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Slipstream

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It's all about the details.
photo by Paul Moseley

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EVENT DATES



See more details and check for event updates via the QR code here or our online calendar at <http://mavpca.org/go/calendar>

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- Autocross: Challenge Cup 7 (Sun) **28**

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On the Cover

Carrera 6

Photo by Michael Durovick



Board Botschaft: Dog Days of Summer

by Chris Flaugh, Maverick Region Treasurer

photos provided by auhtor

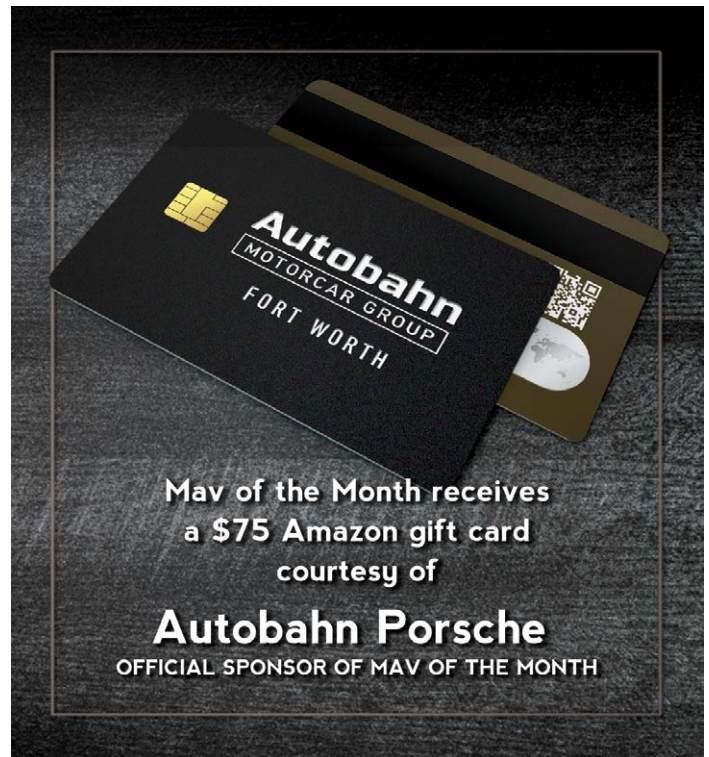
Wow, has this been a hot summer! With triple digit temperatures, here are a few things you can do to keep yourself, your Porsche, and your pets relatively cool during this inferno season.

Stay indoors, in the shade, or in the air conditioned comfort of your Porsche interior whenever possible. If you do venture out under the blazing sun, please wear sunscreen and consider a hat: a cap, cowboy hat, or sombrero will do just fine.....and the bigger the better.....this is Texas after all!



In addition to keeping yourself hydrated, you may wish to check the coolant level in your Porsche (this obviously does not apply to air cooled Porsches....if you are fortunate enough to own one of these iconic models, feel free to skip on to the next paragraph). The last thing you want in this weather is for your Porsche to overheat, potentially causing you to overheat as well! On many rear and front engine Porsches, the coolant reservoir is easy to identify in the engine compartment to visually confirm the coolant level (just don't unscrew that cap when the engine is hot!). On the mid-engine Boxster and Cayman, the coolant level can be checked via the rear trunk. 986 and 987 models have a visual indicator for checking the coolant level without removing the cap. For specific info pertaining to your car, please consult your owners manual or preferred local mechanic.

Also, don't forget your tires. While most modern Porsches have Tire Pressure Monitoring Systems that will alert you to a low tire pressure situation, these systems do not alert you to an over pressure situation. Check your tire pressures cold (as cold as possible in this environment) and adjust to the manufacturer recommended levels. This information can be found in various locations, depending on the year and model of



your car. A few places to check are the driver door jamb, inside of the frunk lid, or your car's owners manual.

Please keep your pets indoors as often as possible, and make sure they have plenty of water to drink. After all, most of them are wearing a fur coat year round! Cowboy prefers drinking from the large concrete water bowl in the middle of our backyard.....that chlorinated water apparently tastes great, and he can also cool his feet by stepping into the water on the first step of the pool (that's as far as he goes).

Stay cool, be safe, and have fun out there! 🇺🇸





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 Autocross Equip Rapide Liason Mark Schnoerr ax@mavpca.org	 Charity Chair Jimmy Gallegos charity@mavpca.org	 Club Race Co-Chair David Hodges cr@mavpca.org	 Club Race Co-Chair Position Open cr@mavpca.org
 Coffee Meets Co-Chair Mike McHorse coffeemeets@mavpca.org	 Coffee Meets Co-Chair Matt Wilson 972-754-9998 coffeemeets@mavpca.org	 Communications Chair Conor Gibson email@mavpca.org	 Concours Chair Scott Kellogg concours@mavpca.org
 DE Co-Chair Keith Olcha de@mavpca.org	 DE Co-Chair Renee Hayden de@mavpca.org	 DE Chief Driving Coach Craig Janssen cdi@mavpca.org	 DE Medical Chair Dr. Jeffery Komenda demedical@mavpca.org
 Merchandise Chair Peter Wen goodiestore@mavpca.org	 Region Historian Carey Spreen 817-422-3480 historian@mavpca.org	 Marketing, Social Media Chair Guillermo Alvarez Jr. marketing@mavpca.org	 Marketing, Web Chair Maggie Mertzluft webmaster@mavpca.org
 Membership Chairs Beckie & Tom Gomer membership@mavpca	 Social Co-Chairs Tom Minnella and Lana Mangold hh@mavpca.org	 PCA Tours Co-Chair Michael Hays tours@mavpca.org	 PCA Tours Co-Chair Ted Martin tours@mavpca.org
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 Safety Chair Position Open safety@mavpca.org	 Slipstream Advertising Dana and Susie Jones ads@mavpca.org	 Slipstream Content Editor Carey Spreen 817-422-3480 editor@mavpca.org	 Slipstream Editor Kurt Scaggs 469-446-1690 editor@mavpca.org
 Slipstream Digital Editor Arjay Cando editor@mavpca.org	 Slipstream Mailing Andy Mears 214-394-5857 mailing@mavpca.org	 Special Events Chair Debi Kruder social@mavpca.org	 Tech Sessions Co-Chair Michael Baynton 214-641-2848 techsessions@mavpca.org
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 Youtube Chair Kenin Fenster	 COVID Communications Chair Wendy Shoffit	 Motorsport Journalist Mike O'Hare motorsportjournalist@ mavpca.org	Link to Board Meeting minutes: 

