Form follows function. And that’s it for following

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The new 911 GT3

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Go Online for Latest Updates on Events
http://mav.pca.org

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Day September
2 Board Meeting
8 Lewisville Lunch
13 Autocross #5 - TMS
13 Post Parade Dinner Social
17 Happy Hour
19-20 Driver's Education - MSR
20 Sunday Drive to DE - MSR
24 Grapevine Lunch
26-27 Time Trial #5 & #6 - MW

Day October
3 Swap Meet
3-4 Hill Country Porschedillo 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

BISD - Birdville Ind School District, NH
DE - Driver's 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
Pen- Pennington Field Stadium, Bedford

Cover Photo by
Dennis Chamberlain
Club Sport in Colorado

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Jason (my son) and I had it all planned out: It would be “prevent Saturday.” Let’s see, 6 quarts of oil and filter – check. New rotors and brake pads – check. Points and distributor cap – check. You get the idea. Saturday was going to be the day we did all the preventative maintenance on the track car we share for Driver’s Education events in September and October. The problem is we never have successfully completed our mission. The plain simple truth is we do not know enough about these “simple” jobs to get it all correct, and the 4 hours we had planned turned out to be 6 hours. A new brake line that did not work and a car we had to get on the trailer without any brakes. Boy was that fun. Anyway, the shop we took it to just kind of grinned, and said they would take care of us. (I don’t think they meant for free.)

This will all change. Jason and I have taken a vow that we won’t mess with the stuff we know nothing about. That’s where Ed Mullenix comes in. At our monthly Mav Board meeting, I mentioned that it was high time we got going on some tech sessions, and someone to coordinate them. Ed, and his lovely wife, Donna, were brand new members attending their first event, and Ed said, “piece of cake, I will do that job.” Wow, was I impressed and relieved. So, welcome Ed and give him a call and let him know what you would like to see at a tech session. Ed: how about a session on replacing brake rotors?

As I mentioned last month, Parade was a blast! Wendy has arranged for a “Post Parade Party” on September 13th at the Love & War in Texas restaurant in Grapevine. This is for EVERYONE. Not just us lucky Parade attendees. All the Hardware our region won will be there, and I think there is a dog and pony show in the works. Please come and enjoy the evening with us.

May of the Month

Anyone who has been to one of our Driver’s Education events knows this month’s Maverick of the month. She is our cute “Grid Queen,” Jan Mayo. Jan has been in charge of grid since I have been a member. Her big smile, and sharp eye for safety issues bring a smile to everyone’s face. DE’s are a tiny part of what Jan does for us. She was Editor of Slipstream and made our newsletter one of the best in the country. Jan is the national PCA awards chair, she is a dynamite autocross driver and instructor, and she has been my closest adviser.
Sunday Drivers, are you “TraCKurious”?

Get some on Sunday Sept 20th!

SatisTRACtion

That’s right, this trip presents an introduction to another of Maverick Region’s popular events: **High Speed Driver Education**

We will meet at MotorSport Ranch, just south of Cresson (15 miles south of Benbrook) at 11am.

We will have some “chalk talk” in the classroom then go out and “drive the line” on the track, during the mid-day break in the regular action.

Come with us and discover what “drives” PCA members to the track!

For a map, go to: www.motorsportranch.com/contact_info.cfm

---

Driver Education

Learn....

and have FUN with your car!

Details & Registration for all events at http://mav.pca.org

September 19-20 at MotorSport Ranch

Sponsored by BOARDWALK AUTO GROUP
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### Please help us to keep growing!
Can you believe another month has gone by? Let me make a suggestion that each of us to slow down and enjoy life. There are many, many things in life that leaves us wanting more. Well, when we get our hands on these items, we usually seem to target the next one on our list. I would like to suggest that we take a good look at what we do have and enjoy each and every relationship as well as possession. As a member of PCA, you have already acquired one of the most beautiful automobiles manufactured with a long line of race-bred achievements. I don’t know anyone that would trade a Porsche for anything else, even if it did qualify for government aid! I remember years ago, I was reading someone’s editorial comment where it was suggested we might turn off the radio, clear our minds, and listen to our exhaust note. I don’t know about you, but I still love to drop my top, turn off the radio and listen to the symphony coming out of my flat six, as I run through the gears taking in each and every apex. Life goes way too fast, so take a moment and be content. We can catch up at the next corner. Speaking of slowing down, come and share in the fun our Parade attendees enjoyed and attend the Post Parade Dinner Social/Party. Enjoy!

Windscreen
Richard Bradley, Managing Editor

The Porsche Club Lunch Series

We’ve arranged it with your boss, so please come join us!

...on Tuesday
September 8th and October 13th at
Spring Creek Barbeque
Lewisville

and on Thursday
September 24th and October 22nd at
Fuddruckers
Grapevine Mills

ROCKY MOUNTAIN HIGH...
Colorado
54th Porsche Parade

Post Parade Dinner Social
When: Sunday, September 13, 2009 at 7:00 PM
Where: Love & War in Texas
2505 E Grapevine Mills Cir
Grapevine, TX 76051
RSVP: Wendy Shoffit
972-506-7449
social@mavpca.org

Dinner will be on your own with separate checks.

