Upcoming Events

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

Past Events

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

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

The new 911 GT3

Experience the premier customer service at Boardwalk Porsche

15% Off Any Maintenance or Repair

Receive 15% Off Any Maintenance or Repair. This special excludes Oil Changes or Tires. Not to be combined with any other offer. Must present coupon at time of write up. Maximum discount $500. Tax not included. May not be combined with other coupons, discounts or specials. Please present this coupon at the time of purchase.
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Go Online for Latest Updates on Events
http://mav.pca.org

October 2009

Day October
3 Swap Meet
3-4 Hill Country Porsch edillo 2009
7 Board Meeting
10 Charity Autocross - TMS
13 Lewisville Lunch
15 Happy Hour
17-18 Driver’s Education - MSR
22 Grapevine Lunch
25 Sunday Drive - Mineral Wells

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

Day December
2 Board Meeting
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

BISD - Birdville Ind School District, NH
DE - Drivers’ Education Event
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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2009 Porsche Club Zone 5 Presidents

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<td>Rene’ Molinia</td>
<td>Lynn Friedman</td>
<td>Richard Martin</td>
<td>Rick Daes</td>
<td>Mike Hamza</td>
</tr>
<tr>
<td>(318) 222-4400</td>
<td>(956) 789-5469</td>
<td><a href="mailto:bromilia@hal-pc.org">bromilia@hal-pc.org</a></td>
<td><a href="mailto:rmmhr@cox.net">rmmhr@cox.net</a></td>
<td>(501) 565-5113</td>
<td><a href="mailto:mhamza1@bellsouth.net">mhamza1@bellsouth.net</a></td>
</tr>
<tr>
<td><a href="mailto:bad968@bellsouth.net">bad968@bellsouth.net</a></td>
<td><a href="mailto:rmj951@swbell.net">rmj951@swbell.net</a></td>
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<td>Louis Lackey</td>
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<td><a href="mailto:jackson@benefitinformatics.com">jackson@benefitinformatics.com</a></td>
<td><a href="mailto:president@hcrcpa.org">president@hcrcpa.org</a></td>
<td><a href="mailto:rmcatee@satx.rr.com">rmcatee@satx.rr.com</a></td>
<td>972-786-6246</td>
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Cover Photo by Charlie Davis
Concours Winners Round Up 2009
My wife, Judy, and I have been married 42 years. I am not sure, but it looks like we might just stand the test of time. We get along great 99.99% of the time. The next story is about one of those times maybe not so much.

Judy had a one-day business trip scheduled for Philadelphia. She suggested that I join her the next day, and we could enjoy a long weekend together and view the sites of the birthplace of our nation. This sounded great, so we booked tickets and we were good to go! She would pick me up at the airport and we would have some fun. Judy is a great navigator. Give her a map and she never gets lost. I prefer to drive, so that is a perfect arrangement. On this trip, for reasons I will only explain in person, Judy had to be the driver and I took on the map reading duties. I hate the way she drives, and she hates the way I read maps. I tend to look at the map to get my bearings, and then “wing” it. As we traveled through some areas that were best avoided, she kept asking when and where to turn, and I kept saying, “I don’t know, but try this way.” Before the day was over, I had thrown several maps all over the rent car, and I heard things coming from that girl I had never heard her say before. The good news is we got over it and had a wonderful time together. I think from now on, I will stick to driving, and let Judy get us there.

This is a great time of the year for the Maverick Region. The Autocross and Time Trial seasons are just wrapping up, but there are still two DE events planned. We are fortunate to have two great racetracks nearby, and we get another shot at both of them. We will be driving clockwise at MotorSport Ranch, and then next month we will be back to Eagles Canyon. Clint has yet another great Sunday Drive on the calendar, and, as always, there are the lunches and happy hours. Now is the time to “save the date” for our Holiday party, and register for our annual awards gala: Founders’ Day. Busy busy.

Mav of the Month

This month, our “Mav of the Month” is Keith Oleha. Keith has been an indispensable part of our DE team for years, he has held the chairman’s job and now shares the responsibility of Chief Driving Instructor. In his spare time he serves as our sponsor’s representative. Keith is also a past president of the Maverick Region. Keith, thanks for all you do!

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

Keith, thanks for all you do!

See y’all soon, Mike
October 17-18 at
Motorsport Ranch

Driver
Park Place
with TWO events!

Sponsors the
Season Wrap-up

Education

November 14-15 at
Eagles Canyon Raceway

Registration details at
clubregistration.net

More information at
mav.pca.org/events/DE
President
Mike Brodigan
H-817-488-8520
C-817-233-0068
president@mavpca.org

Position
President
Mike Brodigan
H-817-488-8520
C-817-233-0068
president@mavpca.org

Mike enjoys the Maverick social events, is a Drivers Education instructor and does a little Club Racing as well. His first Porsche is a 1999 Boxster which he intends to own forever. He also has a track prepared 1989 944 Turbo S (Chouncey).

Vice President
Bryan Bell
C-214-789-6895
vp@mavpca.org

Bryan bought a 1999 966 and joined PCA in 2003 after longing for a 911 his whole life. Then fell in love with driving one! He is active in Drivers Education, Autocross and Time Trial. Bryan works at Digital Print, Inc. located at Motorsport Ranch in Cresson.

Secretary
Lisa Steele
H-214-709-6418
secretary@mavpca.org

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.

Treasurer
Jim Falgout
W-972-669-2370
C-972-345-3009
treasurer@mavpca.org

Joel Nannis
H-972-722-2735
membership@mavpca.org

Jim just joined Maverick Region in August, 2008. He drives a 1992 968 cab and has recently enjoyed several social events. Jim is looking forward to participating in all the driving events.

