Form follows function. And that’s it for following

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

The new 911 GT3

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November 2009

Day November
4 Board Meeting
7 Founders’ Day
7 Detailing Clinic
10 Lewisville Lunch
14-15 Driver’s Education - EC
19 Happy Hour
21 Night Rally
26 Grapevine Lunch

December 2009

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

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

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

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Boy the year has sped by fast. It has been almost a year since I was elected Prez of the Maverick Region! First of all I want to say a big THANK YOU to all the officers and activity chairs that made us such an awesome car club. “It’s not just the cars, it’s the people” still stands as true as ever.

Well, I have decided to run for re-election. I have amassed a war chest full of campaign money, $2.37 I robbed from Judy’s “laundered money” (the stuff I forget to take out of my pockets) and have established the Committee to Re-elect the President. This committee is comprised of myself, my neighbor’s dog, Belle, and my wife. My wife didn’t really agree to join the committee; I just caught her when she was busy with something else and I got one of those “yes dear, whatever” responses. As of this writing, I am unopposed, but that will not deter our efforts!

I do have a strong campaign platform. This year isn’t over yet, but I think it has to be one of the best ever for the Maverick Region. The problem is, I can’t really take credit for any of it, but that has never stopped Rick Perry, George W, or Barack. The following are some of the region’s big success stories.

Our events are incredibly well supported. The club race was a huge success; all of our social activities are well attended, and the driver’s education events are drawing rave reviews. The time trials, rallies, and autocrosses are running strong. We started two new recognition programs: Maverick of the Month, and New Member Spotlight. The Sunday drives have a cult-like following. I think Cliff could stage a bloodless coup any time he wanted to. We also had a re-launch of Round-Up, a great weekend with our Maverick friends. We had a huge contingent at Parade and took home far more than our fair share of trophies and member recognitions. Have you noticed Slipstream now has a color cover, and four additional pages to give our members more value? Last, but certainly not least, is our continuing support of the Huffaker-Hughes Hope House. (More on this next month). Okay, I know I cannot take credit for any of this, and I am serving another year because nobody else wanted the job. It is our Chairpersons and all the hundreds of volunteers that make this club so great. Thanks to all of you for making our region so great, and my job so easy.

Mav of the Month

Congratulation to Lisa Steele, our November Mav of the month. It is kind of hard to talk about all the things Lisa does for us, because she is in there helping with EVERYTHING! It seems that at any of our events, every time you turn around, there’s Lisa with that awesome charm and million-dollar smile. Lisa is our Region Secretary, is responsible for the social activities at DE’s, and is a helping hand with all of our social events. Lisa has been the advertising chair for Slipstream, and is the reining Selcer Award winner for outstanding service.

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

Lisa, thanks for all you do!

See y’all soon, Mike ☎️
Founders Day

Date: November 7
Location: Marriott DFW North
(Hwy 114 and Freeport Pkwy)
Time: 5:30 Cocktails (cash bar)
      & Casino
      7:00 Dinner
Theme: Formal, Black Tie Optional
Cost: $45

Silent Auction & Raffle to benefit
Huffaker Hughes Hope House

Awards & Recognitions honoring:
Club Race, Drivers’ Education
Rallies, Autocross, Time Trial
Enthusiast of the Year (Selcer Award)

Elections

Sign up before Monday, Nov. 2 at
web: register.pca.org
email: social@mavpca.org
or call: 972-506-7449
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 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.

Please help us to keep growing!
What a great month this is going to be! Plenty of events to pick from and then we have the onslot of the holiday season. Are you as ready as I am to put on a jacket and enjoy those brisk morning drives? It has to be one of my favorite times of the year, and it’s not just because I have a convertible, but because it’s time to share with friends and family! Speaking of friends and family, please come spend some time with fellow Mavericks at our annual Founders’ Day on November 7th, our Holiday Party on December 12th, or any number of other social and driving events. Each and every event has as much to offer as you have to give.

From the looks of what is between this month’s covers, everyone is keeping busy coming and going and enjoying our favorite marquee, from racing in California to new cars and babies, to driving the track whether on Sunday or for the fall DE season. And look at the number of New Wheels we have joining us...WOW! Isn’t that amazing? Hope to see each and everyone at the New Members’ Party in January if not before. Keep your stories coming and I promise to get them in print. I don’t always get them in right away, but I promise I will.

You’re the hounds, tracking the hare
Join The NIGHT RALLY
6-9pm November 21st

Full (easy) instructions when we meet:
Premium Outlets Mall in Allen
West side US 75 at Stacy Rd (exit 37)
Entry fee will be $15 per car,
driver AND navigator included (encouraged!).

Please register in advance with Carey Spreen:
rally@mavpca.org or 817-422-3480

November 5
JOHN BARSHEES, PARK PLACE PORSCHE ENTHUSIAST.

PUSHING THE PERFORMANCE ENVELOPE.

My first Porsche was a surprise from my wife. She arranged for me to meet Keith Bennett, my sales consultant, and I had an excellent experience. When the lease was up, I returned to Park Place Porsche, and they again met my needs with no hassle. My current car is a 2009 Cayman S, which is an improved version of my previous 2001 Cayman, and I love it just the way it is.

Park Place does much more than just sell and service cars – they help their clients truly enjoy the Porsche driving experience. We participated in our first Park Place Porsche driving event about a month ago, and it was perfect. It was a rally-style drive through twisty roads that culminated in a wonderful steak lunch. It was fantastic to share the experience with a great group of people who also appreciate Porsches.

