 2.3 4 banger with a grand total of, get this, 88 horse power!!! It’s not very often a 914 driver gets to say “that’s all?” But worry not, that was in 1990 after 178,000 miles of little to no care. I’m sure we are at 70 solid hp. The prep time for the Oct. event did not even allow an oil change, we just added a bottle of marvel mystery oil, topped off the fuel and made for the track just as prepared as Custer at Little Bighorn. After just one hour of racing on old 14 inch tires we found ourselves a moving pylon. We borrowed another team’s trailer tires (they were 15 inchers with a 550 tread wear). With this lone improvement we were upgraded to just pathetic.

Our 3 man team drove well enough to finish 36th. The fact that we finished at all should go down as a Red Sea parting event. The only driving experience I have is Maverick autocrosses, time trials and schools and one DE. I have enjoyed many an autocross with the club, and as you know I rarely drive the same car twice (they have me in a 12 step program as all other treatments have failed miserably). The car control I have learned from our events has allowed me to run two full races with no penalty’s, yet still being the team Stig (if you do not know who the Stig is have yourself beaten and watch Top Gear on BBC). My teammates have a combined 7 penalties in two races. Penalties include any contact (punishable by duck taping the offenders together and forcing them to walk to the concession stand and buy the judges lunch), wheels off, poor driving, hitting tires, cones etc, and/or your car losing parts.

The second race was in February. We had time to do crazy things to the car. We added Walmart oil that looked a bit less like coffee, put a 4 wheel disk brake setup from a 96 Mustang, springs from a 98 Mustang, shocks in the back from my 99 Cobra, struts in the front, 17in rims and nice used tires that Dr. Frankenstein would be proud of. For performance, we added ram air (4 license plates welded into a box on the hood with dryer ducting, total cost $2.85. For a small fee we can duplicate one for your 996); but the 4 wheel disk brake set up left us with a 2.76 rear gear in the car. For those of you not into gear ratios during our 0 to 60 times, they gave up on the stop watch and got a calendar. We almost made February! (we would have had it been a leap yr).

Believe it or not the car handled very well, to the point we could pass people anywhere but the straight, which seemed to be forever long. The race started with 97 cars on track. We finished 18th. We had two penalties that kept us from the top 10! I have to throw a shout out to Mark Steele and Bryan Bell. They have both instructed me on the time trial courses. The understanding of racing lines I learned there allowed me to make clean passes on less experienced drivers with ease, thanks! It is amazing what you can learn driving around cones. I recommend everyone try to make it to the events. It truly can make a difference no matter what you are driving, from a $500 hoopty to a GT2 . The 24 Hours of Lemons allowed me over 300 laps on MSR Houston. Our club allowed me to do it well.

So what did you do over the off season? Hope it was fun. I’m on my way to Mike’s house to change the brake fluid my wife boiled in the autocross school!
Parade for the Non Competitor

by Wendy Shoffit

So you say you have no interest in competing in anything Porsche related. Maybe competition is just not your bag, baby. That doesn’t mean you have to avoid the Porsche Parade altogether. Really! Being a type-A competitor myself, I have a hard time imagining not feeling the pull to be the best. However, I know there are plenty of you who just enjoy the ride.

During the week, there is so much to see and do that will never involve a box of q-tips, a rally computer, race tires, or a sharpened #2 pencil. It all starts with the spectacle that IS the Concours d’Elegance. What better way to view some of the most spectacularly well kept cars, historical or current. Imagine... you didn’t have to clean even ONE of them! You just get to stroll along for as long as you want, taking in the beauty that is Porsche.

Toss out the questions for the gimmick rally and just enjoy the journey. The rallymaster will take you through some of the most spectacular roads in the local area. How better to see the roads of Colorado than on a guided path, knowing you won’t be lost? Take your time, stop for lunch, and enjoy what there is to offer along the way. Friends of mine went to Parade a few years ago and decided to have fun while being lost on the TSD rally. Rather than stress about maxing out that leg, they bought a birdhouse from a local wood carver. Made for one of the best TSD rally telling their war stories, cursing that one missed sign, while you sit back and enjoy your stress free view.