Position
Chairperson
Andrea Bell
H-817-270-4132

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

Bryan Bell
C-214-789-6895
drivingschools@mavpca.org

Jeff Herrmann
C-254-338-1758
Rider81@embarrmgmail.com
Cari.G.Herrmann@us.army.mil

Bob Benson
H-817-457-8833
bbenson1@airmail.net

Robyn Howard
972-679-0112
red86944@yahoo.com

Clint Blackman
W-214-696-8000
eb3law@sbglobal.net

Travis Howard
C-214-616-6152
TT@mavpca.org
thoward914@yahoo.com

Richard Bradley
C-214-763-5338
editor@mavpca.org

Bob Lewis
972-255-8629
binabob@gmail.com

Jerry DeFeo
972-240-5800
trivia@mavpca.org

Mike Lockas
972-540-0245
mikeldean@earthlink.net

Tannia Dobbins
C-254-338-9392
tldobbins@embarqmail.com

Jan Mayo
H-817-595-4651
C-817-313-9406
ads@mavpca.org

Mark Gluck
C-817-706-9061
mark@markgluck.com

Chuck McCoy
H-972-956-0776
rmc3law@sbcglobal.net

Jack Griffin & Frank Briggs
concours@mavpca.org

Andy Mears
H-214-394-5857
andy@mavpca.org

John Hamilton
C-817-919-0882
d@mavpca.org

Ed Mullenix
C-972-231-5356
techcorner@mavpca.org

Please help us to keep growing!
Is everyone ready for fall? As the weather changes from hot, to not so hot, I look forward to more time in the garage, at our events, or just driving with the top down. Life is beautiful!

A very interesting proposition came across my desk and I thought everyone would love to share their Porsche story with the rest of the Maverick family. This will allow each of us to enjoy each other’s experiences as a whole. “Because the Porsche legend is about much more than sheet metal, a special section of the website will be dedicated to gathering the Porsche stories of owners, collectors and fans. These stories will be featured on the Porsche “Family Tree,” so the world can see the Porsche experience as told through our family. As ambassadors of the marque, Porsche wants PCA members to be on the “Family Tree” first, before anyone else. The story can be anything. The first time you saw a Porsche. The first time you drove a Porsche. The 1,000th time you drove a Porsche. Your first day as a PCA member. And on it goes.... They’ve created a site http://www.panamera.com/#/family-tree where you can add your Porsche story.” Log on and tell the world what it is that makes owning, driving, and/or living with a Porsche a dream come true.

BEFORE AND AFTER DRINKING HEALTHFUL MINERAL WATER FROM MINERAL WELLS, TEXAS

WE KNOW YOU HAVE ALWAYS WANTED TO HAVE A SIP OF THE MINERAL WATER IN MINERAL WELLS. WE ARE GOING TO "TAKE THE WATERS" AND DRIVE THE SCENIC ROADS AROUND THIS OLD TEXAS TOWN.

PLEASE MEET AT THE WHATABURGER OFF 120, WEST OF FORT WORTH AT EXIT 418, WILLOW PARK (JUST WEST OF THE 120 / 130 JUNCTION)

PLEASE RSVP TO CLINT BLACKMAN SO HE RESERVES ENOUGH "CRAZY WATER": CB3LAW@SBGLOBAL.NET

SUNDAY DRIVE TO MINERAL WELLS
SUNDAY, OCTOBER 25
1:30PM

Welcome to Mineral Wells
Home of Crazy Blocks
I've bought a lot of cars over the years, but this is the best experience by far – so much so that I drive out of my way to come to Park Place Porsche. It all started with the sales person, and now I'm on a first-name basis with Jason, from parts, and Kevin, my service advisor. Both check in on me all the time, making it feel like a family experience.

They're as excited as you are when you get your car. This is my third Porsche and my baby. The 997 turbo is a tremendous car, but I wanted to find some way to make it unique. I started with the wheels. That made a great look for the car and changed its entire personality. That's when I first met Jason. We spent a lot of time talking about the engine and potential modifications for it; three weeks later, I was back for the performance upgrades we had discussed.

My favorite engine upgrade was also the first one we did: the exhaust. The flow is a lot cleaner, a lot faster, and it sounds great without taking away from the Porsche engine sound. We also changed the headers and added four other upgrades that improved the performance, bringing it from 480 hp to well over 600 hp.

I wanted top-quality, so we used genuine Porsche parts for everything. It alleviates any concern, because the warranty is the same as all Porsche parts on the car. And when it is in for service, Kevin always takes great care of me – making a fun car even more fun to own.

These guys invested time and effort with me, so I want to reciprocate and give them all the business I can. The people really make all the difference and are why I recommend Park Place Porsche.
Charity Autocross  
Saturday October 10  
Texas Motor Speedway

PROFITS AND DONATIONS BENEFIT THE

Welcome to Hope, Inc.
Hope is the Doorway to Change

HUFFAKER-HUGHES HOPE HOUSE

Members: $20, Non-Members: $35 with pre-registration at www.clubregistration.net  Registration morning of event is $5 more

Information http://mav.pca.org/Events/AX.asp

CHECK IN: 7:30 a.m.
TECH & SAFETY INSPECTION:
At the track, prior to the event
Beginning at 7:30

DEVELOPING DRIVERS:
Full instruction available. Loaner helmets are available. Head socks are available for sale, or bring other cotton helmet liner.

PRE-TECH:
The day before the event, check:
Condition of tires and brakes
Condition of belts and hoses
Level and freshness of all fluids
Mike Brodigan started the meeting at 7:00 as I quickly shoved the last bite of chicken in my mouth. As I had pen in hand, Mike had nothing to say at the moment so around the table we went.

Jim Falgout reported that “we have money.”

Jerry DeFeo joined the board meeting for the first time. Jerry is the man behind those awesome monthly trivia quizzes. He has been creating the quizzes for about 2 years now and he has recently made a couple of changes. For those serious trivia players, you will continue to play it on-line to try and win that wonderful Zims gift certificate, and for those of us who are not ever sure if “my” answer is the correct one, we will now get to see the answers in Slipstream right below Zim’s phone number. Basically, people who play it on-line play for a prize, and people who play it in their mind will get answers in Slipstream. Also, each month, Jerry will have one question that will be more educational for the newer Porsche models.

John Hamilton announced that there had recently been a DE meeting and all is good for our September DE at MSR. We currently have about 74 paid entrants to run on the 3.1 course. He also reported that the October DE will either be the 3.1 course or the 1.7 going clockwise at MSR. John recently purchased some brochure holders for the dealers to have. This should make our brochures look very nice and appealing for people to take and see that our club is the BEST and they should sign up for one of our many events immediately!

Bob Lewis reported that the Happy Hour at Zea’s Woodfire Grill was well attended. The next HH is on September 17th at Blue Mesa on Northwest Highway across from Northpark Mall.

Ed Mullenix our new Tech Chair has a Tech Session all set up at Boardwalk on September 12th.