2022 PCA Zone 5 Presidents and Zone Representative

ARK-LA-TEX
Ken Chandler
bad968@bellsouth.net,

CIMARRON
Chris Hines
chines@ymail.com

COASTAL BEND
Bryan Kerrick
bksailspadre@sbcglobal.net

HILL COUNTRY
Tuffy von Briesen
president@hcrpca.org

LONE STAR
Doug Carroll
president@lsrpca.com

LONGHORN
Dennis Halmal
dogzmandoiraq@hotmail.com

MARDI GRAS
Phil Daigrepoint
pld90803@gmail.com

MAVERICK
William Kruder
president@mavpca.org

OZARK
John Showalter
johnshowalter@comcast.net

WAR BONNET
Brian Swope
smileyhere4U@yahoo.com;

WHISKEY BAY
Robert Handy
not listed

WHITE RIVER
Leonard Zechiedrich
uber930@gmail.com



ZONE 5 REP
Chuck Bush
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Maverick of the Month

sponsored by Autobahn Porsche

Selected by Landon Stogner, Region Volunteer Chair



Guillermo Alvarez Jr.

Guillermo has been with the PCA for 2 years. In that short time he has stepped up to help out in big ways. He has been a big Maverick promoter and also provided help to some of our most popular events. As an advertiser and sponsor, he has set up booths and/or provided items for our All Members Party and Founders Day Events. Most recently he stepped forward when we had an opening for our Social Media Chair position. That could be why you said to yourself, that name is familiar. Yes, Guillermo is the one making sure all of our members are in the know when it comes to our upcoming events. He will send out the details via our social media channels so it's the first thing you see when checking your daily news feeds. Guillermo took it upon himself to start welcoming our newest members each month with a nice little shout-out via our Facebook pages. When you see Guillermo out and about at one of our events, say Hi. He'll be the one with the big smile giving out fist-bumps. He is a great example of Driving Friendships for sure and helps us keep our club Fueled By Volunteers. Please join me in Congratulating Guillermo as our Maverick of the Month. 🇺🇸

The Maverick of Month recognizes one member of the club each month for exemplifying what it means to be a Maverick. Volunteers, Board of Director Chairs and Members at Large going out of their way to give back and lead are the backbone of our club. Winners receive our undying thanks, and a \$75 gift card provided by Autobahn Porsche. Do you know someone that embodies what it means to be a Maverick? Nominate them for the Maverick of the Month! volunteers@mavpca.org

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Parade to the Poconos: 2022

by Wendy Shoffit

photos provided by author

This year's Porsche Parade was held in the lovely Pocono Mountains in Pennsylvania. There was a record number of entrants this year. Nearly 20 Mavericks made the trek across the country. While some flew because of various reasons, others drove with EXTRA miles either before or after Parade. I didn't realize Niagara Falls was on the way, Tom and Lana!

The hotel that was chosen was the very family friendly Kalahari Resort, complete with an enormous indoor water park, outdoor swimming for the brave, and a huge video game arcade! Add this to the Parade Juniors program that was put on and the kids had nonstop fun for the entire week. If you have been wanting to go to Parade, but weren't sure if the kids would have fun, talk to the Briggs family!

The Concours was originally scheduled to be held on a nearby golf course, but because of past and predicted rain they moved it to half indoors and half in the adjacent parking lot. Honestly, that was a really good plan as it kept down the walking and really let

year's historics was split between Rally cars (in keeping with the Kalahari theme) and the "Rennbow Rainbow." James and I were privileged to have our Ipanema Blue (5 paint cans) 997.2 to be in the historics. Jerry Sutton helped in the Concours judging, but no Maverick had a car in the competition.

The TSD rally had something brand new for entrants this year. Finding volunteers to man check points has become difficult, so they used the Richta App instead. It's an app for your phone that uses GPS coordinates at UN-manned checkpoints. This not only helped with lessened manpower, but also made scoring a breeze. It was even said that you could watch indicators on a real time map to see what entrants were where. The 130-mile route took competitors through beautiful countryside and forests on the spectacular roads of eastern Pennsylvania. 99 cars competed, but no Mavericks this year.

The Autocross is an event that stays close to my heart. I enjoy running in it each year. This time it was



Left: Linda and Alan Bambina leaving Pocono Right top to bottom: Wendy Shoffit, Ed Mayo and Julia Underwood along with the Briggs Family collect some hardware

people SEE the cars and how much preparation and work was put into them. In a nice twist of fate, the weather couldn't have been more perfect for the day. As we all looked at D/FW temps in the 100s, we put on light jackets and enjoyed the 70s and sun. The show itself was one of the largest we've seen in years with 163 beautiful cars in the judged portion! Add to that another few dozen cars in the historic display. This

held at the Pocono International Raceway about 20 minutes from the hotel. Cones were laid out on the road course, complete with multiple slaloms and some nice sweeping turns. It was a fast course that Mavericks excelled at. On day 1 of the event, Ed Mayo won 1st in Class P02 (51.122 sec) and Julia Underwood won 1st place in P02L (58.487 sec) in the same 1972 911. The 2nd day had a rain delay and *cold* winds, but I



managed to win 1st place in P06L in my 2020 Taycan Turbo S (46.660 sec). That time also won Ladies' Top Time of Day and a set of Michelin Tires!

The Technical and Historical Quiz is the last of the main 4 competitive events. It's a written test of knowledge of general, mechanical, and historic aspects of the Porsche family, business, and model lines, as well as knowledge of PCA. Julia won another 1st place trophy in class Q03L!

There are other competitive events at Parade, including the fun Gimmick Rally, the Art Show, RC Cars, and other kids' activities. The Briggs family excelled at the RC events. Reagan won 1st place in off-

we were able to snooker Carey Spreen into being on a Zoom call with his daughter, Geneva. We interrupted that call to announce that he was the winner of the Enthusiast of the Year! So well deserved! We only wish he could have been there to hear the applause firsthand.

Another national competition winner is Maggie Mertzluftt, who won 3rd place in the Website Contest in the largest class. Congratulations and thanks for all the hard work!

Lastly, our region was honored to receive 2nd Place in the Public Service Award due to our contributions to charities. Thanks to Jimmy Gallegos for leading the charge and for our members for being so generous.



Left: James Shoffit collected the website award for Maggie Mertzluftt Right: Zone 5 members, including some of our Mavericks pose for a photo

road and 1st place in on-road in the 12-14 year old group and Thomas won 3rd place in off-road and 1st place in on-road in the 15-17 year old group. Thomas was also the Fastest Time of Day (on-road) at 5.76 seconds and when mom, Heather, got in the action, the Briggs Family won the Fastest Family Award!