All dealers look the same from the outside, but what matters most is the people inside the dealership, and that’s what impresses me most about Park Place Porsche. They make me feel important, and they offer that same customer experience to everyone, whether they purchase new or pre-owned. They’re professional and deal with you in an open, face-to-face, comfortable relationship so that you know you matter. There’s just no comparison to Porsche or to Park Place.

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November 7, 2009
12 Noon till 3 PM

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Guest Lodge
1220 Preston Road, Dallas 75230

Food Sampling From: ROCKFISH SEAFOOD GRILL

November 7
On a cool, crisp evening of October 7th, Mike began the board meeting promptly at 7:00 P.M. He started the meeting with inquiring about the Selcer Award, where it was and when he could get it so that he could award it to someone at this year’s Founders’ Day. I chimed in to let him know that I will take it off of the perfect little wall space in my house and make sure he gets it.

Jan Mayo reported that the advertising is going right along and she spoke for Richard, who was unable to attend the meeting, that Slipstream is going GREAT!

Jack Griffin announced that he had a concours committee meeting and it was decided that they will put on a “detail tech session” at the Cooper Center on November 7th. People can come and learn how to take care of the car before putting it in an actual concours. Steve Pazstor from Tropic care will be on site to help with the detailing.

Wendy reported that Founders Day is moving right along with the help of her committee (Robyn Howard, Andrea Bell, Christy Payne, Jan Mayo, and Lisa Steele). The room at the Marriott will accommodate about 75 people. Looks like it is going to be a fabulous Hollywood Glam theme! Wendy also announced that things are moving right along with the Christmas Party on December 12th at the Campbell’s house. Just as in the past, it is suggested that everyone bring gift cards for the Hope Shelter but it was requested that only Wal-Mart cards be given. Wendy also assured Christy that they could work side-by-side on the New Member Party before she relinquished all Social duties to her.

Jim Falgout announced that “We have money.”

Travis Howard was pleased to say that Time Trials are done! The double TT at Mineral Wells was good with a nice turn out on Saturday. Travis reported that the season went well with no incidents and that attendance at events was about the same as last year. He plans on keeping the schedule of events about the same for next year. Travis also plans on talking with Hans at RUF to sponsor a TT at MSR for next year as well. Great Season, Travis!!

Robyn Howard reported that the Swap Meet at Zims was good. Al Zim gave a 15% discount on parts. Robyn would like to plan two swap meets for next year. Jack Griffin spoke up and said that he would love to combine a concours with a Swap Meet. Sounds like the perfect plan!

It was my turn to talk next and I had two items on my agenda. I clarified a few things that I am responsible for as part of my secretarial duties. First I will be bringing a ballot box and plenty of printed ballots for the voting of the 2010 Officers to Founders’ Day. It appears that all 2009 officers are on the ballot once again for next year. However, there is also space for any write-ins. The next item on my agenda was actually Jim Falgout’s idea. With Hospitality and Social events having so many receipts, Jim thought it might be a good idea to have a debit card for these event chairs to use. After a little discussion, debit cards were approved!

Christy Payne who always has Goodies, reported that the last autocross was WET! Due to the weather and the complexity of the original AX design, the
course was changed. It was a great turnout of 40 people even with the rain. The course design winner, Jarrett Jan, will have his course laid out for the Charity AX. BTW…Congratulations to Denny Payne for getting TTOD on that very wet course!

Clint Blackman is planning a Sunday Drive in Mineral Wells on October 25th. He announced that he has been in contact with a group called Mad Maps. They are a motorcycle company that is going to help out Clint with giving him a 20% discount on all maps. Clint says these are GREAT drives and he very excited to use The Sidewinder Drive though Mineral Wells. On this drive, Clint has also arranged for the group to stop off at The Crazy Water Company for a tour. The Christmas Lights Drive is scheduled for December 13th. Jan spoke up to let Clint know that last month’s Sunday Drive to MSR brought in $300 for the Hope Shelter during the charity laps.

John Hamilton had several items of business. First, he let everyone know that the major dealers in the area will be launching the new Panamera on Oct. 17th. Each dealer should have three on hand for people to try out. Second, John announced that the new brochure holders are at the dealers. Third, survey results from the last DE at MSR were very good with some serious comments and some “wishful” comments. Overall, the surveys showed great ratings of the instructors. The next DE will also be at MSR but will be the 1.7 course going in the clockwise direction.

Bob Lewis reported that the last Happy Hour at Blue Mesa was very nice with FREE appetizers. The next HH is scheduled for October 15th at Uncle Julio’s and the November HH is all set for November 19th at Trinity Hall Irish Pub.

Ed Mullenix reported that the September 5th Tech Session at Boardwalk was well attended with about 25 people. He is planning on doing a tech session once a quarter. Ed is trying to plan a “Do- It- Yourself” session with light to routine servicing with a time limit of about 2 hours.

Tracey Gross continues to do a Fabulous job with the Spotlight on a New Member in Slipstream.

Back to Mike to wrap up the evening. He reported that there were lots of Mavericks at Hallett. Mike would like for next month’s meeting be a “calendar meeting” to get dates set for next year, so I guess this means that our calendar girl, Robyn, will be running the meeting. One last thing…Mike announced that Mav of the Month is….Lisa Steele (big smiles on my face).
Wow. Three days of taking pictures of cars and saying, “wow” almost wore me out.