Carey Spreen was happy to announce that the Round Up Rally had a great turn out with about 14 cars. The next rally is going to be a Hare and Hound Rally at night. Clay and Betty Perrine expressed interest in helping Carey with this rally. Carey also announced that he put the deposit down on the Heritage Club House for the New Member Party in January.

Denny Payne reported that he has streamlined the classified ads for the website and Slipstream. The website will run an ad for about 3-4 months.

Christy Payne announced that “she has goodies.” She was contacted by a company that does our type of logos and will do a website with our Goodie Store items with one off so there is no big inventory. Therefore, there really wouldn’t be a need for a “Goodie Store Person” anymore because this company would do it all. She is looking into it and will report more information next month. Christy also announced that Tannia Dobbins wants to take over AX Chair with some assistance from Robyn Howard. September 13th is the next AX at the TMS bus lot. Christy will now take over Social Chair (for some reason there is this huge smile on Wendy’s face seen from across the room).

Bryan Bell assured the group that insurance is currently covered on all moving events. Also, all event chairs need to make sure they give Bryan any signature sheets because he collects all of them and reads them VERY thoroughly, and stores them until the next vice
president takes over. Bryan, speaking for his wonderful wife Andrea, announced that Andrea would like for someone to take over registration. She has really enjoyed the position but would like a little break…not sure who could step into those “registration shoes” but I know Andrea would teach you all you need to know.

Clint Blackman announced that the next Sunday Drive will be on September 20th. It is a Meet You There At The Track Drive with all participants meeting at Motorsport Ranch to see how a DE is run and to get everyone excited about possibly signing up for a DE.

Tracey Gross reported that “Spotlight on New Members” is going very well. She has changed the format just a little and if anyone has any interesting questions, please submit them to her. Tracey would also be happy to put on a golf outing for all of those golfers in the club.

Wendy Shoffit announced that she is VERY HAPPY to pass on her Social binder to Christy. She also reported that Founders’ Day will have a Casino again like last year. Any items for silent auction should be sent to Wendy. Post Parade Get Together is all set for September 13th at 7:00 pm at Love and War In Texas in Grapevine. Wendy also reported that the Holiday Party is set for December 12th at the Campbel’s house in Ft. Worth. However, they have moved, but from the pictures we saw, it looks like the perfect “party house” with very nice curb side parking.

Linda Bambina was very excited to announce that Round Up was GREAT! The autocross course was set up by Dave and Jean Frick and apparently they had to find a new location quickly once they found out their original site would not be available… way to go Dave and Jean! Linda thanked Jerry for his help with the tech quiz, went on and on about how wonderful the Goodie Bags were that Christy had embroidered our sponsor, “Park Place Porsches” logo and she believes she had about $350ish in donations for the Hope Shelter. Such a Fantastic job, Linda!!!

Jan Mayo announced that the color cover advertising rates for Slipstream will go up. She also had a very detailed printout from Andy Mears that showed membership renewals and when a club member should be dropped from the club permanently unless they renew.

Richard Bradley brought some beautiful colored copies of Slipstream…Clapping hands around the room! Apparently Jan and Fran worked out a great way to get 4 pages in color.

Travis Howard reported that Mineral Wells is all paid up for the year. The next Time Trial will be a double TT on September 26th - 27th. Travis also plans on printing up a handout that will give basic information about the TT event. This will be given out at registration.

Robyn Howard, who is now our new Swap Meet Chair, had a puzzled look on her face after her husband’s last comment about needing private time with Bryan… hmmm? Robyn, has her first event scheduled for October 3rd at Zims.

Joel reported that we currently have 1,847 members. He announced that he received a wonderful report from Bruce Boeder, the National Club Race Chairman. The report was very complimentary of everyone who was involved with our May Club Race. Joel also gave his personal “Thank You” to all involved in the Club Race.

Mike Brodigan wrapped up the round table discussion. He would like for people to rotate jobs and get more people to volunteer within the club. The same people can get a break and we can get fresh ideas.

Mike announced that Mav of the Month is… Keith Olcha. Congratulations Keith - Thank You for all you do!!!

2010 Maverick Region Officers Ballot

I am a ____ Member____ Associate/Family Member

President
______ Mike Brodigan
Treasurer
______ Jim Falgout

Vice President
______ Bryan Bell
Secretary
______ Lisa Steele

Print Name _________________________________
Signature _________________________________

Final voting and announcing of our 2010 Officers will be at our Founders’ Day Celebration. If you prefer, mail this ballot to Charlie Davis, PO Box 213, Weatherford, TX 76086.
We thought for sure we would have rain most of the way to Granbury. But, after a glorious morning soaking, the sun came out and worries faded. We ran into a little traffic when instead of taking 820S we headed out onto 820W. A tactical mistake even for a mid-afternoon departure from the mid-cities - but we endured and arrived safely.

There was reserved parking waiting for all participants at the Lodge at Granbury Hotel, a pleasant surprise for persnickety Porsche owners (of which I am one). After check-in we freshened–up in our rooms. We had a first floor room that faced Lake Granbury …we were just a few steps to the water’s edge where the ducks came begging each morning. Comanche Peak was visible in the distance; our room was scenic and quiet. Others had rooms facing the beach with second and third floor lake views.

Our hard working, and I must say very talented hostess, Linda Bambina, had everything organized to a tee. Should we be surprised about that? What a great organizer and moderator for our Tech Quiz and other events. From my vantage point, I hope Linda and Alan will be there for another repeat performance next year.

We all met the first evening in the hotel’s large hospitality room. It turned out to be our base headquarters for the remainder of our stay. The first night Linda had a light dinner ready which included sandwiches with all the fixin’s; including pop and beer. A computer assisted slide show made a nice backdrop to the early evening get acquainted activities. Photos from last week’s race at Laguna Seca automatically flipped through for all to see. The Laguna Seca race, referred to as the Monterey Historics, attracts all the neat cars we only read about but seldom see. As it was explained, the cars must have some sort of racing heritage to participate. A fairly large group from the Maverick Region attended.

While we thought we would individually escape the tech quiz by hiding out…Linda made sure almost everyone would be involved. How quickly we discovered how little we know about our Porsches (at least for this writer). Linda split the group into two and we competed answering some pretty tough questions regarding Porsche cars and their heritage. I mean how many people would know the country Porsches were originally built….or the first carburetor used on a Porsche and so on. So, the competition was fierce but lots of fun - and we became a little smarter along the way.