Aside from the competitions held AT Parade, this is the time for PCA to announce national award winners. While he was not able to attend in person this year,

Parade has other aspects to it besides competition. There is a Parade store with lots of goodies to buy, a hospitality area to get refreshments during the day and a sponsor/vendor area to visit, lots of tours to participate in, cooking classes, a Parade of Porsches, and so much more. There are 5 available banquets to attend with delicious food and drink. The resort did a splendid job this year. We hope more Mavericks can go to next year's Parade in Palm Springs, CA June 18-24, 2023. 🏆

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Dear Tire Guy

ON-SITE TIRES

Recently my wife surprised me and bought me a new pair of shoes I'd been eyeballing at the mall. They're great! Dark black, large aggressive stitching, bright white soles. Kinda sexy. Cushy soles. And nonetheless... they're still new shoes. Which means they are temporarily HORRIBLY uncomfortable because they've not been broken in yet. Race tires and new shoes are not so different in that they need to be worn-in first to really feel comfortable. This is where heat cycling comes in. What's heat cycling?

What is heat cycling? The easy answer: It's "breaking in" the new tires. Now the long answer: Track and competition tires are manufactured to be very aggressive, and need to be broken in first to perform consistently later. Tires flex under load and duress as they roll into and out of contact with the road surface. As a tire flexes and heats up, it breaks some of the weaker bonds between the rubber molecules. After an initial heat cycle the rubber bonds will link again after they cool, this time more uniformly and stronger. A full heat cycle therefore consists of heating and flexing the tire to break weak rubber bonds and then allowing it to cool for at least 24 hours so the rubber compounds re-link stronger and more track ready. This can be done one of two ways:

1) By running an easy 10-15 minute lap session on the track.



Don't push too hard though. Start easy and work your way up, just enough to properly and equally heat all 4 tires without any spinning or burnouts (that's cheating and it won't work!)

2) With a specialized machine that applies pressure to the tire as it spins off the vehicle until it reaches its ideal temperature. Either of these is a viable method, though this one will afford you more time on track.

So why does this matter to you? Because if a tire is initially run too hard, rather than being properly heat cycled, it will break not only the weaker rubber bonds but the stronger ones as well. This will reduce their grip. Proper heat cycling will also allow for more consistent performance on the track, as well as longer tread life. That's more money back in your pocket per lap. Who doesn't like more money, right? No one. That's who. Until next month, drive on!

Me: "I hit an animal and my car is totalled. Am I covered?"

Insurance agent:

"Yes. What did you hit?"

Me: "A fish."



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60 Years of Maverick Region Part 3: Racetracks & the Internet

by Carey Spreen, Region Vice President & Historian

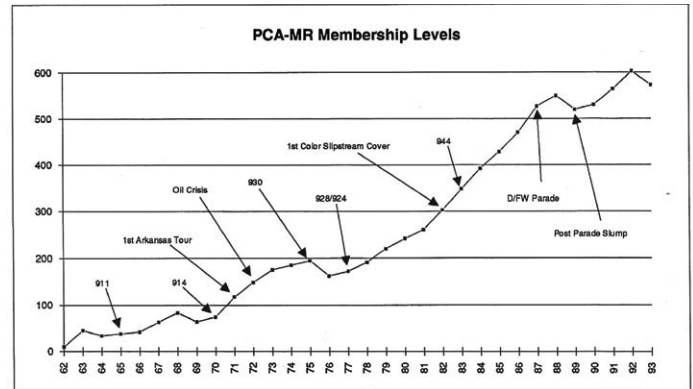
So far we have covered some of the highlights of the first 30 years of Maverick Region. This article will bring us through our 45th year, 2007.

But let's pick up at 1993. Maverick Region membership was in the 550-600 range at this time. Competitive driving events ruled the calendar; from March through October, there were eight Time Trials and eight Autocrosses scheduled, usually as back-to-back events held at the approximately 35-acre concrete pad adjacent to Mineral Wells Airport, fondly referred to as The MineralRing.

But it wasn't all about competitive driving; the 1993 Maverick calendar, for example, contained no fewer than six weekend events outside of the Region, from the Cajun Classique weekend in Louisiana to the Fiesta del Porsche weekend in Santa Fe, NM, plus a couple of track event weekends in Hallett, OK. Traditional home-grown events like the Father's Day Picnic, Maverick Round-Up, and the occasional tour and rally events filled in the calendar, along with the ever-present annual Porsche Parade.

To document Maverick Region's 30th anniversary, Charlie Davis put together several charts showing membership levels, total number of events per year, and even a breakdown of individual event types. Those charts show a steady increase in the number of events, in particular competitive events (with the exception

of Concours) in the 1980s, as membership rose from the mid-200s to the mid-500s. By the Region's 40th anniversary in 2002, our population had hit 1,067 primary members. (PCA membership numbers did not start counting Affiliates until 2008.)

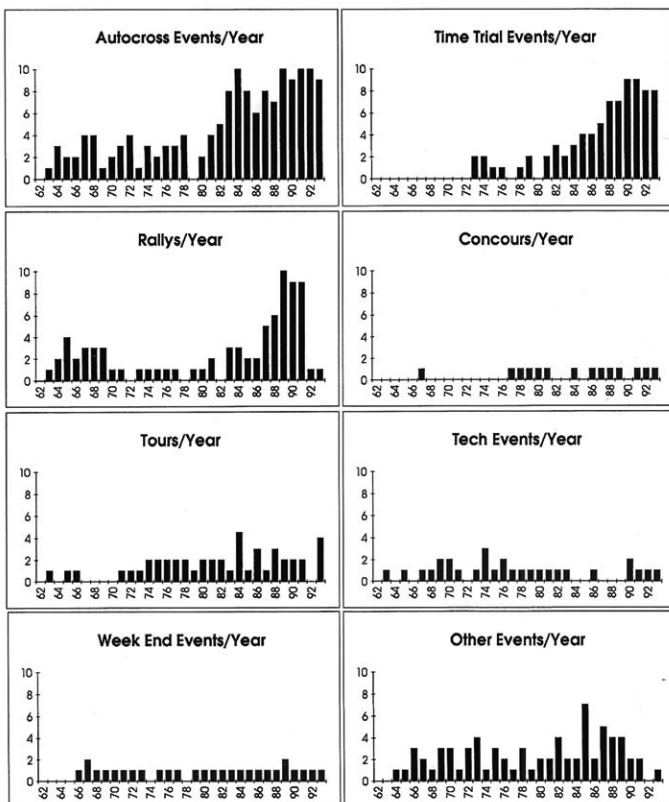


As noted in the previous installment of this article series, PCA Club Racing, which had begun in 1992, was quickly gaining momentum and popularity. Zone 5 hosted its first Club Race in 1994, when the program was barely two years old, at Hallett Motor Racing Circuit outside of Tulsa, OK. This was before there were any racetracks local to the DFW area, but since Hallett was only about five hours away, Mavericks with the desire, the opportunity, and the means to go wheel-to-wheel racing jumped at the chance to do so. Hallett also hosted Club Races in 1999 and 2000, followed by the first one hosted solely by Maverick Region: the 2001 Club Race at Texas Motor Speedway (TMS).