Be a social butterfly, if you choose, at all the banquets. Enjoy the local cuisine that is featured. Spend time at the happy hour before the dinners, enjoying just being with the people who share your passion. You don’t have to feel the need to flag them in the autocross. Dinners are always a “No Flogging” zone. Oooh, and the ice cream social is always tons of fun. Enjoy your frozen treat while watching everyone else coming off the TSD rally telling their war stories, cursing that one missed sign, while you sit back and enjoy your stress free view.

Feeling like socializing even when it’s NOT at a banquet? Well, then spend your afternoons in the Hospitality room. Casually check your email in a computer station, find out about the latest tire advancements from the event sponsors, or just sit back and enjoy the free drinks and snacks. Sit there long enough and you’re sure to run into a friend or two or hundred. Sooner or later, everyone at Parade goes to Hospitality. Don’t be shocked to find a margarita party or wine tasting going on there. Those hospitality chairs are always full of surprises.

Everyone also seems to find himself or herself in the Goodie Store, looking for great deals. Current Parade merchandise is there, along with PCA and Porsche stuff, as well. The assortment is always best in the first few days, but the deals are always best the last few. Take your pick!

Add to all this, the local area tours that get set up each year. The Charlotte Parade had a tour bus to take you to the fabulous Biltmore House. Discount tickets AND available transportation... how can you beat it? Don’t feel like leaving the hotel all the time? Well, check out the art show that is usually set up in the host hotel. Our fellow PCA’ers are some amazing artists. Maybe you have a talent you’d like to display and don’t care a whip about winning a ribbon. You can even choose to sell your work of art and contribute to a local charity. It’s up to you.

The past few years’ Parades have also held spectacular Porsche Historic Museum type displays. Brush up on your history, drool a little over the offerings, and simply enjoy being around some vehicles that you may never again get to stand next to. Take your time, it’s usually open several days during the week. Amazing cars abound. Not only are there amazing cars around, but there have been some amazing guest speakers, complete with autograph sessions. Vic Elford, Norbert Singer, and Kevin Buckler... to name just a few. Have you always wanted to meet Peter Porsche? He’s attended well over 20 Parades so far and has no plans to miss them in the future. He’s always so nice and personable and not at all pretentious.

If all this sounds too structured for you, well... toss out the schedule (at times) and branch out on your own. Take in the local sites (even if there’s not a tour offered there), shop in the local stores, and just enjoy the local flavor. Everywhere you look you can find it. Just don’t get too distracted and forget to attend the final Victory Banquet. That’s when they draw for the trip to Germany. While everyone competes for it, all it takes is one little door prize slip with your name on it that you get included with your meal.

So, come to Colorado. Relax with friends and enjoy ALL the spectacular views, Porsche and not.

Hope to see you there! I might just have to take a day off from competing to smell some of the roses along the way.

---

Do you want to be like Lorena, Phil or maybe even Tiger?

Are you secretly harboring the hope of one day joining the PGA or LPGA tour? No worries, your friends here in the Maverick Region are looking into hosting a golf outing and we need your feedback. We would like to plan an outing that will generate the most participation from our members, so please give us your vote on the following and send your answers to me, Tracey Gross at: pr@mavpca.org.

1. Are you interested in playing a Weekday Scramble?
2. Are you interested in playing a Weekend Scramble?
3. Would you be interested in a 9-hole League (on a weeknight after work)?

We’ll gather the info received and see if we can’t get something set up for early in the summer ~ before the heat strikes. Any and all comments are welcome.
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Sunday Drive to Historic Denison

by Cliff Blackshear

What a day. The Braums in East Plano starting place was interesting. I knew when we arrived it was going to be a great turn out of cars. The lot was full!