On Saturday morning bright and early, Frank Briggs was ready to go with the Show and Shine (Concours). Everyone voted for their favorite cars while the weather cooperated remaining pretty comfortable. There were about 17 or so cars showing their stuff…and the judges were us. So it was a low key event with the winner being Randy Csanadi with his cool 1987 944 Turbo…go Randy! Second and third place were recognized as well –with yours truly taking second and Doug and Cheryl Koeppen with their beautiful Arena Red 993 winning third place. Thanks Frank for all your hard work getting ready for this event.

Following the Concours we all headed for a tour of a local Windmill Farm. The Farm is located 10 or so miles west of town in Tolar - a very interesting place indeed. It was also a great location for Charlie Davis to take photos of the winning Concours cars…and windmills, of course. The owners (Chuck and Ruby Rickgauer) have been collecting old and some newer windmills for their personal pleasure (like we collect Porsches) for over twenty years. Of course these windmills were designed to pump water for cattle etc. and come in all sizes and shapes. Forty windmills had been erected, while many more were being made ready. It was a real learning experience, especially for those of us who have never lived on a farm. The owners also maintain a bed and breakfast for anyone who might be interested in returning or telling their friends…a quiet and friendly place. The Rickgauer’s telephone number is 254-835-4168.
We returned to the hotel with some of the group breaking off to various restaurants in town to have lunch. There are many good choices in Granbury…but not overwhelming. We selected a German fare at Niester’s – good service and food – but bring a big appetite.

Shortly after lunch the Gymkhana was ready to go at a local public school nearby in Acton. Due to ongoing school activities, the gymkhana had to be restricted to a lower speed event. Cleverly our hosts for the event (Dave and Jean Frick) devised a plan to keep everyone interested while respecting the lower speed requirements. As with every Gymkhana, fast or slow, it requires a number of volunteers to pull-off a successful event.

Jan Mayo (Queen of the Grid…I was told to say that – but I like it) handled the starting portion while others including Robyn Howard and Bob Waddle worked timing and other aspects plus we also want to thank Jasmine, Geneva and Willa who also assisted.

So, are you wondering who the winner was? None other than Wendy Shoffit. I think maybe it is a secret on how she did it – but you know secrets are never kept well among competitors…right? But first the event details; two runs were required not exceeding 25 mph or so. The smallest difference in time between the two runs won. Did I mention that all instruments including watches, speedometers/tachometers had to be covered during the runs…yep…no peeking allowed. Can you believe only three seconds difference between the two runs that were 2 min – 23 sec for the second run? How did she do it? She sang a song. That’s all I’m going to say about that. I think it must have ended in amen or something (we’re just jealous Wendy). A lot of fun was had by all….and a great job by Dave and Jean.

Saturday night brought out all the chicken lovers….or more accurately stated…those who love to eat fried or smoked chicken, chicken fried steak and fried catfish. If you like fried or a terrific smoked chicken – Babes is a great place to go. With singing waitresses there’s lots of entertainment and even more food. Besides the chicken the green beans are hard to beat.

After stuffing our faces, we went to the Granbury Live Theater for the last performance of Legends of American Music. We enjoyed the live show, where the performers are very talented and come very close to sounding like the original recording artists. The genre cut across five decades from Over the Rainbow (1939) to songs from Elvis, Roy Orbison, Gladys Knight, Stevie Wonder and Barbra Streisand plus others. It was a very fun and “in good taste performance” for all members of the family.

Sunday began with a light breakfast for some while others visited the downtown restaurants. Carey Spreen had a big morning outlined for all of us after breakfast. A Rally of significant proportions - it is a good thing we had a good breakfast...

The Rally goal was to find eight cemeteries with their correct names written down and to answer a couple of tie breaker questions that could be found at certain cemeteries. After some further instruction and passing out of maps…we were off for a distance check run of about eight miles. Some of us parked in the hotel lot to sort out the shortest route to locate the eight cemeteries spread around town. Great Rally and lots of fun – but as with all rallies the instructions are all too important. So, unfortunately the car that made the entire trip in the shortest distance was disqualified…but hats off and honorable mention to Patty Housewright for the shortest distance of 65.54 miles corrected. First place went to yours truly and my expert navigator, Ann, in a distance of 66.83 miles. Second place was awarded to Alan and Linda Bambina with a distance of 67.16 miles and third place to Travis and Robyn Howard with a distance of 70.12 miles. Pretty good navigating if you ask me.

It took us over two hours to complete the Rally…can you imagine how long it took to set it up? Thanks, Carey, for taking the time to do this in a very efficient and professional manner.

Finally, we terminated the Rally at the Tumbleweed Restaurant for a hardy BBQ Texas style. We were all ready for naps after lunch, but since we were all checked out we turned north on 377 for home.

Special thanks to Linda Bambina and all those that assisted her in making this a fun and enjoyable weekend. We will look forward to a repeat next year (Linda says: Someone else needs to be “Chair!”) and hope you can guide us through. In the meantime, we are now looking forward to other fall Porsche events that are almost here. See you there and on behalf of Linda, and of course, Park Place Porsche.

Thank you all for coming. ☺
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

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Elections

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email: social@mavpca.org
or call: 972-506-7449
Notice Anything Different?

by Fran Ussery

Hey, did you notice anything different about the last issue of Slipstream, or this one for that matter? Slipstream has grown by four pages and added a brilliant color cover. Let us know what you think!

For those of you that are familiar with print, and the curious others, the cover was printed on a digital press (versus the offset presses that we have all grown used to seeing). The press, a Xerox X7000, prints in full color, both sides at the same time for fractions of what offset printing would cost. It’s perfect for postcards, small brochures and the now trendy variable data printing. But here it’s perfect for short runs like Slipstream’s cover. This is ideal and a super way to show off the magazine. If you have any questions, give me a call or send an email, I’d love to discuss your printing options with you.

Hope you enjoy! ☺
THE ABC’s of DE

By Carrie Carrera and John Hamilton

Driver Education events are the fastest ride in PCA today. Maverick Region is preparing for the end of our season with two more great events.

October 17-18 @ MotorSport Ranch
November 14-15 @ Eagles Canyon Raceway

Make your plans now, and check at register.pca.org for registration details. In the meantime, here are a few hints, the ABC’s, to help get prepared.