Have you ever heard of the “The Historics?” Technically the name this year is the 36th Rolex Monterey Historic Automobile Races. They are held each year at the Mazda-Laguna Seca Raceway in California near the end of August.

Fran Ussery, MAJOR car enthusiast that she is, organized our three-couple-entourage (Ussery, Mayo, Bambina) last October in prep for this 3-day August premier racing experience. She found out early on that Porsche would be the featured marque thus creating a “magnet” for our group.

Note the carefully chosen word “Premier” as in outstanding, foremost, amazing. Or, for me, just plain WOW!

I quote from the 112 page, full-color, fabulous photo filled program:

“...a true celebration of the automobile and motorsports. Hundreds of racing cars have been gathered here today so their owners can have some fun and share the pleasure with you.” Owners bring their special Ziploc-baggy “Racecars with a History” from all over the world to shine, show and RACE them once again. While there are 15 Official Races for the variety of ages and classes of cars, there is almost non-stop track activity: warm-ups, practices; Demonstration Laps; & Porsche Exhibition Laps of all kinds. It was also interesting that the Panamera was the Pace Car, and it was always FULL of delighted dignitaries.”

Speaking of delights: the owners were genuinely happy to share the pleasures of their cars in the paddock. They let you get up close and personal, (taking hundreds of photos); even INVITING you to sit in a one-of-a-kind ’52 Jowett Jupiter, so they can take YOUR picture! They regale you with their stories, restoration details, and the racing history of their distinct automotive marvel. They answer questions for three days and are happy to do so.

They indirectly share indescribable pleasures (more wow’s) as they round the “Andretti hairpin,” or take the “Rahal Straight” and then descend the famous “Corkscrew” which drops you into the “Rainey Curve.” We’re talkin’ major craziness here with these million dollar beauties. Since you can wander all over the track the result is more pictures. Suffice it to say, between the 3 cameras in our group, I’m sure we took thousands of shots. I hope you enjoy the ones our Mav Editor chose. If you want to know specifics about the CARS... contact Ed Mayo or Fran Ussery, they have those weird brains that hold like a gazillion details! I just take pictures and watch with my mouth open.
If you look at the two pictures, the first one is titled, The Next One... it was taken in October of 2007. The second picture was taken in August of 2009. The difference between the two is that I did not own the car in the intervening period, until now, and therein lies the tale.

I was 46 when I got my first 911, a gorgeous 997 C2S, Seal Grey with contrasting Black wheels, full leather, carbon fiber, Nav and Chrono, sports adaptive seats, the works. As an added benefit, she came with H&R springs and Tubi Manifolds that changed the soundtrack into a deep metallic bark. Running at high revs through a tunnel with the windows down and roof open is like eating a pint of peanut butter and chocolate ice cream, the taste and texture is immense and you can’t stop... just one more.

I learned a lot with this car, it was my daily driver and it took me back to an earlier passion of youth in the UK, the track. Several DE’s at MSR and ECR took me finally to the white group and I learned a whole lot about the car and myself. I went from road tires, through Cups on separate track wheels, to Hoosiers over a period of a couple of years and learned each step of the way. The same with brake pads as I was taught to explore the monster brakes, and finally had Rick Jordan at Fifth Gear Motorsports fit GT3 control arms on the front which transformed the car. It took the understeer out and made the car very neutral. When you can get the front end tucked in, then you can experience the 911 rotation that everyone talks about.

The rub in here was the title, GT3. One fateful day in October 07’, a Porsche mate and I saw this GT3 and I thought it looked incredible. I had him take the picture above and I placed it on my lap top named, ‘The next one.’ I was determined that one day, I would have one of these amazing cars.

Whenever I came across a GT3 on track, there was no way I could stay with it if it was driven even half decent. I sat as a passenger in a noted white RS and was amazed at how he was able to place the car and adjust its attitude seemingly by will (being highly skilled probably helped). Later, the owner of a nice red GT3 took pity and let me drive his on the parade laps, not a place to explore the limits but a time to deepen the dream and determination.

So earlier this year when I started to look for my own GT3 I came across a white one with red decals and wheels in New York City on Rennlist. These are as rare as a rear end deposit from a rocking horse. I made contact with the owner, Doug, and after a couple of photos it was obvious that it was the very same car that had existed in digital form on my lap top for the last 18 months.

Doug had seen it on the internet shortly after I had and it had the same effect on him as it did me. He brought it from Texas to NY. After 7000 miles, a bunch of DE’s, the addition of carbon fiber seats, Shroth 5 point harnesses and a splendid powder red roll bar, Doug now found himself ready to make the step from road car to race car and sell his prized GT3.

For me, it was a no brainer. The stars had aligned, it was my time to be custodian of this car and after good humored negotiations, she was placed on a truck home back to Texas. The first weekend I took five seconds a lap out of my time at ECR. It’s everything I ever imagined. I’m living the dream. Anyone want a very, very nice 997S...

My thanks to Park Place for facilitating and Doug De P of NY PCA for making the car available and taking good care of her.

Oh, and the baby? That’s Arabella, born May 14th. Marisa and my first. She is the real star of course...
I had an experience on the September Sunday Drive like I haven’t had before. Instead of a nice leisurely drive in the country, we went down to the Motorsport Ranch for a really exciting drive on the track. Wow! What a difference!