If you were there, come talk about it. If you weren’t there, come hear about it! See the pictures, hear the stories, hold the trophies. We had a great time and we’d love to share it with you (and talk you into attending next year in St. Charles, Illinois)!
Autocross #5
Sunday, Sept. 13

CHECK IN: 7:30
SAFETY INSPECTION: Will be done on site before the event

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

Members: $20
Non-Members $35
Pre-registration at www.clubregistration.net
Late registrants $5 more

See our web site at http://mav.pca.org/Events/AX.asp for information, or contact the organizer, Christy Payne at AX@mavpca.org OR call 817-909-0966

Got Extra Porsche “Stuff”? Bring it to the Swap Meet!
Saturday October 3
8am to noon(ish)

Zima AUTOTECHNIK
1804 RELANCE PKWY BEDFORD, TX 76021
817-267-4451
www.zimaautotechnik.com
www.allzim.com

Time Trial #5
Saturday September 26

CHECK IN: 7:30 a.m.

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

SAFETY INSPECTION:
Will be done on site before the event

Members: $20 per day
Non-Members $35 per day
Pre-registration at www.clubregistration.net
Late registrants $5 more

See our web site at http://mav.pca.org/Events/AX.asp for information, or contact the organizer, Bryan Bell at TT@mavpca.org
OR call 214-789-6895

Time Trial #6
Sunday September 27
My family currently owns three Porsches, and I’ve made several modifications to my GT2: a DME re-flash and headers by FVD, intercoolers and wheels by Champion Motorsports and exhaust components by CMG Racing just to name a few. All of these modifications were done by Park Place, and together provide around 650 horsepower. The power in this car isn’t explainable until you ride in it.

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

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

Everyone is knowledgeable about the brand, but more specifically about my cars. They know me and always do a quality job. I have recommended Park Place Porsche to many friends because they make it very easy and enjoyable to do business with them.
Mr. President began the meeting at 7:00. Mike just had one item to share with the group before we went around the table to everyone else. He let the group know that John Hamilton ordered some nice brochure holders John and Clint will go to the major dealerships to give these holders containing our wonderful brochures.

Jim Falgout reported that “we have money” and there has not been much activity for the past couple of months (I think the heat might have something to do with that). Jim also announced that he does have a copy of last year’s financial statement if anyone needs a copy to help budget for this year’s activities.

Ed and Donna Mullenix joined our meeting for the first time…uh oh…do I see some new volunteers?? Ed and Donna were MRPCA members in the past and after recently purchasing an 82 Targa, they have decided to return. They are current advertisers in Slipstream, so please check out their ad. Welcome back, Ed and Donna!!!

Bryan Bell has insurance for Round Up that covers Rally and the Gymkhana.

Joel Nannis reported that we have 1,870 members which is down a bit from last month. Also, the DE at MSR for September is now open. Joel’s son, Ray, made a new purchase of a blue 1999 996. I am so glad to hear that Ray finally got his own Porsche to drive.

Bob Lewis said that the Happy Hour at Abuelo’s was a nice turn out with lots of people. The next HH is set for ZEA WoodFire Grill in Plano. Bob also reported on behalf of Clara (Bob’s better half) that several people went out to the Hope Shelter to fix a few things that needed some maintenance. Of course the Lewis’ came to help along with Charlie and Teri Davis and John Hamilton. They took their tools and helped fix a few minor things around the shelter.

Richard Bradley announced that space in Slipstream is running low. He is going to see if it would be cost effective to add about 4 more sheets. There are several possibilities but he needs to see what would be most cost worthy for the club.

Charlie and Teri Davis were present but had nothing to say.

Carey Spreen is finalizing the Rally for Round Up. The object of this rally will be to find all of the cemeteries in Hood County. I know everyone will be dying to try this one, Carey!

James Shoffit reported that Andy Mears has noticed that we are sending Slipstream out to people 2 months after they have left MRPCA. Does this encourage people to come back or is it a waste of money? Joel chimed in and said that we have a drop rate of about 30 per month and these people get only one renewal notice from PCA. He said that he will also send an email to see if these people want to renew before we completely drop them.

Wendy Shoffit has the Post Parade Party all set for September 13th at Love and War in Texas in Grapevine. It will start at 7:00 which would hopefully give those people who go to the Autocross that day an opportunity to still come join the party. This restaurant does have a back room to accommodate our group. Just like at the Happy Hours, everyone will have separate checks. Wendy also reported that the place for Founder’s Day is secure. It will be the same hotel as last year which was the Marriott DFW.

Christy had some fabulous postcards she had printed for the upcoming Autocross in September. She will be sending these out to those people who have attended
some of our autocrosses in the past but are not necessarily “regulars.” This should be a great way to boost attendance for the event. Christy also had some wonderful “goodies” to show the group. A beautiful coffee mug and a mini flashlight will go in the Round Up Goodie Bags. Way Cool stuff, Christy!

Travis Howard reported that there was no Time Trial last month or this month but he encourages everyone to come out to the Double TT at the end of September.

Robyn Howard had not heard back from Clay Perrine about a Swap Meet yet. She is going to make a few contacts to Clay and Al Zim to see if we can get a Swap Meet scheduled for October 3rd. Our new board meeting attendee, Ed Mullenix, offered his business location if we could not use Zim’s.

Jan Mayo reported that the nominating committee talked with all present board members and each one has agreed to continue for next year. This month’s issue should have a ballot for anyone who would like to make any additional nominations. Jan also reported that we have advertisers.

Linda Bambina reported that we have 32 people signed up for Round Up and that she has a National Rep coming. She announced that Keith Olcha has talents in many many ways. Keith was able to get Park Place Porsche to donate enough money to cover all of the Goodie Bags. Linda also had a suggestion from Dave and Jean Frick to put a donation line for the Hope Shelter on the Round Up registration. Because she took this suggestion, she has received over $200 in donations.