A - Accelerate Squeeze the accelerator pedal out of the turns, but not too much since you don’t want to spin the tires.

B - Brakes Brakes are important – be sure to get your brakes flushed every 6 months and check your brake pads before every event.

C - Corner Worker The corner workers are there for your safety and guidance, acknowledge them with a wave on the warm up and cool down laps.

D - Drive Drive your Porsche with pride and skill.

E - Exit The exit of the turn is the most important section, especially when leading onto a long straightaway.

F - Flag Know the flags, the corner workers use them to communicate to you.

G - Grid Be sure to get to grid early so you are ready and your instructor can get buckled in and give a few words of advice before your session begins.

H - Helmet You must have a properly Snell rated helmet to protect your head for track driving. MotorSport Ranch has a limited quantity for rent if you are just getting started.

I - Inspect Prior to the event, take an inspection form that you can download from the Maverick Region site, and make sure your Porsche is track ready.

J - Jack Jack Farr – is the founder and visionary of Motorsport Ranch. We love Jack.

K - Knowledge There is no substitute for knowledge – so all novices are required to attend the class, known as the chalk talk, before sessions on the track.

L - Line Drive the Line – this is where your Porsche should be positioned on the track in every turn and straight away – we don’t have lane lines so listen to your instructor.

M - Mirrors Watch your mirrors. Be courteous and let faster cars by on the straight away in the designated passing zones under signal. Don’t worry – one day you will be passing others, too.

N - Numbers Your Porsche must have numbers clearly displayed on each side so that the corner workers can recognize each car on the track.

O - Oversteer Back end of the Porsche wants to turn before the front.

P - Prepare Proper preparation positively prevents poor performance – get a good night’s sleep, stay hydrated and make sure your Porsche is ready.

Q - Question Maverick Region is proud of their qualified instructor staff – please ask questions about what you are seeing and hearing all weekend.

R - Racecar The longest word I know of that is the same spelled backwards!

S - Spin When in a spin, both feet in – when in doubt, both feet out. Best advice – don’t spin.

T - Tire pressure Check your tire pressures after each run, and before you go back to the grid for your next session.

U - Understeer The Porsche doesn’t want to turn at all.

V - Valid Driver’s License You must be 18 years old and have a valid driver’s license to participate.

W - Water Be sure to stay hydrated throughout the day – drink lots of water and sports drinks.

X - eXcellent You will be sure to have an excellent time at a Maverick Region PCA event.

Y - Yawn You will be so tired after the end of the 2nd day, you will have a big yawn and sleep well.

Z - Zone Pass only in the designated passing zones for your run group, and only with proper passing signals.

See you at the track!
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You will Love it, Autoscope Promises.
I owe an apology to Road and Track for stealing a name of a column they once ran monthly. I honestly did not do it on purpose. If ya follow the Maverick forum, then you know how I feel about it. I’ll try to quickly explain. I was asked if I’d like to write a regular column in Slipstream. Thought about it and decided to give it a go with a lot of reservations.

I’m not an educated writer. I simply write whatever flies out of my brainstem (like now). Richard Bradley called one day and asked, “What do you want to call yer column?” I responded without any forethought, “Miscellaneous Ramblings!” Next thing I know I’ve managed to write something I enjoyed writing and submitted it. Column comes out and “Wham!” multiple people tell me “Miscellaneous Ramblings” is a column header in a car magazine. First I’m told Cart and Drover, then Rod and Truck. OK, Car and Driver or Road and Track. One of the guys at work calls both magazines that and I like it. He’s old school like me and we both stopped reading them as time went by. Too many sport utility tests and just too much stuff that strays from what we wanted to read monthly. I honestly have not picked up an Autoweek, Road and Track, or Car and Driver in years.

Now I’m straying off subject. Anyway, I felt bad (and embarrassed), that I had stolen a real writer’s column name. I realized the name came from columns I had read in the past. I searched online and could not find any links to that column name. Many in the Mav family remembered the columns and sent me e-mails after I inquired on the forum. Apparently it was a column in Road and Track and over the years was penned by more than one author... So now it’s “Cliff’s Ramblings” as I do ramble a lot. Had many suggestions from you folks and others. “Mental Skid Marks” was a good one. Many wanted it to be “Cliff’s Notes”.

Moving on... As I thought back thru my days of automotive reading, floods of memories surfaced. Things I had not thought about for a very long time. Owning an MG Midget (998 CC), flying around Meandering Road (Lake Worth), being a renegade in high school that liked sports cars and somewhat ignored muscle cars in the 60’s.

There was a small group of us sports car fanatic teenagers in my high school years. In my personal group of friends we had the following cars: 2 MG Midgets (1 was mine), 1 Austin Healy Sprite, 1 MGA, 1 VW Beetle (also mine) and 1 Porsche 356. There was one kid with a Corvair Spider that orbited in and out of our group but he was kind of a loaner.... We wanted to go out and chase each other around and he wanted to be the fastest bad boy around. Too bad. His car was cool. His ego was overwhelming.

My very best friend owned the 356. His father had been a major player in developing supercharged piston engine aircraft. He had been a test pilot during WW2 and was a huge Porsche fan. He basically took nearly a month off from work every year to go to Indy and work with Offenhauser powered racecars. He knew everyone at Offy and was an amazing man that I thought the world of. He introduced a lot of ideas at Indy. After a really bad accident at Indy he once suggested they use a 917 as a pace car for all flying starts. Just have the Porsche run away from the field when the flag dropped. Everyone would be at racing speed at “Green Flag.” Interesting, huh? He worked for NTSB and investigated aircraft accidents. When a big crash occurred he was on scene anywhere NTSB investigated within hours. He would come home from an investigation and basically speak to no one for a few days. You could tell it was a hard job.

Again I ramble. Anyway, my friend’s dad bought the 356 new in 1957. Turned it over to his son when he turned 16. Dad schooled him hard on correct driving and being safe. I, in turn, benefited from that knowledge. We spent more hours than I could ever count in that 356. Took turns driving. We would discover some really cool corner some place that we felt safe to explore the boundaries of, and drive thru it over and over. Work on our heel and toe, proper downshifting and braking, entry/exit mistakes. Sometimes we would stand at the apex of the corner and watch each other negotiate it in the 356. Tail hanging out, steering crossed up, huge throttle applied. Massive rotation at times.