After the usual PCA meet and greet time, we went to the briefing room where we talked about the track and how to drive it. This was very interesting and really helpful when we actually drove on the course. My instructor was David Flanders and he is a great people-oriented guy.

After the briefing, we got in the cars and proceeded to the track. Since we didn’t have to wear helmets (yay! no helmet hair), I could easily hear Mr. Flanders as he guided me through the turns, reminded me when to brake, and encouraged me as each lap got smoother and faster.

Even though we were just doing “parade laps” and weren’t “racing,” it was exhilarating just to be able to drive my car on the track where I could hear the engine rev and not have to worry about potholes or traffic lights. It was also great to know that the other drivers were experiencing the same coolness that I was.

The athleticism of the Porsche is indescribable and getting this little “taste” of it on a real track has left me wanting to learn to drive it at a higher skill level. Maybe the next DE!

Thanks for a great Sunday Drive.
Fall DE Season Kicks off at Motorsport Ranch

By Carrie Carrera

After a long hot summer, the first of the three fall DE’s are in the books. We experienced 3 solid weeks of rain leading up to the event. A race at Eagle’s Canyon Raceway, and Drivers’ Edge event had to run in rain-soaked conditions the previous 2 weekends. Rain almost every weekday as well, and some strong storms. So when the sun came up on Saturday morning at the Maverick event, we were thrilled. Except for a very few drops mid-day, the entire weekend was dry.

Well, at least the track was dry with respect to rain from the sky. There were a few places on the track that were still damp, and water draining from the rain-soaked grass ran across the track between Ricochet and Little Bend. This is probably why our experienced instructors didn’t notice that there was another wet substance on the track after a certain spec Boxster sprung an oil leak and dropped considerable oil on the track. Several spun around heading into Little Bend however no contact and mostly no damage to anyone.

The track crews went to work to clean up the oil which was dropped all the way to Tombstone (that’s the name of the turn!!). They were careful to make sure to get all of the oil clean and sweep all of the oil-dry material. We were delayed for nearly an hour, and then got back underway with the blue group. The crews did an excellent job cleaning the track — there wasn’t another single report of a problem as a result of the spill. Our corner worker crew, led by Bob Benson had a relatively calm event after that, with great flagging. We try to have a boring event for them, don’t we?

A huge thank you to our sponsor, Boardwalk Porsche. In addition to being the event sponsor, they also sponsored the Bar-B-Que at the track on Saturday night. Several of our participants carry the name and colors of the local Porsche Dealerships – and it’s fantastic that we have such great support in Maverick Region – we are the envy of other PCA regions around the country. Speaking of sponsors, Yokohama Tire Company had representatives with a shade tent in the paddock to answer questions and show off their latest tires. We have all at one time or another had to go to our friends at Performance Speed Tech (PST) behind the club house — either for assistance with our cars, or to get out of the heat in their great race shop. AJ from PST joined with Yokohama to provide a free set of tires to one of our lucky drivers on Sunday morning.

Our instructor teams were Johnny-on-the-spot on the grid to assist our students in improving their driving skills. We are proud of the several advancements from green to blue, blue to blue solo and a few promotions to yellow group. The advanced instructor team – yeh, those guys in the dark blue shirts, were busy giving the yellow and white drivers a few pointers, and assisting with the check ride evaluations. Jan Mayo, our grid captain, did a stellar job and is training her understudy Lisa Steele for future events – we never noticed the difference. Great job ladies!!

We have a new Driver Education Chairman for our club — although the only way you could even tell was maybe because everything went so smooth? ! ? John Hamilton took over the leadership of this event series for Maverick Region this summer, and has done a fantastic job so far. Survey says… John has added his stamp to the events with the introduction of the hot pink driver feedback forms – I know he made them pink just to remind everyone about the Komen Foundation that Lori Mauthe supports. John is looking for and implementing changes to improve our events for our customers, to keep attendance high.

Sophie, the wonder dog and our mascot, returned for the September DE. Besides keeping the Team 1 instructors in line, she was occasionally seen sucking-up to Mr. Black Flag Joel Nannis on the pit wall. Now Joel is a great guy and fun to talk to, yet you want to see him on the grid side of pit wall, and not in the hot pits because you got 4 wheels off or worse case, experienced a spin. Joel’s kind and encouraging words keep us going safely all day.

By the time you are reading this, our DE season for 2009 will be nearly over. We are coming back strong in 2010 with 6 events for your driving pleasure. Watch for updates and details in Slipstream.

See you at the track!
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- HP, 400 S and S4, 500 Turbo.
- Weight; S=3968 lbs., S4=4101 lbs., Turbo=4343 lbs.
- 0 to 60 times; S-5.2 sec., S4-4.8 sec., Turbo-4.0 sec.

OK, now the specs everyone looks at are above. So what is Porsche giving us here?

I’ve been looking at the pictures given us for nearly a year now. Look at rear shots and it is just ugly. I have no other way to put it. Just awful from the rear is how myself and my colleagues have reacted. Now we all have seen the car for real in the last couple months at Porsche training centers and go “WOW,” it looks nothing like the photos from the rear. Thank goodness. It actually looks cool from every angle.