President Mike had a few more items on his list to discuss. He wanted to know if we had a date and place for both the Christmas Party and the New Member Party. After checking the calendar, Wendy suggested that the Christmas Party be on December 12th and she will need to check on some places. January 31st is a tentative date for the New Member Party. It will probably be at the Heritage Club House in Keller were it has been the past few years. Mike also announced that we need a Tech Chair badly. No sooner had he said this, then Ed Mullenix said he would take on this position. We love it when new people come to the board meetings because we get some great volunteers!!! Thanks, Ed!

Mike made one last announcement… Jan Mayo is our Mav of the Month. Remember that you can make nominations and give your suggestions to Mike for Mav of the Month.

These minutes were short and sweet… how did you like that? 
My love affair with Porsche started back in 1980 in Baton Rouge, LA, when a friend of mine became the proud owner of a new 930 Turbo. It was black, with buckskin interior and was the sexiest, most exciting car I had ever ridden in. I had long been a muscle car fan and had driven many big block behemoths including the hemi, so I knew what raw power felt like. But this car was different… the combination of power, aerodynamics, tight suspension and extreme functional design combined for a magical automotive experience. The car had some issues to be sure, but when that turbo kicked in and pushed you back in your seat, holy smokes! Fence posts blurred by not one at a time but as a seemingly solid, yet semi transparent barrier on either side of the road.

Shortly thereafter, I hooked up with a group who was opening a new Porsche-Audi dealership in Lafayette, LA. I came to have a much deeper appreciation for the incredible design history of the Porsche brand as I trained to sell these amazing automobiles to the discerning customers we attracted. I was also blessed to have an all-star mechanic in the service department that had actually worked at Weissach, Porsche’s research, design and development facility near their headquarters in Germany. He never seemed to tire of my questions and I never seemed to tire of hanging around the shop. I’ll always remember the first time we received an Audi Quattro on the lot and he took me on a hair raising, illustrative ride down winding country roads rather than simply explain the benefits of full time all wheel drive. He schooled me in the unique driving characteristics of the 911 and taught me some of the basic principles to keep one out of the ditch. I am happy to report that I’ve never flipped the back end around in a curve, though I have come close on more than one occasion.

It was then, as I was struggling to make enough money in a tough economy to raise a young family, that I vowed, some day I would purchase a 911 when I could finally afford one. I always thought it would be a Coupe and probably a 911 SC of the early 80’s vintage, similar to the ones I sold back in Lafayette. As it turned out, my first Porsche, which I finally purchased in March of 2007, is a 1985 911 Carrera Targa. I am the third owner of this beautiful automobile, which had approximately 65,000 miles at the time I purchased it. Having added 30,000 miles in the last couple of years since becoming the proud owner, I can honestly say that I have driven my car hard on many wonderful road trips and all with a big smile on my face.

I’ve driven it to the Atlantic and Pacific shores and have traversed both the Smokey and Rocky Mountain Ranges. I have driven it as far as Oregon and Florida; I’ve experienced snow packs in Yosemite and scorching heat in Big Bend. I’ve driven The Dragon’s Tail from Tennessee to North Carolina, The Devil’s Backbone in the Texas Hill Country and just about every back road, coastal road, and switch back mountain road I can find. Once, coming home from Richmond, VA in the winter and during a rainstorm (thankfully no freezing precipitation), I was on a mountain road that advised trucks in excess of 34’ to take an alternate route. After an hour of dizzying curves and 2nd gear down shifts, I was starting to wish that I had taken an alternate route as well. I have even driven on more than a couple of dirt roads, though I try to avoid those if at all possible. On
one such adventure northwest of Santa Fe, it was getting late and I seriously considered back tracking when I came round a curve and encountered a startled Bull Elk standing beside the road. I don’t know who was more surprised. And yes, sadly, I must confess that I have even run over a deer in the Hill Country. Now to be clear, this deer was lying in the middle of my lane, with a large amount of blood on the surrounding pavement, so I was not the first vehicle this poor animal had encountered that evening. I had just topped a hill at about 70 mph, and the pick-up’s headlights in the oncoming lane had limited my vision enough, so that when I first saw the deer, it appeared to only be about 50 feet in front of me, its back facing towards me. I didn’t have time to brake and simply held the wheel firmly as I literally bounced over it. I’ll never know for sure if it was dead before I hit it, but it was certainly “deader” after I did. I stopped in the next small town at one of those quarter operated hand car washes to inspect for damage and as I was spraying off the considerable mess, it occurred to me that I might have some explaining to do if local officials showed up to see what was obviously blood washing off the underside of my car. If you ever wonder why I have a dented front spoiler, I keep it as a badge of honor to the amazing durability of the car and as some sort of road kill memorial.

In all my travels in this car, I have only been stranded once. It was last summer and I was about 60 miles west of Memphis. It was the late afternoon on a scorching hot day and I had stopped for gas after pushing hard for hours. After I filled up, I got back in and when I turned the key… nothing. Zip. Nada. This sucker seemed dead as a doornail. Having recently put in a new battery, I was pretty sure that wasn’t the issue, but I was afraid to simply jump it or push it off. I was concerned that if I had some serious electrical problem, that it might leave me stranded on the side of the road. So I called my buddies at 911 Enterprises and they helped me locate a good Porsche shop back in Memphis. The local wrecker service was only too happy to make that tow. What I paid for his services probably made his month! At any rate, after dropping the car, getting a rental, another hotel room, etc, we go out the next morning and she starts up as pretty as you please. I can picture some of you old time 911 owners with a slight knowing smile as you read this. Seems the 911 of this vintage is sometimes temperamental when starting in extreme heat, after having been driven hard for an extended period of time. Wonderful cars for sure, but nobody ever said they ain’t quirky. The same problem occurred another time, but on that occasion, I was fortunate to be in Sedona, AZ, and parked on a pretty good incline. Knowing what I do now, I simply released the brake, rolled a few feet and then popped the clutch. She started right up, and off we went.