I look back at those times and know I’ve seen no vehicle that was that sturdy and robust since. We drove it as hard as it could be driven (respectfully), year after year, and it never needed anything but routine maintenance. Valve adjustment, oil change, air cleaners, points replaced, spark plugs replaced, an occasional V belt and ignition timing check/adjust. It was such a light car and the monster drum brakes were always up to any challenge we presented. We absolutely drove it as hard as it could be driven day after day, week in week out, month after month... Not one mechanical issue ever stranded us. We spun a few times in some tricky places and were grateful we kept it off the curbs and out of ditches. Would look at mistakes made (usually get out and look at skid marks first), and then sometimes argue over exactly what the mistake was. The 356 would be ready to go again as soon as we settled on the issue. Just light it back up and usually come right back to the corner for another run or 10 more runs thru it. Both directions, of course. Gotta double the fun...

Today’s Porsche still has that mechanical durability in my estimation. Yet with the addition of microprocessors, 5 volt reference systems, monitoring software, (all beginning with the 914), that 356 kind of durability was forever lost. Computer technology brings forth a lot of possibilities.
Near infinite engine management adjustments or suspension settings. Things like TDC (Torque Drag Control) are the norm these days. Yet TDC requires speed sensors at every wheel. Driver throttle pedal input data, RPM, vehicle lateral and longitudinal g data, torque demand info, steering angle sensor readout. Any of this info goes south and the system turns on a glaring light in the instrument cluster display... It is interesting. Amazingly we have near zero problems with the performance enhancing systems. PDK is awesome and it requires a huge amount of computer data...

Electrons seem to turn left instead of right from time to time. Or maybe they just spin out and a 1 is read as a 0. I dunno. Most abnormalities do not prevent the car from being driven. They are just irritating problems. It is something that has improved over the years.

One of my guys in the shop exited a Cayenne one day and announced, “If forgot!” I do not remember what the exact problem was that day with that Cayenne, however his statement firmly etched into my brain. I realized at that moment how interesting it is that it happens with microprocessors. A Cayenne with KESSEY (keyless entry system) that suddenly only works with key remote operation or key in door operation, a 997 twin that PCM (Porsche Communication Management) suddenly speaks only in German, or a navigation system that has your location 1,000 miles from where you are. We just interrogate the system, recode it. “No you have KESSEY, No this is USA, Speak English please, No this is not Orlando, Florida please reset nav data.” Weird stuff microprocessor can do. Thank goodness these kinds of problems are rare.

It was that 356 in the 1960’s that put me on the path of being a Porsche technician. I once tuned a 1962 356 for a guy in 1968 when I was barely 17 years old. I did it for free and enjoyed every minute of it. Of course it needed a robust test drive to be sure it was performing as designed......................

Ya know what? Looking back? I cannot count how many times we stood over an English car, unisyn in hand, trying to balance those side draft carbs. Wondering why they needed adjustment again. Or solving yet another electrical problem. My Midget was one of the most awesome cars I’ve ever owned. Man that car was fun to drive. Like owning a really large go-cart. But I always seemed to be working on it. The Vee Dub I also owned only needed a “Holley Bug Spray” carb and it was “Golden.” Drove the wheels off that car. Went thru tires like crazy. Put it up on 2 wheels several times and spun it more times than I can count. Always due to stupid mistakes. Happily I never hit another car or object. Never even curbed it.. Not sure why I had that kind of luck.

I walked into Green Oaks Porsche + Audi one day in 1972 and filled out an application for a job. Had 2 years Junior College education (Automotive Technology was my major). Had gotten bored with the course as we seemed to only concentrate on things like 289 Ford engines or Chrysler transmissions. It just was not for me. The theory taught was a great background I’m grateful to have been exposed to it.

Applied at Green Oaks and requested only to have a chance to work on the cars I loved and was willing to do it for minimum wage ($1.60 an hour at that time). Try living on $64.00 a week before taxes in 1972, and was newly wed. We did it and I so cherish the great the memories from day one.

There were 2 techs in that shop when I was hired. Tom Magee and Ed Mayo. Tom went on to become an instructor for Audi for many years. He taught me to be observant and to work with a careful eye for proper habits, proper order of approach to a problem (big subject) and to be efficient. Ed taught me much more. Be honest at all costs, do it correctly to the n’th degree or do not do it at all, and have fun.

How’s that for rambling? ☺
The son of one of our long time Maverick members is the subject of this month’s Spotlight New Member. Ray Nannis (son of Joel) recently purchased a 1999 911-996 and promptly joined MRPCA. Unfortunately, though, his new wheels were compromised when his assistant drove it to run an errand for Ray. So he is currently deliberating what to do next. Bummer…..

Ray’s previous car history had been as a truck owner, but a few years ago Joel got him involved in Autocross and Time Trials and he was hooked. Next came DE’s and once Ray realized that his newest acquisition (a ’97 Miata) wasn’t going to give him the horsepower he needed, he started searching for a Porsche.

Ray has lived in the Dallas/Richardson area since he was a child. His other interests include Scuba Diving and dogs. But the best part about getting involved in these driving events came as a nice surprise: Ray credits the AX and TT events for bringing he and his Dad closer. He says that traveling to the events and spending the weekends together has given them a chance to reconnect! What a great bonus!

Welcome, Ray!
2. The Firing Order of a 1973 Porsche 911T is?
   a. 1-6-2-4-3-5   b. 1-3-5-2-4-6   c. 1-6-3-4-5-2   d. 1-4-2-5-3-6

3. When first developed in 1968 the Racing 908 had some real serious vibration problems. How did they finally cure most of the Vibration?
   a. Special Motor Mounts   b. Special 5-bladed Fan   c. Hollow Crankshaft & Rods   d. Revised Firing Order

4. Which of the following four items found on many Porsche’s can we NOT get on a new Panamera?
   a. Sunroof   b. All-wheel Drive   c. 6-speed Manual Transmission   d. PCCB Carbon Ceramic Brakes

5. Which of the following four items is NOT standard for the Rear Passenger Seats on the Panamera?
   a. Adjustable Headrests   b. Reclining Seat backs   c. Seat backs that fold flat for storage   d. Thigh Support Extensions


October Trivia
It’s Easy to Play:

Play here for Fun and Education and find the Answers below

OR

Play for Prizes on the Web at http://mavpca.org

Answers and Winners to be posted at the end of the Month

Thanks to Jerry DeFeo for putting this and the Web Trivia together!