From my Porsche technician perspective? I look back here. My first “new product experience” from the factory was the 1973 914 2.0 liter. Had barely been working at dealer level for a few months and was still a “wet behind the ears, wide eyed newbie.” Yet had driven many 1.7 914’s, many 72-73 911 T, E, and S cars and mostly repaired multiple used cars (many were not Porsches). Had performed a seat belt recall on a 914-6 (my first federal mandated recall campaign).

We watched the truck driver climb into the 2.0 liter and twist the key. It was so quiet. The 5 million pound muffler (you would have to hold one of the mufflers in yer hands to understand), was doing its’ job. I felt disappointed when I heard it light off. Then I had the opportunity to drive one. Super crisp throttle response, much quicker to the red than any 1.7 I’d driven. It was awesome to drive. All 102 hp. Momentum cars “rock” in my opinion.

Then I watched CIS introduced on 73 911T, turbocharging on 930, water along with engine front/transaxle rear 924, 924T, 928, 928S, 928S4, 928GT, 928 GTS, 944, 944S, 944 Turbo, 944S2, plus amazing durable SC and 1984-1989 Carrera, 964, 993, 986, 996, 987, 997, Twin Turbos, GT3s’ GT2s’, Carrera GT, and finally 9PA (Cayenne, 6 cyl, 8 cyl. and twin turbo 8 cyl.).

So here comes Panamera. I see something that has not really been done before. BMW and Mercedes Benz kinda have a car in this segment. But Porsche takes it to a different level. Strictly 4 people. Rear seating is huge and extremely low to the ground. Low CG was a priority with engineering mandate. Note the tunnel down the middle. Rear wheel drive and 4 wheel drive only. To have more than 4 passengers meant a whole different goal that compromised low CG. Porsche decided to not make that compromise. The interesting thing to me is how much time was spent making sure rear seat passengers have everything that could be needed in a car that achieves some pretty amazing performance numbers.

Folks, this car hauls the mail. Has a suspension system that is on edge, monster brakes and gobs of power. Yet with all that, it is amazingly efficient for its’ size.

Top Speed? 175mph S and 4S. 188mph Turbo. Unbelievable.

Has an adaptive anti-sway bar system that keeps it flat in corners no matter how hard it is being driven. Active Suspension Management. 7 speed PDK.

I have no aspirations to sell anyone a Panamera. It should sell itself or else go the way of the 968 and be the most misunderstood car Porsche ever built. Ask most any long term Porsche technician and they will tell you the 968 was the one car we saw the least in our shop. It was that well thought out and reliable. I can honestly look back at that car and it is just such a shame the way it “died on the vine.” Interesting to me that economics at that time and economics now are so similar when it comes to possible impact on the factories’ offerings. The 928 died during that same period, yet it was just not quite as reliable as the 968. It was however, very well sorted and had so much future promise............ Look at any 928 today. The body style is still “right now.” So ahead of its’ time.

Go drive a 997 Turbo or GT3 and that’s a whole other stratosphere. Addictive pure sports cars that just make yer blood flow at near boiling point. Pull the red in 3rd in a GT3, pin the throttle in 4th and watch how quickly 140 mph + arrives with 5th and 6th left to go. Twitch the wheel and feel the immediate response. Careful with the brakes or you’ll detach a retina.

So here we go again with something new from the Weissach research engineering group.

Cayenne proved to be a sport utility that no one else has even come close to building. Put a Sport Utility Benz, Bimmer, anything from USA or Japan on a track with the Cayenne and see how quickly they get lapped.

I have not driven a Panamera yet. I’ll bet “Nothing Even Comes Close.”

Rambling, full of it as usual, and trying to not early apex in life........
last night we had an unusually cool evening, for Texas anyhow, and as fate would have it, I was free of honey-dos. The girls had gone out shopping and I was dying for a drive in the country. The evening sun was setting over the houses across the street shining right at my west facing garage. As the door went up, the light panned from the floor up and graced my ‘86 911. I followed it up with the chime of “aaaaaa” like the sound of angels from some religious encounter. Oh she sure is beautiful and black, but the light down her curves sends chills down my spine. The visual of many dreams I’d had growing up. “If only I had a black, mid 80’s 911,” I used to think, “then life would be complete.”

I took the Targa top off like a little boy unwrapping a Christmas present. My grin grew exponentially. I slid in feeling the supple leather wrapping around me like a hug from an old friend welcoming me back. It’s good to be with you again I thought. I’ve missed you. She fired up with throaty gurgle. My investment of a new Flowmaster exhaust was worth every penny.

We headed out west down Keller-Hicks road and found our way to HWY 156 North. It’s a wonderful drive through small towns with little traffic and lots of open space. We stop off to watch a plane landing at Alliance airport right over the road. With the top off, it’s a great experience hearing the plane approach drowning out the sounds of the bugs and passing cars. Not far down the road we come up on TMS from the back way. The “Victory Circle” loop around the speedway is a must with its curves and two long straight-aways. I did notice this time that the posted speed limit is actually only 30 mph. What a waste….dare I chance it.

Leaving the speedway we headed again up 156 until we rolled into Justin. Just past the old boot factory, we turned back east on 5th Street. It’s another great winding road with tight corners, rolling hills and pastures of horses. The temperature changes with the sweet smells of the country. All that you hear are the crickets and bugs mixing with the sound of my exhaust notes and the whirl of the squirrel fan in the rear. Shifting through the gears and breaking hard I’m reminded over and over why I love this car. My childhood dreams were not an illusion I created from fantasy, they were a prediction of what was to come. I’ll never suppress my kid’s dreams, however crazy they seem. If you believe, you can make it happen. I live mine every day.