Recently, I was coming back from a west coast trip, where I followed the Pacific Coast Highway north from Bodega Bay, CA, until I hit 101 and then took it up the Pacific Coast to Central Oregon. It was yet another truly amazing drive and well worth the effort to get out there from Dallas. I had stopped for the evening in Pendleton, OR. An older couple staying at the same hotel approached me as I was getting my luggage out. The husband inquired “what year”, and informed me that he owns a 911 SC Coupe which he bought new in 1982, and has a new 911 on order, as well… my hero! When he asked “how many miles” and heard that I only had about 95,000 at the time, he laughed and said that his 82’ was pushing 350,000 miles. He assured me that my car should start running better now that I was getting it “broke in!”

To that end, I hope that all who own one of these wonderful machines, are able to drive them often in whatever way suits you best, be it on a track, in a rally, on a city street or out on the open road. Porsches are an amazing blend of automotive art and legendary performance. Not to mention being tough, they are well built and solid. In their lineage, they possess some of the most incredible automotive engineering and design talent ever to craft an automobile, beginning with Dr. Porsche himself. When I say that I am privileged to drive my Porsche, I don’t mean that I am better than others, but that I am awed and humbled every time I get in and start up this awesome machine and hear that engine growl. Accelerating through corners on a racetrack or some lonely country road is what Porsches were designed to do, and I will always appreciate having the “privilege” to drive one. If you happen to see me coming around a curve in the road, expect to see a big goofy grin on my face. As my daughter recently said to me, “Dad, you really do love the open road.” Yes I do, and I look forward to seeing you out there.

Safe travels.
Let it be said that NO Parade adventure is ever dull! This year’s excitement happened to revolve around our race car. The one we towed 857 miles to do 6 total autocross laps.

The 857 mile trip was generally uneventful, which is always a pleasure. Keystone was spectacular and since we got into town the day before Parade check-in happened, we got to enjoy the Sunday and hopefully get our bodies better acclimated to the 9500 foot elevation. We decided to NOT compete in the rally, as James wouldn’t have time, so all our NOTS were in the autocross basket. The next day, Monday, James was busy either in meetings or getting ready for one of the many presentations he was in charge of, so it was up to me to get the car inspected. I’d done it before, so I wasn’t terribly worried. As I drove the car to the site, I noticed some rattling coming from *somewhere* in the car. Once I got to the site and opened the trunk, there were various tools there, so I thought nothing more of it. As they jacked the car up, one inspector had bad news for me. As he looked in the back engine area, he noticed a shock horribly broken (the rod poking through the dust cover, into the engine bay, nearly into the interior of the car). Not knowing much of ANYTHING about the car, I didn’t realize how serious it was (until every OTHER inspector came and gasped). Needless to say, it wouldn’t pass tech. Knowing how busy James would be, I tried to find a solution on my own... major fail. At least now I knew what all the rattling was about!

After telling James about it, he resolved to try to fix it. Over the next day or so, he probably talked to 10 different mechanics about how to solve the problem. We had a few days, since the autocross was on Thursday. Plenty of time, right? New STOCK shocks were available for a mere $400 and a 3 hour round trip drive to Denver. Considering they wouldn’t be useful when we got home, we didn’t think a trophy was worth $400 IF we were to place well. So that was out. Finding refurbished race shocks... impossible in our time allowance. Getting ours fixed? Seemingly unlikely. Finally, on Tuesday evening Mark Steele had a brilliant thought that would involve getting just the right sized washers to keep the shock in place. But would it work? There was only one way to find out. So, on Wednesday I drove down to the nearest town, Dillon, and to their hardware store. I was looking for just the right sized washer, preferably Grade 8. The Home Depot near my house in Irving would have had them, so I thought for sure this Ace Hardware would. Not a chance. The closest I could get were fender washers, but they were so thin that we had to buy 4 of them... just in case. For good measure, I checked the local auto parts store, but I only got weird looks there. Being proud of myself, I took my purchase to James, along with the rest of the shock parts. He looked at them and asked, “So, where’s the top nut?” “The WHAT?” I replied. Apparently without the top nut, nothing holds in place. After searching the entire truck in vain (where the rest of the parts had been) I realized it was simply gone. It was 5:15 PM... the banquet happy hour started at 6:00 PM... the autocross was the next day... what to do? So, in a mad rush, I went BACK into Dillon on a quest to find a replacement nut. Back to the hardware store I went, which closed at 6:00 (and it was 5:45). Sadly, they didn’t have one with the proper threads. In a panic, I went to the auto parts store. I arrived at 6:03 and they also closed at 6:00. Luckily for me, the door was still open, so I went inside with a desperate look on my face. The clerk hung up from his phone call, went and locked the door, and then looked for my nut. Hallelujah! He found the right one! So, I raced back to Keystone, again triumphant. Now, all we could do was hope and pray that it would work. There was no time to do anything else.