Maverick Region again hosted Club Races at TMS in 2002 and 2003, but it was getting expensive to rent the facility for the weekend, making breaking even financially more difficult, and we began looking for other less expensive venues. As luck would have it, MotorSport Ranch (MSR) in Cresson (located between Fort Worth and Granbury) became available to us in 1999 and became our track of choice for local Driver Education events (more on this later). So in 2005, MSR became our new home for Club Racing through 2007. Look for the conclusion of the Maverick Club Race history in the next and final installment of these 60th Anniversary history articles!

And now for something completely different: It was in the April 1995 issue of Slipstream that an oddly-named series of articles first started appearing; they were titled "Internet Autobahn." The Editor's Note from Laura Phillips for the first article in the series read as follows:

Jim Meyer kindly offered to pull items down off the Internet for us and as he does, I will reprint them for y'all



I can easily picture many Mavericks, especially those who did not yet have computers at home or at their workplace, thinking to themselves, "I know what an Autobahn is, but what's an Internet?" This might have been the Region's first in-print introduction to the World Wide Web. Nevertheless, by the December 1995 issue, the articles' names no longer referred to the Internet; they just pertained to the subject matter of the article, with credit going to the author and sourced "from the internet." Signs of things to come!

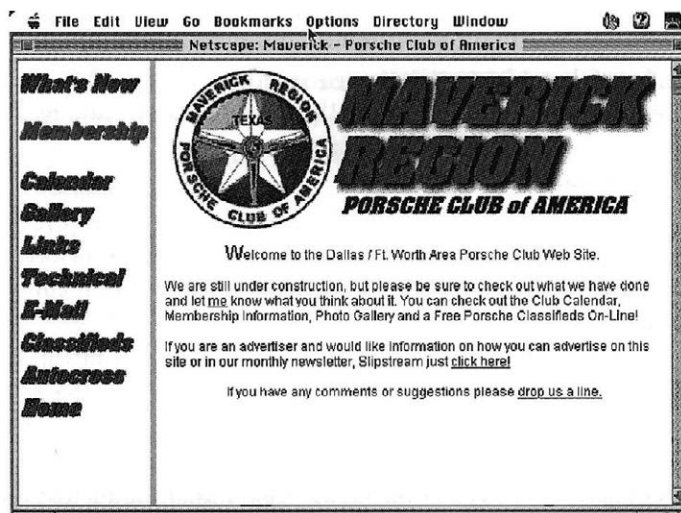


Zone 5 figured prominently in the Porsche Parade for both 1996 and 1997, the first time the Parade had returned to Zone 5 since the DFW Parade in 1987. The 1996 Parade was hosted by War Bonnet and Cimarron Regions (comprising all of Oklahoma) and headquartered at the Shangri-La Resort at the Grand Lake of the Cherokees in northeast Oklahoma. Mavericks on staff for that Parade were Fred Seipp (Hallett Club Race Coordinator), Carl Ussery (reprising his role as Billy Bob Evil, the TSD Rallymaster), and Jerry Sutton (Tech Quiz Chair), although lots of other Mavericks were there to learn as much as they could to prepare for next year's event.

The 1997 Parade in San Antonio, at the Hyatt Regency Hill Country Resort, was a joint effort between Longhorn (San Antonio area) and Coastal Bend (Corpus Christi area) Regions, but once again, Mavericks were there as part of the staff and behind the scenes to help

coordinate: Fran Ussery (Hospitality), Linda Bambina (Art Show), Jan Mayo (Worker Coordinator), and Ed Mayo (Protest Committee). To complete the late 90s Parade "trifecta," Maverick Region won Region of the Year at the 1998 Parade in Steamboat Springs, CO. There would be no more Porsche Parades held in Zone 5 until the Fort Worth Parade in 2004.

But back to that "Internet" thing. A short article in the June 1997 issue of Slipstream announced that the Maverick Region Website had been active for five



months. The article was written by our first Webmaster, Jamie McShan, who had only been a PCA member for six months. Jamie lived in Abilene, which, technically, is not in Maverick Region at all, and not even in Zone 5 for that matter; it was (and is) in West Texas Region, part of PCA Zone 9. But apparently Jamie was so enthusiastic about putting up a Maverick website that he convinced Region President Gordon Smith to give him the go-ahead, and our website was born.

Back in the 1980s, Time Trial events (competitive track driving against the clock) were popular until we lost the use of the last true racing facility in the area, Green Valley Raceway, in 1986. After that, we used the large former helicopter storage pad at Mineral Wells Airport for not only Time Trials but autocross and DE events as well. Texas Motor Speedway opened in early 1996, but at the time, the cost of renting the track was prohibitive for us. So we continued to use The MineralRing until we learned of a country club-style racetrack facility, MotorSport Ranch, being built in Cresson, TX.

To make a long story short, Maverick Region got in on the ground floor at MSR, holding our first-ever modern PCA-style Driver Education event in September 1999 with Bryan Henderson as the DE Chair. This was an introduction for many of us to DEs on real racetracks using instructors meeting PCA National qualifications and using procedures developed by PCA and other groups over many years. In the year 2000 there were a couple more DEs at MSR, sharing the DE schedule with

events at Texas World Speedway in College Station, as well as Hallett and other tracks within a day's drive of DFW, and getting instruction help from seasoned drivers in other nearby PCA Regions. But the die was cast, and there have been DEs at MSR ever since, which have trained hundreds of drivers and scores of instructors / coaches about driving fast, having fun, and most importantly, being safe at high speed on closed courses.

As mentioned earlier, Maverick Region hosted the 2004 Parade in Fort Worth, this time with Jan Mayo as the Parade Chair. Listing the individual event chairs here is impractical, as the list had grown significantly from the 1987 event, but suffice to say that about 40 Mavericks volunteered their time to help put on the PCA "annual convention" that year.