Congratulations to our August Web Winner, John Stahl, who will receive a $25 Gift Certificate to Zims Autotechnik

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Answers: 1)  c    2)  a    3)  d    4)   c   5)  a
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One of the reasons we like Zea’s is because we get all charged up walking past all those beautiful Porsches parked in preferred parking… but not everyone was so lucky, some of us had to park our Porsches in a more, shall we say, “common zone.” Was I wrong or were there no Boxsters in the preferred parking spaces? We’ll have to do something about that for our next happy hour – like get an hour’s head start. Go Boxsters!

Food is always enjoyable at Zea’s… matter of fact, after our last happy hour at Zea’s, we brought our friends, that is how much we like it. Zea Wood Fire Grill opened January 2006 in Plano, Texas. It’s been voted one of the top ten new restaurants by City Search and has been featured in the Dallas Morning News and D Magazine. Good press for a new restaurant especially in these more difficult economic times.

Our favorite at Zea’s is the Wood Fire Chicken Breast grilled over Hickory Wood… very tasty. Drinks are well prepared and reasonably priced. Maybe an improvement for our next visit, would be to group a little more around longer tables allowing all of us to visit more during dinner. This month there were about 30 or so in attendance – a good turn-out.

There was the usual Porsche talk among the “gear-heads” with a few differing opinions regarding recent political activities. We’ll keep my discussions to more Porsche related topics next time. Although we have been members of PCA for close to 10 years, we were not involved for many of those years. We are discovering that we really missed out – and are now trying to catch-up with a wonderful group of people. Our common bond of Porsches is not so bad either.

We are looking forward to going to Round-Up this weekend in Granbury. But by the time you read this, Round-Up will be in the history books. We hope that many of you that could not make it will hear how much fun it was and will join in the activities next year.

Now, getting back to those 911’s parked in preferred parking… it only makes me want to own one even more. Guys (and Gals), please park them behind the building next time. Thank you.

We’re gearing up to go to Boxstoberfest 2009, September 11-13 – Fredericksburg, Texas. Another chance to bring your Boxsters (and yes 911’s are invited too) to the beautiful Texas Hill Country. It will be fun to participate in many Porsche related activities and remember…”It’s not just the cars, it’s the people” – so come and have fun with your Porsche friends.

It was nice to see Betty and Jay Norman back at the Happy Hours. Jay had shoulder surgery and was out of commission for a few months. Then his C4S was stolen and wrecked. Three months and $25K body damage later he got his car back. This episode should make a Slipstream article all by itself.

Did you know that Ed Mullenix volunteered to be the Maverick Tech Chair at the last board meeting? Well he and wife Donna were at Zea’s. She is an aspiring amateur photographer. Since I was taking pictures she assumed I was an experienced photographer. So we talked a while. I told her that I have some experience, but a lot turn out bad. So I’m still very much an amateur.

The November Happy Hour will be at Trinity Hall Irish Pub which is close to Mockingbird and Central Expressway, located at 7700 W. Northwest Hwy – so we hope to see you all there. The economy is improving ever so slowly – so there should not be too many excuses for not coming to socialize.
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Don Istook and B.J. Jones

What can you see in the dark?
The NIGHT RALLY
November 21st
Details available here next month, or contact Carey Spreen:
rally@mavpca.org or 817-422-3480
I really enjoy time trials, especially those hosted at MotorSport Ranch in Cresson. Who could pass up a chance to spend the day at the track? Time Trial #4 was particularly interesting for me. First of all, it was the very first time that I got to run the track clockwise – Ricochet uphill! The second, and much more interesting, was that I got to be a TT instructor at MSR. Instructing new students is something that I find very rewarding. It is an awesome feeling helping someone get more comfortable behind the wheel and watch as their excitement grows.

My day started with anticipation. Just getting on the track during parade laps – clockwise – set the stage for a wonderful day. Then, while sitting on grid I was approached and asked if I would instruct Alicia Lumpkin. I didn’t even have to think about it as I quickly replied with “You bet!”

Soon I was sitting with Alicia getting ready to head out. She was nervous – who wouldn’t be!? She is quite easy to talk to and, well, I am quite ready to talk so it worked out fine. The warm up lap went well. Alicia was learning the track and did a great job of listening and being precise as we worked on braking, turn in, tracking out, etc.

Subsequent laps showed her confidence as she picked up speed and relaxed behind the wheel. Then, the first challenging event occurred. One of the things you really don’t want to happen to a new driver is some on track anomaly … such as a car spinning out ahead of you, red flags waiving, or seeing a TURTLE on the track. Sure enough, we came around Tombstone and headed down the hill for our setup into Boot Hill to find a turtle sashaying across the track! Fortunately it was way off to the passenger side, but … you know we do laps right? Sure enough, during the next lap it was right in the driving line!! I could feel Alicia tense up as she positioned herself to turn the corner and have the inevitable happen. She did a great job of staying focused as we flew right over the turtle. I admit I did take a peek backwards and viewed our slow moving, but very much alive, turtle still on a mission. The last lap around revealed no sight of the turtle which meant that everyone else did a wonderful job of avoiding the “debris” on the road too.

The morning passed very quickly, Alicia’s runs were excellent, her confidence was growing, times were improving, and she was all smiles. It was lunch that seemed to be the “challenge” of the day. During lunch Alicia got to see her times and did the unthinkable … looked at those being achieved by her husband, Marty. Now we all know that you should NEVER compete against your spouse! But … we all do it!!! After lunch Alicia had one thing on her mind … beating Marty. She had also been talking to the other ladies and learned that you don’t have to brake before going into Ricochet. Just lift, turn in, and head up the hill! As we sat on grid we discussed this quite a bit. She needed to find a place to pick up time; Ricochet was the focus. I was also eager to help her “get faster.” She was having a blast and was confident on the track … so, sure! Why not?

The warm-up went well and as we headed past start / finish and Ricochet was in our sights. Her line was fine; her speed was too. I was walking her through it … off the accelerator … and … OH NO! Alicia’s reaction time is excellent and as a new driver she wanted to daisy-chain the actions as quickly as possible. As she lifted (one maneuver done) she immediately turned in (second maneuver). I forgot to coach her on lifting, saying on the line, and then turning in when necessary. Needless to say her early turn in left us enjoying (!) a rather bumpy ride as we right off into the rocks and dirt. Grass was flying everywhere and Alicia was very rattled. Kudos to her though! She went off elegantly (if there is such a thing) and she controlled the car well getting both feet in and getting it completely under control without a hitch.