The next morning (Thursday), James reassembled the shock with the fender washers and new nut and said a little prayer. It seemed to work fine. We called to get a special tech appointment and ended up getting our tech sticker at 1:30 PM. Our drivers’ meeting was at 2:00. Nothing like waiting until the last minute, eh? As we listened at the meeting dark clouds loomed and all of a sudden the winds kicked up. Dust and sand blasted anyone who hadn’t found some sort of shelter in the parking lot. Then the rain came, left, came, and left, and we waited... and waited... and waited. Finally, we got to go to the grid area about an hour later than scheduled. Off and on it rained. Not like a Texas rain, though, which soaks everything, but these drops almost seemed to dry before they hit the pavement. James took a run and I took a run
(major seat changes in between). He and I alternated our next 2 runs, being hurried by the grid workers who weren’t sure when the rain would halt timing AGAIN. James’ last run posted an amazing time of 58.906! A fabulous time for the course! My last run I tried to be “Zen” before it... taking a deep breath and a few extra seconds of calm. The final time was a 59.495. I’d heard someone (Mary Jane Hopkinson) had a 60.4xx before me, but hadn’t heard or seen many others. I was just thrilled with my time, no matter how it placed. My only competitor in class was Kathy Fricke (the Parade chair AND a club racer) and I’d been very nervous about her driving skill. It turned out she was a few seconds slower, so I knew I took 1st place in my class. Woo hoo! It wasn’t until the next day that I found out that not only did I get 1st in class, but I took Ladies’ Top Time and I had the 11th top time overall. Wow! Even on damp pavement! James’ time was 5th overall and HE took 1st place in class! Who knew that the shock “fix” would even WORK, much less allow us to get such great times.

So, I’ve explained the 4 fender washers and 1 of the nuts. Any question about who the 2 other nuts are? Great Parade! James told me on Wednesday that miracles can happen at Parade.

I doubted him then, but never will again. 😊
Well, fellow Mavericks, in case you haven’t already heard, here’s what happened. Steven Stacy, president of the Roadrunner Region, called and asked if I would drive one of his cars to Parade for him. Steven is not only a great guy but a wonderful friend, so I would have done it even if it had been an old Jeep. However, it was no Jeep. It was (I’m not making this up) a Club Coupe (one of fifty, so the story goes). Steven had been asked by Prescott Kelly if he would bring two of his cars – the Club Coupe and his Carrera GT – to Porsche Parade for the special Heritage Display. The Heritage Display was to be a special section of the Porsche Parade Concours, that is, a display of the fifty most noteworthy Porsches. Oh, and it would be an “all expenses paid” trip.

So, as we started out on the six hour trip to Keystone on Monday, June 29, my first reaction to driving the Club Coupe could be summed up with two words – fast and smooth. The other highlight of the trip was the sound of Steven’s Carrera GT whenever he’d swing out to pass someone.

By now, everything that could be said about Parade has probably been said, so I’ll skip that part of the story to keep from being repetitive. But during Parade, I planned my trip back to Albuquerque so that I’d have plenty of photo opportunities for the Club Coupe. All you photographers know what it’s like to see some cool old building or similar site and wonder if it would be noteworthy enough for a photo, and as often as not the photos are uninspiring. But what if that site were instead just used as a backdrop for a gorgeous, breathtaking, shiny blue Club Coupe? Now we’re talking!!

So, on the Thursday following the Concours I left Keystone early, with the hope of reaching Leadville while the morning sun was still low and before too many cars would be parked in front of the cool old Leadville storefronts. I’m very familiar with most of the Colorado roads from having backpacked there for almost thirty years, so I made plans to go through Leadville and Salida, and then I’d hit Highway 69, my favorite stretch of deserted, undiscovered road in the whole world.

Actually, another reason for leaving early was to get a cup of coffee at “Provin Grounds” on Main Street in Leadville – a great coffee house. I got to Leadville at eight, and had what seemed to be the best cup of coffee I’ve ever had. Then, placing the coffee cup in one of those weird Porsche cup holders, I parked the Club Coupe in front of several of my favorite storefronts and clicked away. The morning light was just as I had hoped. Then it was on to the Leadville train depot to get pix of the Club Coupe in front of the train, and a shot of the conductor standing proudly beside it.

I headed south towards Buena Vista, and couldn’t resist taking more shots of the Club Coupe with the mountains as backdrops, with old dilapidated shacks as backdrops, with long winding dirt roads as backdrops, and so forth. At this rate I would be back in Albuquerque by maybe September. From Buena Vista I headed for Salida, and southeast of there I finally turned right onto my beloved Highway 69. In thirty years it hasn’t changed, except the quality of the pavement seems better each year. I snapped more pix of the Club Coupe in front of buildings in Westcliff, in front of meadows, pastures, mountains, and clouds. I arrived in Gardner, a sleepy town that has been on the brink of being a ghost town for at least thirty years, and parked in front of an old Trading Post that has been abandoned as long as I’ve been going to Colorado. As I carried my camera and tripod across the street for the photo, I noticed a young couple on the porch of an old house behind me that appeared to be within about a day of condemnation (these two were like something out of the movie “Deliverance”). “Is that yer car?” asked the girl. Well, friends, I hate lying. I’m horrible at it. But this time I couldn’t resist. “Yep”, I said, and I could hear her gasp. Once I finished the shot I peeled off for the first time in the trip (don’t tell Steven).

Speaking of telling the truth, the trip back to Albuquerque took me twelve hours, or twice the amount of time it took to get to Keystone. I was happy with the photos, some of which are shown here and others can be seen at www.dcphotoartistry.com/porsche. The only sad part was taking the glorious Club Coupe back to Steven, but of course all good things must come to an end.

Until, maybe, next year’s Parade...
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I'm sure many here have had the experience of that yellow check engine light coming on in the instrument display. Most of the time the engine seems to be running fine, but the car will not pass a state inspection with the light on. Hummmm.