Passing back under HWY35W, the echo of my new exhaust bounces off the underpass and I give it a little rev for the down shift. Everything else is silent, except for my roar. We head north up 35 into Denton and find our way out to the municipal airport. I can remember coming out here when I went to UNT and watching the planes right from the edge of the runway. There used to be an old barn on a dirt road just SE of the airport. In it was a late 60’s GTO left by someone. I used to sit in it and dream about having my own fun car for those cool evening drives. The barn has long been removed and new buildings are in it’s place now. I still have a hood plaque from the GTO hanging in my garage to remember our time together. I think it jumped off the car one day and said “take me with you.” I suppose it wasn’t right, but anyone who leaves a fine car in a barn to die, doesn’t deserve to own it.

Except for the sound of my 911, the airport only rings with insects calling out to the night. We head north again to 380 and east into Denton. Cruising through the campus of UNT I reminisce about my years there. The evenings I sat out under the moon wondering if I was ever going to graduate and dreaming of a night like this without a care in the world. The looks from others who are now following in my footsteps, gaze upon me and my pride and joy. I’m guessing my dream is not just mine.

Heading down 377 and leaving town, the smells and sounds once again give way to the country life. I pass what used to be Steve Probst’s MG repair shop. One of the guys I got to know real well when I had one myself. I ponder the path of life that has gotten me to where I am today. Enjoying a cool evening on country roads, living out the dreams I once had that are now my life. It’s all good.

I love the sound of this car. I love the sound of the crickets and insects in the country. I love to hear the whine of the fan and the occasional sounds of the tires being pushed to the limits of machine and man.

I roll back into the driveway with the grin still on my face and shut her down. The clicking sounds of contracting metal continue as the heat and smell of the engine cut through the cool evening air. Sitting on the driveway next to her, I ponder when the next trip will commence. It’s then that I realize, not once on my 2 and a half hour journey did I feel the need to turn on the radio. The Alpine head unit, Focal speakers and Rockford amp were the biggest investment I made after I acquired my dream car. It is indeed the most unnecessary investment.

Perhaps I’m just getting older, or that I truly believe that you don’t have to mess with perfection. The joy of owning a 23 year old Porsche is not just how it performs, it’s also the very distinct sound it makes. It’s like no other car I’ve owned. I love it.

Until another adventure,
NEW MEMBER SPOTLIGHT: Roger Fitch

by Tracey Gross

We first met this month’s New Member at the July Happy Hour at Mac’s Steak and Seafood. He wasn’t even a PCA member then but came out to Colleyville and enjoyed meeting everyone. He also braved the cold and rainy weather to attend the final Autocross of the season at the TMS bus lot. There he was taken for a “run” with one of our instructors and really enjoyed it.

Roger originally hails from Ohio, but has been in the Dallas area for the past 42 years (arriving via Braniff Airlines, if that brings back any memories). He used to drive a Corvette until he realized he wasn’t comfortable working on it and only kept it detailed. But since he enjoys doing his own repairs and maintenance, a couple of years ago he purchased a 1973 Porsche 914.

Roger is a worker-bee and bought his home as a fixer upper and says the results have been very rewarding. He also enjoys working in the yard and traveling whenever he can. He is the youngest of three kids and sometimes considers his dog, a Whippet, as his child. He’s also been involved with the Dallas AFI film festival since its inception three years ago.

Welcome to the Maverick Region PCA, Roger!
1. According to Porsches website, which of the following is the ‘slowest’ in a 0 to 60 time?
   a. Cayman S  b. Panamera S  c. Panamera 4S  d. 911 Targa 4

2. While excellence may have been expected, one of the following Porsche’s for the street are absolutely horrible on the life expectancy of brake pads. Which one is it?

3. How many different models of some variation of the 911 does Porsche now offer?
   a. 6  b. 9  c. 12  d. 15

4. The new Panamera has an upscale optional audio system. It is made by a company that is famous for their home systems which can cost up to $100,000. Who makes it?

5. Which of the following four items is NOT a well known name for a Porsche specialist shop?
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W e weren’t sure if we needed a boat or a large SUV to get to this month’s Happy Hour. It rained most of the way there, but we did opt for the SUV and arrived safely. There were few Porsches in sight; we can only assume they were left home high and dry – a good decision.

Unfortunately the rain scared away some of the Happy Hour regulars and so we had a slightly smaller crowd show up – about twenty enthusiasts in all. Since this was our first visit to this Blue Mesa, we got a kick out of the entrance to the restaurant – sort of looked as if we entering Hernando’s Hide Away or something similar - followed by a march up two flights of steps to the entrance to the restaurant. It is unique to the say the least.

Dinner could be had free-of-charge by partaking of the free appetizers awaiting guests in an area adjacent to the bar. There is even someone there to prepare soft tacos and fixing’s that would run a few bucks in most restaurants. And if chips are your thing, you could indulge and binge until you were all-chipped-out. Throw in a beer for $2.50 and you’re in almost freebee heaven. No need to move past Go – just hang until Blue Mesa’s Happy Hour is finished at around 7:00 PM and hit the road. Dinner has been had for little dinero.