Notably, the 2004 Parade was the last one that used mail-in registration, which had to be

postmarked no earlier than a certain date. Registration for the 2005 Parade (and every one since then) took place via a new Parade Registration website. Registration that year, and frankly for many years after that, had their share of teething problems, but there was no going back: PCA had crossed another threshold into the Internet Age.

Lastly, I would be remiss if I did not mention one Maverick who was a true driving force during the 1990s and into the 2000s: Lanean Hughes. Lanean joined the Region in 1992 and quickly became active in many events, and found her calling while in Mineral Wells when she heard about the Hope Shelter, a safe haven for victims of domestic abuse. She made the Hope Shelter her charity, and by extension, Maverick Region's charity, as it still is today.

Lanean won the Selcer Award (the Region's highest honor) no fewer than three times; she won PCA Enthusiast of the Year in 1999; and she spearheaded our charity efforts so strongly that we took first place in the PCA Service Award for 1995, third place for 2000, and first again for 2006. After her untimely passing in 2006, she won the PCA Zone Representative's Award posthumously in 2007 for her dedication and enthusiasm.



Lanean Hughes

Wendy Shoffit wrote a tribute to Lanean in the November 2006 issue of Slipstream, if you would like to learn more about this special lady and what she gave to the club.

Watch for the final installment of Maverick Region's 60th Anniversary in the October 2022 issue of Slipstream!

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Women Behind the Wheel: Family Matters

by Joann Talty

photos provided by Stephanie Summers and Michael Durovick

She might be easing into Maverick activities, but she's no stranger to Porsche passion. In fact, it runs in the family, as many Maverick members have experienced. You see, August's Maverick Woman Behind the Wheel is a third-generation Olga. She is the niece and affiliate

typically occupied the passenger seat, but the seating didn't matter to Stephanie. Whether just on an errand or a cruising the Pacific Coast Highway (PCH), she remembers the fun times with the music up listening to something fun and funky.



Stephanie Olga Summers with Club Secretary and Aunt, Olga Taylor

Olga confirmed this with me. She, too, loved grabbing teenage Stephanie and spending half the day screaming up the PCH to Zuma Beach and grabbing lunch in Malibu at Gladstone's 4 Fish. She shared that Stephanie has always been a "car person," perhaps because she came from "car people." As a child, Olga remembers her dad taking the kids out in his giant Ford Fairlane. Many of those rides concluded with dad saying, "Now don't tell mom . . ."

member of our Club Secretary, Olga Taylor, and granddaughter of the late Olga Stain. She is Stephanie Olga Summers – a newlywed and new Porsche owner.

I met her when she joined her Aunt Olga for our October 2019 female photo shoot, but I really got to know this cheerful, then single woman with the infectious smile in the spring of 2020 at two Plano Patio Pop-Ups – once at Taverna Rossa and for a longer chat at Anamia's Mexican Restaurant. She drove a 2012 Audi A6 at the time and thought her next car might be a Range Rover.

She grew up in Cerritos, California, and completed her undergraduate degree and Master of Healthcare Administration at Fresno State University. She moved to Plano four years ago to be closer to her aunt and grandmother. Her mom and younger sister followed in 2020 and 2021 landing in Fort Worth. Describing this area as very calming, Stephanie loves the relaxed, laid-back, and less crowded lifestyle. At the same time, she has great memories of her California childhood.

Since the age of seven, Stephanie has been riding around with Olga. Sometimes, she squeezed into the middle of Olga's black 1974 914 or into the back seat of Baby – the Nutmeg Metallic 1980 911 SC. Her older sister

imagine, if you will, the sound of screeching tires coming to a halt. Stephanie's world took an altogether different direction changing for the better! In July, she purchased Quick Silver, her 2014 Metallic Silver Panamera, and on December 27, 2021, she married the love of her life, Milton Summers, exactly three years from the day they met.

When faced with replacing her Audi, she recalled conversations from club members who spoke highly of the masterfully crafted vehicles. Olga advised her that Porsches hold their value well compared to other cars, and Milton researched various luxury brands leading her to eliminate several she had previously considered. Frustrated after a couple horrible shopping experiences, Chris Flaugh saved the day by showing her the Panamera with only 26,000 miles.



Stephanie with husband Milton

The Summers are empty nesters who share a blended family of five adult children between the ages of 24-40. While he works nights, she recently accepted a new position as Director of Consumer Growth at CenterWell Primary Care. A part of her position includes event planning, something she enjoys. Together, they enjoy exploring the DFW area learning what it has to offer. Klyde Warren Park, Trinity Groves, and Reunion Tower have all made the recent list.

As I mentioned earlier, Stephanie is easing into PCA events. She's been to a couple All Member and Founders Day parties. Maybe you saw her as Cleopatra at a Halloween Rally, picked tulips with her and Milton at Tulipalooza this past year, or met her at June's Porsches and Pastries.

Stephanie recalled a funny story from the 2019 Bluebonnet Tour she attended with Aunt Olga. While enjoying the drive and the flowers, Olga at some point realizes she's missing her cell phone. The pair retraced their steps, walking through the bluebonnets hoping to find it with no luck. Back in the car, they initiated a search with "find my iPhone" and followed it. Somehow, it led them to a house. Olga, determined to retrieve her phone, wanted to approach the door and demand her phone back. Stephanie talked her out of it, and they drove home disheartened. Imagine their surprise when they later found the phone in the car. It had been sitting on the dash the entire time. That's as funny as talking to a friend on your phone while hunting for the phone you think you misplaced. We've all done that, right?

So, what's next for Stephanie Summers? Her interest has been piqued with tales of the infamous Tail of the Dragon and she's considering some road trips. Milton's Porsche interest has also been piqued, and he may soon be in the market for a Porsche of his own. 🇩🇪



Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

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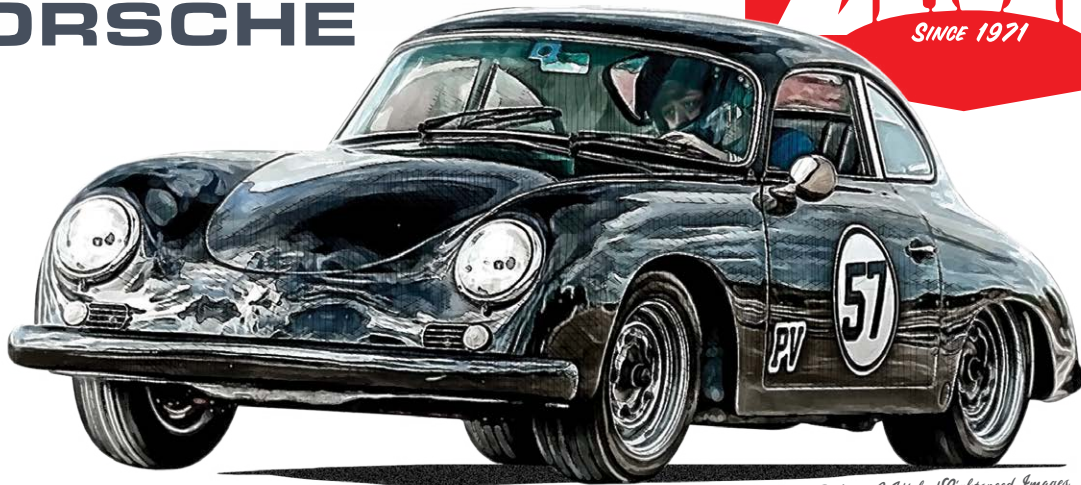


Photo: Robert A. Kirby/Lightspeed Images

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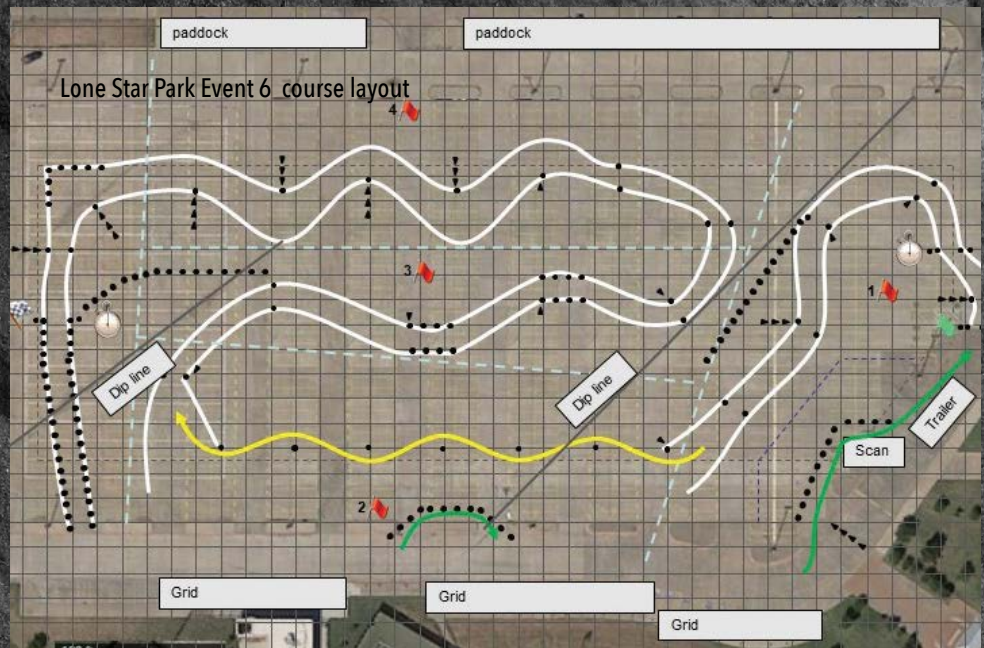
Equipe Rapide Autocross Series: AX Event 6

by Mark Schnoerr, Region Autocross Liason

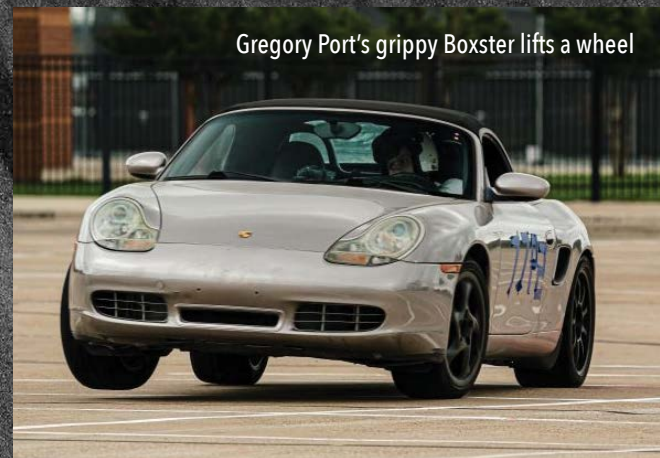
photos by Robert Kirby of Lightspeed Images

Memorial Weekend and competition from the Spring Nationals in Lincoln Nebraska reduced our usual number of entries so we set a longer course and finished the event just after 2:00 pm. The wind was blowing hard all day so an early end was welcomed by all.

We'll have coverage of the July 31 event in the next Slipstream, but make plans to come out to Lone Star Park on Sunday, August 28 to watch or compete in Event 7! Contact me for questions, classing information or details at AX@MAVPCA.ORG



Aaron Hutton hustles through the course



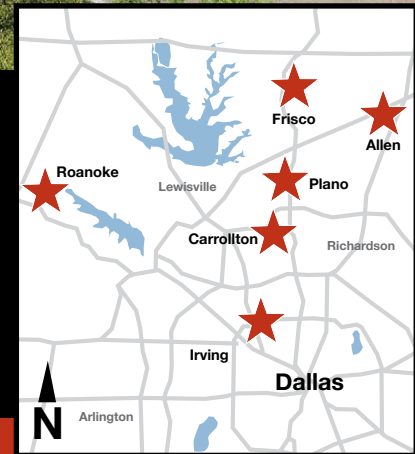
Gregory Port's grippy Boxster lifts a wheel

PH - 'P-Historic'				Best Time	Diff.
1T	14	Mark Schnoerr	Lime Green 914 2.0	39.98	-
2	914	Sigrid Schnoerr	Lime Green 914 2.0	40.487	0.507
P2 - 'PCA 2'				Total	Diff.
1T	77	Gregory Port	Silver Boxster S	39.405	-
2	130	Carey Spreen	GT Silver Boxster S	40.393	0.988
3	7	Douglas Edney	Black 996	40.696	0.303
P3 - 'PCA 3'				Total	Diff.
1T	43	Reid Cloud	White Cayman S	38.296	-
2	12	Joe Wilkinson	Red Cayman GTS	38.497	0.201
3	987	Aaron Hutton	Silver Cayman S	39.913	1.416
CS - 'C Street'				Total	Diff.
2	133	Thad Bolline	Yellow Boxster	41.817	1.781
CSL - 'C Street'				Total	Diff.
1T	33	Hailey Bollini	Yellow Boxster	44.486	-



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Welcome Our New Mavericks!