We have emission limits in this country that are set by the California Air Resources Board (CARB). They have led the way for decades in this arena. In Europe their standards are set by the EU Commission. Texas is concerned with air quality, as a result, and state standards follow government standards in large population areas. Not all Texans have to worry about whether their car is emissions legal. If you live in a small town away from the larger metropolitan areas then you only have to pass a safety check.

The DME control unit monitors many things in order for the engine to run. It also looks for any feedback information that would indicate a possible exhaust emission related problem. Cylinder misfires, mixture abnormalities, fuel tank integrity, and catalytic converter efficiency are barely the tip of the iceberg in what can trigger a check engine light.

Here is a typical example of what takes place in a Porsche workshop when a car arrives with the check engine light on: Now let’s say this vehicle is still under warranty. A job will be opened in Porsche Partnership Network (PPN). A Porsche Integrated Workshop Information System (PIWIS) tester is connected to the car at a connection usually above the drivers left knee. An OBD (On Board Diagnosis) Analysis Log will next be generated. This will then be sent wirelessly and it will automatically show up in the job documentation. It will be in German. The technician can either view the log in the tester or look at the DME fault memory using another interrogation sweep of the control unit. Either of these views will be in English.

In this example, fault code P0455 is found in DME fault memory. That’s a fuel tank integrity issue. Fuel vapors are escaping into the atmosphere. The tech then looks at expanded information for the fault. The fault is found to be “Present.” Many times the fault can show as “Not Present.” System will have recorded how many times the fault has occurred. If the fault has only occurred once, the software will have started a countdown number. With P0455, it would set at 40. Every time the system looks for the fault and does not see it, the number will be reduced by 1 count until it gets to zero. At zero the check engine light would be turned off. If it records it again, the counter is reset to 40 and the number of occurrences counted will go up by 1.

P0455 is a common fault and every good Porsche technician will immediately check the fuel filler cap. Sometimes it is loose, sometimes it is missing and sometimes it just doesn’t seal well and has to be replaced. If no problem is found at the filler cap, then it becomes time consuming to diagnose this fault. A common practice is to connect a machine that generates smoke and has pressure monitoring gauges built into it. Fill the fuel tank system with smoke and a few millibar of pressure and watch for where the smoke escapes from. Panels have to be removed (usually in the right front wheel well of sports cars or the right rear wheel well of Cayennes).

Once the problem is found and eliminated a test is run to verify repair. This is known as a short test. Sounds easy, right? Nope. First the technician has erased the fault in the system’s memory. That resets all adaptation values in DME system program to zero. This means that everything has to be brought up to what is called “Readiness Status”. Oxygen sensor aging, catalytic converter efficiency, secondary air injection, adaptation ranges for idle and part load, fuel tank ventilation to name a few. I’d bet a few of you 993 owners know about the drive cycle involved to obtain readiness status. Should a fault occur during any of these tests? The technician must start the process all over. Read fault, eliminate source of fault, erase fault, and obtain readiness codes.

The range of faults that can occur are staggering to a blue collar worker like myself. If a thermostat sticks open, a fault will set because the engine takes too long to warm up and in cold weather the engine is not running at optimum temperature for proper cylinder combustion process. A long warm up period means that the fuel system is still in warm up compensation map and more fuel is being burned per mile than should be after a programmed number of minutes have passed since cold start. A defective dual mass flywheel can trigger misfire faults because the system is looking at flywheel teeth and using them to determine RPM and firing points for ignition system. That’s a fun one to diagnose! There are certain clues in captured actual values that can help with this one.

The cars are very complex these days. Porsche has amazed me decade after decade with their ability to meet emission requirements and still make more power while they do it. Oh yeah! It is actually not officially called a check engine light. It is officially called MIL (malfunction indicator lamp). Can’t seem to wrap my brain around that acronym.

Tryin To Not Early Apex In Life!
Talk about a quick rise to fame….our newest Spotlight member had only owned his car for two weeks when he was randomly selected for our monthly feature! Jerry just purchased a brand new 2009 Carrera Coupe after previously owning an '84 911SC. A native Dallasite, Jerry is a widower with two grown sons and two beautiful grandkids, Abbey and Tanner. Also in the family are his miniature Schnauzers, Peekaboo and Piper.

In his spare time, Jerry enjoys Ham Radio, any shooting sports, and golf! Welcome to the Maverick Region PCA, Jerry! ☺
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More information at mav.pca.org/events/DE
Trivia

By Jerry DeFeo Trivia Chair

Here in the Maverick Region we are always looking to make things better for your motoring and reading enjoyment. So we have changed around the Trivia Contest just a bit. Some of you like to play for the prize from Zim’s, and others just like to play Trivia in your mind for Fun and Education. So for those of you that like to play for the prizes, you can still do so on the Maverick Region website at http://mavpca.org during each month with the answers and winner being posted at the end of the calendar month. For those of you that just like to play for Fun and Education we are publishing the answers right here with the questions so you can know immediately how you did, and have the correct answer available for your education about Porsches. No more waiting for two months to see how you did; you will have the answers right here to see how you did in each issue. We hope the non-competitive members will find this NEW presentation of Trivia to be even more Fun and Educational; while still allowing the more competitive prize seeking members a chance to show their Trivia knowledge.

Thanks for playing!!!