Clint was out front directing traffic. There we early Carreras, SCs, 930s, many Boxsters, 996s, 996 twins, etc. etc., and we were still looking for a parking spot. John, from Boardwalk, shows up with a PDK 997 (cool, he’s having fun!) Kids in the parking lot asked us “why all the cool Porsches?” We responded “It’s a great day for a Club drive!”

I’m in cruise mode with Kimmi in her pristine 928 S4. We have our cameras and I’ve followed my tech intuition and brought a small bag of tools as well as a PIWIS tester. PIWIS stands for “Porsche Integrated Workshop Information System.” Just in case someone needs help. I can’t help it, that’s my nature. Be prepared……

I do not know what the total number of cars came to that day, but I suspect it was around forty something. After the initial meeting, off we went. First stop was at a Shell gas station just outside Dallas, to regroup and make sure everyone was gathered up and running together. That stop made the day for me. The cars all bunched together, the drivers all grinning from ear to ear and taking pictures. There was a beauty of a white 964 speedster I simply could not stop admiring. An awesome guards red 930, one 993 with license plate’ IX IX 3’, and Kimmi’s S4 ‘Sharky’ all gleaming in the sunlight……….. This is fun stuff. Oh yeah and a 968 cabriolet (cool car)…. Late model 911s (turbo and naturally aspirated), and a bunch of topless Boxsters.

So we made it to Denison and the restaurant where we were going to eat? Was closed (best laid plans eh?) No worries. Clint was stressed over that, but hey - it was a really fun event! For me it was so much about the cars and the owners that just simply showed up and participated.

A real cross section of our membership - generations, in fact! At least one special ‘father - daughter’ ride was a precious life memory in the making, to be sure. Porsche reliability came thru as there was not one car that needed attention…. Pretty cool. I had a blast on my first drive with the Mavs.

I want to call out all you early 911, 356, 912, 928, 924, 944 and 968 owners. Get that car out of the garage and let’s do a really big driving event together. How cool would that be? I might pass out from sensory overload! Havin’ Fun! Cliff ♡
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Join the Maverick Region PCA for a weekend of racing on May 23 and 24 at Eagles Canyon Raceway in Slidell, Texas.

For Club Racers, the event includes a Fun Race, Sprints, and a 60-minute Enduro. The Drivers’ Education is on the same days and is for solo drivers only. Saturday night we’ll have a Texas-style dinner for the racers and DE drivers.

Registration opens March 23 at register.pca.org. Mark your calendars and check mav.pca.org for details.

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

Don Istook and B.J. Jones
What kind of Porsche do you have?
It's a 2003 Carrera 4S Coupe, manual gearbox. I like the body combined with the all-wheel drive chassis which gives fantastic road holding.

How long have you had the car?
I bought my Porsche in July of last year at Boardwalk; a certified pre-owned as good as new!

What is your car history?
I'm French and in the 90s I spent 7 years in Le Mans, just 15 minutes from the Bugatti circuit. I haven't missed any edition of the « 24 heures du Mans » and my passion for racing cars arose from this time.

In October 2007, I was invited by Mercedes AMG to attend a driving education at the Hockenheim circuit. After this very exciting experience I came to the decision that I needed a sports car!

Tell us about your family?
My family joined me here in July last year after school was out, and they definitely enjoy life in US. Veronica, my wife, is a cordon bleu cook so each meal is a memory of France! Antoine, the oldest, was born in Le Mans and he has never missed an opportunity to come with me to see a race. He has a passion for cars and he is very knowledgeable about sports cars. Mathieu is 15 years old, he is 6’5” and he wears size 16 shoes... he plays basketball! He just joined AAU and his goal is to become an NBA player.

How long have you been in the DFW area?
My company gave me the opportunity to work abroad, so I moved one year ago straight from Paris to Plano.

What other hobbies or interests do you have?
I love motorcycling, we have travelled extensively in Europe with our BMW. I love Italian motorcycles and I still have a Ducati 1000 SS in France and I will get a thrill out of driving it again when I find my way back to France.
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Rules: 1 Point per each correct answer, 1 entry per member. Drawing to tie break. Deadline 5/31/09.
Congratulations to our March winner, Cyril Reif (getting all 5 right!)