by Becky and Tom Gomer, Region Membership Chairs

If you have any changes that you would like to make to the MRPCA membership guide, contact Tom or Becky at membership@mavpca.org

New Members June 2022

Steven Armand (Sandy)	Sanger	2011 Boxster	David Hegmann	Dallas	1995 911 Carrera
Dan Baruch	Plano	2021 Panamera 4 E-Hybrid	Asa Henry	Dallas	2011 Boxster
Terence Blake	Dallas	2018 718 Cayman S	Daniel Hess	Wylie	1988 944S
Bob Bloem	Fairview	2019 911 Carrera T	Brendan Hinds	Frisco	2020 718 Cayman GT4
William Campbell	Irving	2003 911 Carrera 4S	Moez Janmohammad	Little Elm	2007 Cayman S
Colby Cannon	Fort Worth	2014 Cayenne Diesel	Santosh Joshi	Plano	2016 Cayenne
Brian Capps	Bullard	2008 911 Carrera 4S	Mike Mann	Cleburne	1974 911
Stephen Cornwell	Aledo	2022 Macan S	James McClure	Dallas	2014 911 Carrera S Cabriolet
Kevin Dahncke	McKinney	2021 911 Carrera	James Moes	Kennedale	2015 Boxster
David Davis	Plano	2020 Cayenne	Dominick Oliverie	Dallas	2017 Cayenne
Jessica Dishman	Princeton	2015 Macan S	Homer Pearce (Sara)	Fairview	2017 911 Carrera S
Rick Donoghue	Argyle	2021 911 Turbo S	William Ralstin	Fort Worth	1997 911 Carrera
Aaron Dula	Allen	2006 Cayman S	Gary Shimmin (Carson)	Keller	2012 Cayman S
Heath Erickson	Frisco	2014 Cayman S	Wayne Stratton (Suzy)	Granbury	2003 Boxster
Ryan Fontenot	Prosper	2019 911 Carrera	Robert Taylor	The Colony	2016 Cayman GTS
Vivek Gupta (Novie)	Lewisville	2022 911 Carrera GTS	Mike Waddell	Lucas	2004 Boxster S
Dale Harn	Flower Mound	2017 911 Turbo S	Billy Wang	Plano	2022 Macan

Transfers In

Bill Blodgett	Transfer From: Shenandoah (SHN)	1987 911 Carrera Targa
Angela D. Copeland	Transfer From: Potomac (POT)	2008 Cayman
Anton & Anastasiya NushtayevaI Khatsanovich	Transfer From: Golden Empire (GEM)	2002 911 Carrera
Michael & Wendy Whitted	Transfer From: Maumee Valley (MM)	1991 911 Carrera 2 2011 Cayenne S

Maverick Membership Statistics as of July 1

Primary Members: 2519

Affiliate Members: 1193

Total Membership: 3712

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Maverick Marktpreis: Panamera Turbo / Turbo S

by Peter Wen, Region Merchandise Chair

It's a sedan! It's a hatchback! It's a 928-reimagined, 911-esque, grand tourer Panamera! In 2009, following the success of the company's first 4-door production vehicle, the Cayenne, Porsche was ready to take on the luxury sedan segment with a GT car of their own. Enter the Panamera.

The Panamera, Type 970, was produced from 2010-2016. It was a full-sized luxury sedan. Yes, full-sized like a Mercedes S-Class. Similar to the 928, this luxury sedan had an engine up front and it could seat four adults comfortably. To prove to the critics that the Panamera was worthy of the Porsche badge, the Turbo model was launched from the start. The twin-turbo 500-hp V8 engine can launch the Panamera from 0 to 60 mph in less than four seconds. It was faster than a Cadillac CTS-V, a

Mercedes CLS63 AMG, or a Corvette Grand Sport. In fact, it was even quicker than most 7th gen 911s (991)! It's no wonder that *Excellence* magazine picked the Turbo to be the Best Daily Driver of all Panamera variants.

Inside, the Panamera cabin is luxurious. One reviewer compared the backseats to First Class pods on airplanes. It has an awesome sound system and superb supportive seats. The MSRP for early Turbo models started at \$135k. However with options, it could jump quickly to the \$150k-\$160k range. Today, you can find early Turbos for a fraction of the original price. If you are looking for a spacious, practical, family sedan that can blow the doors off your snooty neighbors' sports car, look no further than a Panamera Turbo. It's a Porsche through and through. 🇩🇪



		2019-2020 (\$k)	2020-2021 (\$k)	2021-2022 (\$k)
2010-13	Turbo	\$40-\$60	\$35-\$50	\$35-\$50
2012-13	Turbo S	\$55-\$65	\$50-\$60	\$45-\$60
2014-16	Turbo	\$65-\$95	\$50-\$80	\$50-\$75
2014-16	Turbo S	\$80-\$100	\$65-\$80	\$65-\$80

Source: *Excellence* magazine's Porsche Buyer's Guide
\$RED indicates a decrease in value from previous year

This "tri-fold" rear spoiler wing is unique to Panamera Turbo and GTS models. The wing deploys automatically at 56 mph.

FUN FACT: "The Panamera's name is derived, like the Porsche Carrera lineage, from the Carrera Panamericana race. The Panamera is generally considered to be the long-awaited fruit of Porsche's 989 concept vehicle from the late 1980s." - https://en.wikipedia.org/wiki/Porsche_Panamera



2014 Panamera Turbo S
 Sold for \$66,000 plus \$3,300 buyer fee

48k miles
 Basalt Black / Cream & Black
 4.8L V8 twin-turbo
 7-speed PDK
 Sold date: Apr 2022



2016 Panamera Turbo S Exclusive
 Sold for \$123,000 plus \$5,000 buyer fee

16k miles
 PTS Jet Black Metallic / Chestnut Brown
 4.8L V8 twin-turbo
 7-speed PDK
 Sold date: Dec 2021



2011 Panamera Turbo
 Sold for \$64,000 plus \$3,200

11k miles
 Dark Blue / Cognac
 4.8L V8 twin-turbo
 7-speed PDK
 Sold date: Apr 2022



2010 Panamera Turbo
 Sold for \$43,500 plus \$2,175

48k miles
 Carbon Grey / Luxor Beige
 4.8L V8 twin-turbo
 7-speed PDK
 Sold date: Oct 2021



2010 Panamera Turbo
 Sold for \$50,500 plus \$2,525

18k miles
 Platinum Silver / Black
 4.8L V8 twin-turbo
 7-speed PDK
 Sold date: Apr 2022



2010 Panamera Turbo
 Bid to \$39,999 (reserve not met)

32k miles
 GT Silver / Black
 4.8L V8 twin-turbo
 7-speed PDK
 Closed Date: May 2022



Coffee, Cars & Conversation

by Bill Kruder, Maverick President

photos provided by Alan Nusbaum

By now, most have figured out that these chance meetings happen around two things: a cup of coffee and our cars. Well, this one too has its origins where we met during the Mavs & Mochas in February at Lakeside Market in Plano. As memory recalls, we had some flurries and a cold wind but that did not stop us from having triple-digit attendance. Well, I was doing my usual catching up with a member when this couple walked up and introduced themselves to me. Within a minute, he asked, "Is that Photography Chair on the board still open?" Which took me by complete surprise because I wasn't even sure if people knew we had an opening yet. Of course, after hearing about his interest in car photography, and as I remember he was heading to Amelia Island to shoot some cars, I knew we had a big fish on the hook. As we say the rest is history! As I write this, his trip to Amelia Island is the lead story to our latest online Slipstream magazine.