---

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September 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 with the 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 July Web Winner, Mark Hanna, who will receive a $25 Gift Certificate to Zims Autotechnik

---

1. Porsche is very proud of the fact that a much greater percentage of every Porsche ever built since 1950, than of other production cars, is still on the road today. What is that percentage?
   a. 50% b. 60% c. 70% d. 80%

2. In 1965 the last 4 cylinder 356 was built. The new 911 was the Porsche to have, and it was a 6 cylinder. What Porsche did they build to take the place, price wise, of the 4 cylinder 356?
   a. 912 b. 914 c. 924 d. 944

3. If you own a Water Cooled Porsche, being a 911 derivative, or a Boxster, or a Cayenne, or a Cayman; what part(s) should you change about every 2-3 years regardless of mileage?

4. If you were to buy a Used Porsche from an Authorized Porsche Dealer that was eligible as a Porsche Approved Certified PreOwned vehicle that was 6 years old and had less than 80,000 miles on it; how long would the new Limited Factory Warranty continue?
   a. 1 year/12,000 miles b. 2 years/20,000 miles
c. 2 years/24,000 miles d. 3 years/30,000 miles

5. Many Porsche’s have KONI Shock Absorbers as standard equipment, and many owners add them for track use. Where are KONI Shocks made?
   a. France b. Switzerland c. Holland d. Germany

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Even though it was 104 degrees plus, it did not keep away a very nice Maverick turnout for this month’s Happy Hour at Mac’s in Colleyville. About forty or so were there to share stories of Porsche Parade from Colorado, the upcoming Round Up in Granbury, and just plain Porsche talk. There was plenty of “remote parking” available, with all of our cars bunched together for the usual “door ding” protection! As our cars age like fine wine, ding protection seems to increase disproportionately, and understandably so.

Mac’s food and beverage service was really above par, we did miss to a small degree not having a separate room from the rest of the diners. However, everyone seemed to enjoy the food and atmosphere. We can attest that the grilled shrimp was very good and substitutions were accepted if you preferred a baked potato or veggies in lieu of the standard rice fair. Bar drinks were reasonably priced. A glass of wine in some of our local restaurants is nearly priced equal to a cheap bottle at Costco. Mac’s delivers good quality American food and a reasonable price.

Linda Bambina was working hard to inform everyone of the upcoming Round Up to be held in Granbury on August 21 thru 23. It is shaping up to be another fun filled Porsche event with all the usual tour and concours events included. There are entry forms available, so anyone interested should (have) contact (ed) Linda for all of the event activities and particulars.

Happy Hour would not be complete without further discussions after dinner in the parking lot. Porsche lovers are proud of their investments. A little show and tell keeps this writer in the know regarding car types and history. Having owned the usual English sports cars and mixing in a few corvettes, there seems to be a lot to learn among our membership regarding the Porsche brand.

Don’t miss next month’s Happy Hour to be held at Zea Wood Fire Grill in North Plano on August 20th - the usual third Thursday of the month. Bring a friend and turn another otherwise normal person into a Porsche enthusiast. Happy Hour in September is on the 17th at Blue Mesa Grill across from North Park Mall. Blue Mesa serves wonderful upscale southwestern food. Try not to miss it. And as we recently learned; “It’s not just the cars, it’s the people”. Hmm, time for reflection and thoughts of upgrading to a 911 set aside, Nah.

See you all next month!
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Time Trial #3

By Tannia Dobbins

Time Trial #3 was held at Motorsport Ranch (MSR) in Cresson, Texas. Forty three drivers in all came out to enjoy the beautiful day. Track conditions were excellent. This was the 2nd Time Trial ran at MSR for the Maverick Club. Much to the delight of all involved the day ran smoothly and the event finished with plenty of time to spare. Thanks to all the Maverick members who worked hard to make the event an outstanding one.

Time Trial #3 Top Drivers

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<thead>
<tr>
<th>Name</th>
<th>TDI</th>
<th>Class</th>
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<tbody>
<tr>
<td>Bryan Bell</td>
<td>1.000</td>
<td>9</td>
</tr>
<tr>
<td>Jeff Atkins</td>
<td>0.997</td>
<td>5</td>
</tr>
<tr>
<td>Chuck McCoy</td>
<td>0.994</td>
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<td>Bob Kuykendall</td>
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<td>Mike Lockas</td>
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<td>4</td>
</tr>
<tr>
<td>Carey Spreen</td>
<td>0.973</td>
<td>5</td>
</tr>
<tr>
<td>James Shoffit</td>
<td>0.971</td>
<td>6</td>
</tr>
<tr>
<td>Richard Lundy</td>
<td>0.956</td>
<td>6</td>
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<tr>
<td>Ed Gross</td>
<td>0.952</td>
<td>5</td>
</tr>
<tr>
<td>Lisa Steele</td>
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Time Trial #3 Results

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<tr>
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<td>Robyn Howard</td>
<td>2</td>
</tr>
<tr>
<td>90.969</td>
<td>Chuck McCoy</td>
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Photos by Charlie Davis

Wendy Shoffit heading into Rattlesnake.

Charlie Davis - "Yes...We do want you to come out and drive with the Maverick Club! Look at all the fun Wendy is having!!"
**Autocross #4**

Top Driver, Bob Kuykendall weaving his way through the course

---

**Autocross #4 Top Drivers**

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<thead>
<tr>
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**Autocross #4 Results**

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Autocross also a contributor to the “busiest corner on the course”.