Answers: 1) b 2) c 3) c 4) c 5) a

APRIL PRIZE:
$25 Gift Certificate to:

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1. In 1974 Porsche ran a two page Centerfold Advertisement that showed three cars: a 917, a 911, and a 914. It had the price for all three below the picture with a short description of the car and its list price. The 911 was $9,950, the 914 was $6,050; how much was the 917?
a. $78,000  b. $89,050  c. $108,050  d. $143,000

2. Porsche has really modified their engines for the 2009 models. The base Boxster is now 2.9L vs. the 2.7L that it had before. What is the 2009 Boxster S’s engine displacement?
a. 2.9L  b. 3.2L  c. 3.4L  d. 3.6L

3. There is much talk about Hybrid Cars nowadays including Porsche. Which Porsche Engineer earned the first patent for a series-hybrid concept and in what year?

4. The Porsche museum is now open!!! It will cost you 8 Euros (about $10) to get in. How much did it cost to build?
a. $85M  b. $102M  c. $128M  d. $141M

5. This same Museum was considered to be a very prestigious project. How many different Architects bid on the job?
a. 35  b. 56  c. 98  d. 170

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March madness came together for our March Happy Hour at Go Fish restaurant. Even though we had a few bumps in the road, the return to Go Fish was a hit. We had over 40 people in attendance with our distance award winner going to our very own Alan Lage, in town from Mainz, Germany.

Go Fish has always been a very popular location for our happy hours, but this was our first event at their new location. The restaurant has a modern look with a 60’ waterfall as a centerpiece. We were given a private room on the second story for our members to mingle and discuss everything from basketball, Stars hockey and of course Porsches and Maverick Region activities. Clint Blackman and his wife were there promoting the upcoming tours, Monda spoke about the DEs, and Mike discussed the Autocross and Time Trial series to those that were interested.

We had many new faces in attendance including Francine and a friend who traveled in from Fort Worth. Another new member couple, Rich and his wife, purchased Mike Lockas’ dinner when he wasn’t paying attention. He owes them one at another Happy Hour or event.

We are looking forward to our April 16th happy hour at another favorite, the Bavarian Grill in Plano for some great German food, and our May 21st Happy Hour at Joe T. Garcia’s in Fort Worth. Joe T’s is a great place and very hard to get reservations for our group, so please come out and enjoy this unique place.

See you all soon, and remember it’s not just the cars; it’s the people that make this club so great.

Happy Hour at Go Fish
by Monda Hanna and Mike Lockas
photos by Bob Lewis

Rick & Cindy Whitman enjoying the evening...

Clara Lewis & John Harvey playing “Go Fish!”
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Meyer, Sherry (Robert)  
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2009 997

Valdivia, Jessie (Lorraine)  
Plano, TX 75093  
2008 911 C4S

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Richardson, TX 75080  
2006 Cayman

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Colleyville, TX 76034  
2007 Cayman

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**For sale: 1979 911 Euro SC,** PCA log book D class race car, 3.0 motor built by Rich Lambert in 06, new transmission built by Buckle Racing in 08 including suspension by Elephant and Smart Racing Parts and J-West shifter. 2-sets of wheels with extra Hoosiers 17”, full cage, AMB timer, too much to list, call for build sheet. Asking $37,500 cannot be duplicated for less, podium finisher, over $100k invested. Will consider trade for 996. Doug Molny 214-686-5930 or dmolny@jimlakeco.com (2)

**For sale: 1986 944 Turbo Transmission,** for Krohn Racing. Four races old. Lots of spare wheels & tires. New engine and transmission. $44,500. Tom Mitchell 800-418-8562 ortcm8563@yahoo.com (2)

**For sale: 1990 Carrera 2 Cabriolet 964,** Pristine 5 speed, 56k original miles, white/navey, 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 (2)

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