But, since we were there we did share Happy Hour with all our Porsche friends. It was nice to see and meet some folks who have not been in attendance for quite awhile; past Happy Hour Chairman Dennis Chamberlain visiting from New Mexico and Hank Gaines, Alan & Kay Leibel, and Clint Blackman who had not been to one of our Happy Hours in quite some time stopped by for dinner. So we hope to at least to see them come back on the scene and of course Dennis and wife Brenda are always welcome if they are in town. We enjoyed meeting all of you…. and for some of us who remember, it was a pleasant reunion.

We are always looking for nice restaurants that offer something different and we think the Blue Mesa Grill is that place. They have some very interesting entrees including a very light tortilla soup. Not what I am used to, but I have been informed by the powers-to-be that it is available in many Mexican Restaurants - more of a clear broth with all the usual ingredients. Since it was very light, it made a good starter, leaving enough room for a sizable entrée to follow. A very unique appetizer that we witnessed was the Painted Desert Soup. It really was not a soup at all by popular standards, but an almost even split of black beans on one side and chili corn chowder on the other. Look pretty tasty – maybe next time.

Grill specialties topped out at $15.95 with most other menu items priced in the $10 range - friendly prices for the whole family. One nice touch; Blue Mesas contributes one dollar of every taco sold to a variety of charities. Every month the recipients for various causes change a bit, but it is nice know that this restaurant owner cares and makes such a donation. There are five Blue Mesa restaurants in the Metroplex including; Southlake, Plano, Addison, Dallas and Fort Worth – that’s a lot of tacos sold each month!

Next month’s Happy Hour will be at Uncle Julio’s located at 16150 Dallas Parkway North, Dallas, starting at the usual time of 6:30 PM. We will be able to compare Mexican restaurants back to back– we all have our favorites – and maybe the Uncle’s will be up to the challenge. Then in November we have another new place that surely will be come a favorite for the variety of beer they sell. It is Trinity Hall Irish Pub at the Mockingbird Station. Look forward to seeing you all there.
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We can build on our inventory of chassis’s, or take yours and develop it into the race car you want.

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

Don Istook and B.J. Jones
Well for all of you stuck to the Cowboys game or afraid of a little rain, BOY!!! did you miss out. I’m not going to lie, I love wet course days (I was dropped a few times as a child). No tires were harmed during the event, but rev limiters, on the other hand, were tested on more than a few cars. Horsepower was not required at all, in fact I turned the boost on the turbo down to 6 psi from 16 psi that I normally run on the street (it’s like a poor man’s traction control).

Tires do not seem to make a huge difference on the slip & slide (our fearless autocross chair Christy put a new course together to up the fun factor.) I did note that Chuck had a new set of race rubber that was kicking out the water very well, to go along with his most excellent driving. Bryan “The Show” Bell was working on his new movie Fast & Furious The Bus Lot Drift. I heard but have not confirmed that Denny took top time, even if this is incorrect he was showing well with green monster, street tires and all. I was happy to have clean runs in the morning, but felt brave after lunch turned the boost up to 10 psi and was unable to make another run without looping the car (it would seem it takes about 8 seconds to make a full 360 and get back on course).

My wife ran clean all day! Before the runs she was not happy it was a wet course, after she would not miss a rain day. Alicia took both the autocross and time trial schools this year during the freezing rain so she had learned car control in the worst possible weather. Now that she is closing in on the end of the year I am happy to report major improvements: no cones, no instructor, no DNF’s. I, on the other hand, had cones pulled from the car after the run and as I learned the car will not turn with the brakes locked up, a big DNF. If I had just taken an instructor I would have made the trifecta. It would seem I need to tighten the nut behind the wheel a bit for next year.

As any good club member and car nut would do I brought more new blood to the club. Those who were there may recognize my old Mustang Cobra was out, the new owners (Charlie and his wife Andy) were beating the tar out of the old snake. They shared the car with Mike (who I put pressure on each and every day to get a sports car and play with us). They also came with guests, the little blue S2000 owned by Jason and Misty who is learning to drive the car, but shifts a little soon in a car with a 9k redline. They have been running a few events with the SCCA but enjoyed our set up much better. We will be seeing them in the future, so remember addicts: like share, bring friends!!! I saw a few other new faces including another 944 Turbo. Welcome all; thanks for playing in the rain.

We will have run the last two time trials before you get to read this and no more AX or TT for the rest of the year which means the start of maintenance time. For the first time EVER I still own the same car at the end of the season as the beginning (pause for shock and awe). With a ton of help the car has improved.

For those who have a passion for the older cars it’s been a fun year. The 944 turbo has had a few quirks including boiled brakes, leaking all of its coolant out during two events (sorry, James) one trip home on a borrowed trailer (Thanks, Denny and Christy), replaced the trans with a limited slip unit (thanks to Mike and Mark), new ball joints (big thanks again to Mike Lockas), broken sway bar mount, add one sports seat, chips, boost controller, wastegate, exhaust, tires, etc., etc.
Slip & Slide continued...

While you may think this would be a pain it’s not. And, as for cost even with all I have done I still have less in the Turbo than the cost of a used minivan. So if you need to find me I have to replace the struts and shocks, so there is a chance I will be under the car turning a wrench dreaming of next season.

**Autocross #5 Results - Other Cars**

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**Autocross #5 Results - Porsche Classes**

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Carey Spreen kicks up the rain as he slips and slides around the course.