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This cone received the “Most Abused” award. And, the corner workers got a real workout.
Tech Corner

By Ed Mullenix

Fellow Mavericks, it is indeed an honor to serve our organization as the latest Tech Chair. First, a confession: Until recently, I have not been a club member, nor owned a Porsche since the second Nixon administration. It was an orange '70 914 1.7l that I bought when I was wrenching at Davis-Bell Porsche-Audi (anyone remember when Porsches were sold at Economy Volkswagen on Lemmon Avenue in Dallas? I thought not). My present mission is to generate renewed interest from our members about the technical aspect of the cars we love. Our local chapter has not had a tech session in a while! My question to all of you: Tell me what you would like to see in our technical department. While it might not be possible to recondition the cylinder heads on a flat-six during a Saturday morning Tech Session, we could certainly have some “training aids” that show the innards of some of our cars. We could do a demo on cam timing or valve adjustment, brake pad replacement, who knows? The possibilities are endless. We also want to post Technical Questions & Answers in the column. As always, the defining authority will be the Porsche-approved procedures and products. However, there is a wealth of talent among the local Masters who are more than happy to share insight on a question you might have about your car. I, and my lovely bride Donna (A.K.A.: Leadfoot) look forward to seeing you at the events. Please contact me with any and all thoughts for our Tech Sessions: techcorner@mavpca.org.

Board Nominations

The Nominating Committee appointed by President Mike Brodigan is chaired by Clint Blackman and is comprised of Clint (214-696-8000), Jan Mayo (817-313-9406) and Charlie Davis (940-859-5205). The current Board President, Mike Brodigan; Vice-President, Bryan Bell; Secretary, Lisa Steele; Treasurer and Jim Falgout, have agreed to remain in their positions for one more year. The Nominating Committee is also soliciting suggestions or nominations from the general membership, so if you know of someone that wants one of the four elected positions, or if you would like to serve your region yourself, let one of the nominating committee members know.

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Our experience building and racing Porsches goes back to our 911’s in the mid and late 70’s, and 944’s in the 80’s in SCCA, IMSA GTU and Firehawk, PCA in the late and early 80’s/90’s, and Speedvision GT, Rolex GT and GT in 2000 up. In addition to the Porsches, we have had a hand in building five AUDI S4’s for the Grand AM Cup, and a couple of AUDI TT’s for SCCA.

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ROGER BEASLEY PORSCHE will host Concours and dinner at 200 E. Huntland Drive, Austin, Texas. More than 50 carefully prepared Porsches are expected from Austin, San Antonio, Dallas, Houston and other PCA Regions. Registration is August 8, 2009 to September 28, 2009. Late registration at site may be limited.

For Announcement/Rules/Registration see Files/Concours www.hcrpca.org
Registrar: Georgia Tooms, smoot1776@hotmail.com

October 3rd 10A Concours d'Elegance, qualified judges inspect each Porsche and judge it under specific standards of appearance and quality. Since there are classes of cars based on age and type, almost any entrant has a chance to win. Bag lunch, rally school and Awards Dinner follow Concours.

October 4th, 9A Rally - Start location: Fairfield Inn and Suites - Parmer Lane at IH35 (discount rates) Fees and more details on website; PCA membership is not required; spectators are free.
Chair: Edie and John Musgrove – musgrove1@aol.com

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2002 986

Edelman, Diana
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2009 911

Foos, Eugene (Judith)
McKinney, TX 75070
1974 911

Gyure, Ronnie (Todd)
Garland, TX 75041
1987 930

Heflin, Chuck
Fort Worth, TX 76107
2006 997

Husseini, Abdelgader
Plano, TX 75024
2008 Cayman

Labunski, John
Dallas, TX 75248
2007 Turbo

Lamb, Scott (Richard Bouman)
Tyler, TX 75703
1994 911

Malonis, John
Fort Worth, TX 76109
2000 996

Mullenix, Ed (Donna)
Plano, TX 75024
1982 911

Nicholson, Jerry
Garland, TX 75043
2009 911

Rodrigues, Ruchir
Dallas, TX 75204
2008 Carrera S

Stephens, John
Dallas, TX 75240
2009 Cayenne

Tuschman, Joe
Dallas, TX 75240
1995 993

Valentine, Gary
The Colony, TX 75056
2006 Carrera S

Whitehead, Roy (Elizabeth)
Dallas, TX 75225
1999 911

Wier, Jeff
Dallas, TX 75230
2005 Boxster S

Wright, George (Patti)
Denton, TX 76202
2009 Carrera S

Young, John
Keller, TX 76248
1976 914

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Denton
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Dallas

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Blechar, Terry
Fisco
Courtney, Sylvia
Dallas
Hill, Carl
Plano
Watson, Randy
Weatherford

Cardwell, Creighton
Cardwell, E.
Conrad, Ernest
Corbell, Bryan
Corbell, Joy
Langford, Michael
Mobley, Kelly
Mobley, Shawn
Reed, Cherie
Tangen, Diane

5 Years
Flower Mound
Cardwell, E.
Ovilla
Conrad, Ernest
Arlington
Corbell, Bryan
Arlington
Corbell, Joy
Dallas
Langford, Michael
Los Angeles
Mobley, Kelly
Mc Kinney
Mobley, Shawn
Dallas
Reed, Cherie
Mc Camey
Tangen, Diane
Unclassifieds

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For Sale: 1976 912E, Rebuilt engine and transmission just 15,000 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 jerrhub@earthlink.net (1)

For Sale: 1979 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. (1)

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 (1)

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, Cert of Auth. Orig MSRP - $62,565. Sale price $44,900. Contact Mike at 972-824-4470 or email to mike28verizon.net. (1)

For Sale: 1973 914 2.0, Mechanicals by Mayo Performance. Body by GTI (Dan Butts) Asking $7500 Contact Bill Dugan 817-800-0427 (2)

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For Sale: 2002 Porsche996 C4 Cabriolet, 6-speed VIN#: WP0CA29952S653664 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 including 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 coilovers, 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 armrests 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 enrvtx@mac.com (2)

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