Off to grid we went to check for any damage from our off road excursion … then back to the track for more fun. It was just too bad that during our “recovery” lap the brakes went out in the car! Once again, she did all the right things to keep the car under control and off to grid we went. I really wish we could have run the last sessions of
Time Trial #4 CONTINUED

the day because I know she would have done well. Regardless, I really enjoyed riding with Alicia for she was an instructor’s dream student, she gave us the opportunity for many “teachable moments” and quickly applied what she had learned. Thanks for letting me share the experience in print too, Alicia! See you soon in my rear view mirror (or your license plate!).

Jeff Herrmann decided that the cone was buried by the weeds and opted to do some edging on his way by.

**Time Trial #4 Results**

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chuck McCoy</td>
<td>92.616</td>
<td>3</td>
</tr>
<tr>
<td>Travis Howard</td>
<td>101.117</td>
<td>3</td>
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Jeff Herrmann decided that the cone was buried by the weeds and opted to do some edging on his way by.
Bravo to the 25 or 30 folks who braved the rain and made it to the September Tech session hosted by Boardwalk Porsche. Despite a bunch of folks going to Boxtoberfest, a decent showing to say the least. The knowledgeable folks at Boardwalk offered up demonstrations on wheel balancing, suspension alignment, and a vehicle diagnostic protocol was performed. Great job!

I received some responses about what to include in upcoming tech sessions. Again, I am asking what topics or procedures you would like to see, discuss, or perform in upcoming sessions. The next session will most likely be in November, but there is no firm date yet.

Although we have pretty nice weather here in North Texas all the way until December, Saturday’s rain was a reminder that fall weather is coming and it’s not too early to think about preparing for it. Windshield wiper blades only last about six months if you park your car outside a lot. If you drive in the rain, decent tread on the tires is a must (I was reintroduced to hydroplaning this weekend-woohoo!!). For the “Wassergekühlt” variants, the factory-fill coolant/antifreeze is supposed to last 50k miles. If you’ve had a leak or added more than a quart of water this past summer, check the freeze protection. For the “Luftgekühlt”, make sure the fan/alternator belt is O.K. Also, one would be prudent to actually operate the defroster to see how much smoke comes out of the ducts. Winter-mix washer solution should be considered any time after October 1st.
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Jammal, JC (Dec)
Colleyville, TX 76034
2006 Cayman

King, David
Coppell, TX 75019
2006 Cayman S

Lara, Luis (Otton)
Coppell, TX 75019
2006 Cayman S

Nannis, Ray
Richardson, TX 75081
1999 996

Parlato, Roberto
Plano, TX 75093
2004 911 GT3

Shoop, Kevin (Tim)
North Richland Hills, TX 76180
1961 356

Tran, Minh
Arlington, TX 76001
2009 C2S

Wiegard, Rich
Frisco, TX 75034
2002 996 Turbo

Hardin, Mark
Dallas, TX 75202
1997 Boxster

Taylor, Robert
McKinney, TX 75070
2000 996

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Anniversaries

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

October 31
Unclassifieds

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

For Sale: 2001 Boxster S (911835) $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). Pictued with hard top. I also have the soft top that goes with the car (in perfect condition). Everything works superbly, air is cold, CD player, and original owner's manual. Call 254.338.9392 or email tldobbins@embarqmail.com for more details. (1)

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. (1)

For Sale: 1986 Porsche 944 Turbo (817) 86,000 miles 3rd owner. Track or daily driver 86 944 Turbo. Includes the following: trailer hitch, track trailer, phone dial wheels, 2 sets of kuhmo victor races, one used, the other has 1 20 minutes DE session, one new set of bridgestone street tires, roll bar (not installed), new dash cover (not installed). The body rates about a 6, the interior rates a 7 on this car. Car has a stage 3 chip installed, new belt, 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 ninefiftyonerope@yahoo.com located in Allen, TX. (1)

For Sale: 1980 911 SC Euro race car (214) If you want to run up front with the other Euro 9Cs 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. S33K call 214-356-2005 or email msteelm911@gmail.com for more details. (1)

For Sale: 1976 930 Porsche Turbo Carrera Coupe (817) Diamond sierra/black int, 130,000 mi, sunroof, new leather, new paint, all options plus 10 CD stereo. Extras. 15" Toyo tires. Maintained by Rennsport Werkstatt, LTD Tulsa, OK. Over $40,000 in restoration parts and labor receipts available. Garaged. Same owner/enthusiast 23 years. Very nice. $30,000. Henry Sims, Frisco, TX 972-540-5935. hesims@sbcglobal.net. Porsche Club of America member 25 years, Maverick Region. (3)

For Sale: Black, Sparco Evo race seat (817) Like new, only used by grandfather for occasional weekend drives in a SpecBoxster. Cost $699 new, ask $500. Will deliver in DFW area. Rocky Johnson 972-816-1769 or rrijaj42@aol.com (3)

For Sale: 2002 Porsche 996 C4 Cabriolet (972) 6-speed VIN#: WP0CA29952S63664 Low mileage (33,500). One owner, one driver, always garaged. Excellent condition; meticulously cared for. All maintenance schedules performed by local Porsche dealership; complete records on hand incl original window sticker. Original options: hard top, full leather power seats in graphite grey, deviating carpet color, factory aerokit, fixed rear spoiler, Premium Bose Sound w/subwoofer, multi-CD/CD, Porsche Sport Exhaust, Porsche crest in headrests, self dim mirrors, rain sensor. Many extras added by owner: New factory replacement engine w 2yr warranty, GT3 front bumper <1yr old, PSS9 adjustable coolers, lowered to European height, GT3 front control arms for adjustable camber, GT3 brake ducts, brand new factory rotors <200 miles, Rennline aluminum pedals, factory Porsche short shifter kit, one touch soft top close, pagid orange brake pads installed +2 more in box, unused. Painted rear console and arm rests in aluminum, clear side markers, aluminum rings on instrument cluster, black powder coated 19” Champion RG19 wheels w/painted Porsche center crest to match. Gorgeous car, great condition, superior handling AWD cab. $35K. Contact Russell at 972-781-0231 or ervtx@mac.com (3)

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