Ed Gross shows us how he got the second fastest time of the day!
Thanks go to Ken Schnitzer and Paul Berman of Park Place Porsche for offering to host the next Tech Session on Saturday, December 5th. They will have a new Panamera hooked up to the new Porsche Diagnostic Tester to demonstrate its wizardry. There will be other technical offerings as well. It is my understanding that there will be a Panamera there to test drive but you need to call the sales department there for arrangements. At this tech session, we will also include a limited “Do It Yourself” session. Park Place will make two lifts available for members to perform minor maintenance or just look underneath their cars. There will be a limited number of slots available so RSVP to techcorner@mavpca.org with what you want to do on the lift. If you plan to do maintenance, it would be greatly appreciated if you would buy the necessary parts from Park Place. It was exciting to see so many members at the Swap Meet at Zims. I got a picture of the Prez there making a deal and one of my trained attack weenie dog protecting the set of “cookie cutters” that I bought. Nothing makes a do it yourself junkie get that glazed look in his eye like the prospect of a swap meet!

SPELLS, INCANTATIONS, & REPAIR PROCEDURES

Thanks to the members who have expressed interest in the Tech Corner column. I received several emails from you with questions, repair tips, etc. Denny Payne, the webmaster is working on setting up a Tech Corner tab on the Slipstream website to provide our members with a blog to share their wisdom with others.

Ed
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Anniversaries

15 Years

Fogg, William
Lucas TX

November 31
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For Sale: 1964 356 SC Coupe, Rebuilt engine by 5th Gear Motorsports in Lewisville, new fuel tank, new kingpins in front end, new tires, 3 pt. seatbelts installed. Battery box has been replaced and car converted to 12 volt by previous owner. Car is a driver not a trailer queen. It can be viewed at 5th Gear Motorsports in Lewisville. Asking $32,000 negotiable. michaellepping@hotmail.com or call 817-455-0951 (1)

For Sale: 1974 914 2 liter, Marathon Blue Metallic. 69,000 mi. Bought in 1980 with appx 4,000 mi as a 1.8. In 1983 at 10,000 put in 2.0 motor. 1995 entire wiring harness replaced. Typical 914 rust spots repaired or replaced. Various other repairs and replacements that old cars need. Full records. 2009 replaced clutch & pressure plate and new Kumho tires. $8,000 Jan Mayo, cdih@ATT.NET (1)


For Sale: 2001 Boxster S, $14,750 Beautiful Guards Red with black interior. 97K miles. Excellent condition. Recent 90K maintenance completed by independent Porsche shop (who also maintains all service records since I’ve owned this car). Priced with hard top. Also have the soft top that goes with the car (in perfect condition). Everything works superbly, air is cool, CD player, and original owner’s manual. Call 254.338.9392 or email tldobbies@embarqmail.com for more details (2)

Want to buy: 1999 or 2000 Boxster with Tip, Looking for a friend. No Black, burgundy or green. Overall condition and service records are important. Please email: pcarfan@gmail.com if you have one for sale or know of a good one. I would prefer to buy one from a PCA or Porsche Board (forum) member as it seems we take better care of our cars!! Thanks, Rob T. (2)

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

For Sale: 1980 911 SC Euro race car, If you want to run up front with the other Euro SC’s this is the car for you. Raced as 1981 Euro SC PCA E class, club race car. Built from the ground up in 2008. No sunroof car so it is light weight. Engine was rebuilt with new 9.8:1 compression pistons and cylinders this year and has 1500 miles on it now. Suspension was setup by Buckley racing with Smart racing and Elephant racing components so it handles as well as it goes. Car is fully sorted and ready to race. Includes 2 sets of 16” fuchs and various spares parts. Build sheet available upon request. $33K call 214-356-2005 or email mssteel911@gmail.com for more details. (2)

For Sale: 1976 912E, Rebuilt engine and transmission just15,000 miles ago. This is an example of black over black, with cold A/C, and good rubber. Asking $10,000. I just don’t use it any longer. Contact Jerry C Hubbard 214-328-7384 or jerhub@earthlink.net (3)

For Sale: 1978 911SC “Stock D” racecar, Race ready podium finisher. Original unrebuilt 3.0 engine. Transmission rebuilt Nov 08 with 2 races on it. Buckley Racing suspension. 1 set 8,9 Fuchs. Call or email for build sheets and pictures. Asking $19,000. Delivery available within 500 miles of the DFW area. Contact Jeff Frazier 817-781-0959 or porsche737@gmail.com. (3)

For Sale: 1978 911SC non-sunroof “Stock D” racecar, Race ready podium finisher. Built by Buckley Racing. Ft. Worth. Fresh motor and trans by Buckley Racing as of July 08. No expense spared on the build of this car. Custom cage. 2 sets of Buckley Racing lightweight wheels and 1 set Fuchs. Call or email for build sheets and pictures. Asking $33,500. Delivery available within 500 miles of DFW area. Contact Barry Rietz 817-680-0693, barry@airtransusa.com (3)

For Sale: 2008 Boxster S, black/black, 8000 miles, 6 speed, red dials/seat belts, Cayman S wheels, Bi-Xenons, chrome exhaust pipe, clear side markers, Bose, preferred package, Porsche Windstop, auto climate control, Crt of Auth. Orig MSRP - $62.5. Sale price $44,900. Contact Mike at 972-824-4470 or email at mika28@verizon.net. (3)

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