So here is the next in my series of "conversations" . . .

2015 Boxster GTS, 1994
968 Cab, 1989 911
(1964) and 1970 911T

Bill Kruder: *Well, let's start with where you are from.*

Alan Nusbaum: I was born in Detroit, second generation. My grandparents were from Belarus, coming thru Ellis Island and landing in Detroit. We then moved from Detroit to Finneytown, Ohio which is about 20 miles north of Cincinnati, where I went to grade school and high school - class of 1979.

BK: Tell me about college.

AN: After high school, I moved up to Columbus and attended DeVry to get an engineering degree.

BK: Did this have to do with your interest in music?

AN: Ha, yes it did. I have always loved music, wanted to play it even. I tried the bass guitar and quickly realized I don't have rhythm (laughing), so I thought heck, why not be a recording engineer? I could then come very close to being the musician I was not.



Alan and his class winning 1970 911T at the 2022 Maverick Concours

BK: So how did that work out for you?

AN: I still love music (laughing), but I never was the recording engineer I thought I would be. I graduated in 1983 and shortly thereafter began a 37-year career with defense contractors, mostly working on communications and radar systems for the military.

BK: So, where did that land you?

AN: For a guy that basically lived his entire life in Ohio to that point, I quickly found myself living in Long Beach, California and working for Rockwell on the B-1B bomber. That was 1983.

BK: So, is that where you met Gigi?

AN: Oh no, we met in Columbus while I was in school. I was sharing an apartment with some guys and she lived across from us.

BK: Sounds like a story!

AN: Well, it's kind of a funny story though, because she lived with her brother, but I thought it was her boyfriend or husband (laughing). Well, one day she knocks on the door and asked if she could come in to use our phone because her brother was sleeping, and she didn't have the key. Well, being the hero, I say "no problem, I can get you in." She looked puzzled as we walk over, and I pull out my driver's license and slip it along the door and - bingo - it opens. After that "breaking and entering" event we never stopped seeing each other. That was 1981.

BK: When did you get married then?

AN: After dating for about six months we moved in together and then married as we left for Long Beach, now 39 years ago.

BK: Tell me about your family?

AN: We have three wonderful kids. Jackie, our oldest, who was born in Long Beach, and has two of her own: Evan is nine and Cecilia is seven. Then we have our two boys,

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Tyler and Sam. They were both born in Fort Wayne, Indiana. All three are happily married and live in the DFW area.

BK: Wait, so Long Beach to Fort Wayne?

AN: Those were our first two moves. We were in Long



2007 Boxster S while visiting Bug Tussle, Texas which is apparently a real place

Beach for three years, then to Fort Wayne in 1986 when I took a job with Magnavox. Yes, the stereo and TV brand, but I was with the defense contractor side. We were there for 19 years. Then in 2005 we moved to Zionsville, Indiana, which is about 30 minutes northwest of Indianapolis. Our last move before Texas was to Northern Virginia, Leesburg, about an hour northwest of D.C. Then in 2014 we made our last move to Dallas, Allen specifically.

BK: This was all with the same company?

AN: Well, that's the thing, kind of (smiling). Once I started with Magnavox it became Hughes and then it became Raytheon, so as the mergers happened, I had to manage through the changes, eventually retiring in 2020 just as COVID began and another company merger was in the works.

BK: Let's switch gears: tell me about your first car.

AN: Oh gosh. It was a 1973 Chevy Vega, a hideous green color. Those cars rusted before they left the showroom (laughing) and this one with the aluminum block that burnt oil so much I had to clean the plugs and add oil as

often as I put gas in it. The good news was it was on this car that I learned how to drive a stick. My first sports car was our Miata. It was a '92 that we bought in 1999.

BK: How about your first Porsche?

AN: That was our 2000 base model (986) Boxster; we bought it in 2005 when we moved to Indy.

BK: Why the move to Porsche?

AN: Well, I'm a huge open wheel and sports car racing fan; I read all the magazines growing up, had the posters, then realized we could now afford the jump into a "real" sports car. I am a real fan of the racing history, the styling, and the technology.

BK: I understand you have had more than one Boxster?

AN: That we have; we sold the 2000 and in 2010 and we bought a 2007 Boxster S. We had it for almost 10 years until we bought our current 2015 Boxster GTS. Gigi and I have made many, many "off the beaten path" trips in these cars over the years.

BK: Tell me about the restoration of the 911T.

AN: I had always wanted a longhood 911 and decided to do a restored car. I had looked for a long time for a shop to do it and finally settled on a place near Oakland. We started in 2019 with the project and between COVID and several disputes I had with the builder, I finally ended up with a car about 80% done at delivery. Thank goodness for a mechanic here I had met earlier. His name is Eric Nelson, and he patiently got the car where it needed to be about 15 months



Gigi with their 2000 Boxster

later. I don't necessarily recommend anyone going through a full restoration process, but it sure felt worth it when the car won an award at the recent Maverick PCA Concours!

And, like so many chance meetings I have with members, had Alan not walked up to me and asked if that spot on the board was still open, we may never have had the chance of . . . DRIVING FRIENDSHIPS. We look forward to seeing all the friendships he captures behind the lens too! 🍷

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Wednesday, September 7th
6:30 PM - 8:00 PM



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For additional information or to submit your name as a nominee for any of the Executive Council positions:

- President
- Secretary
- Vice President
- Treasurer

Please contact any member of the Nominations Committee.

NOMINATIONS COMMITTEE

CHAIR: Jim Hirsch

MEMBERS: Wendy Shoffit & Beckie Gomer

CONTACT: nominations@mavpca.org

NOMINATIONS DUE: Friday 9/9/22

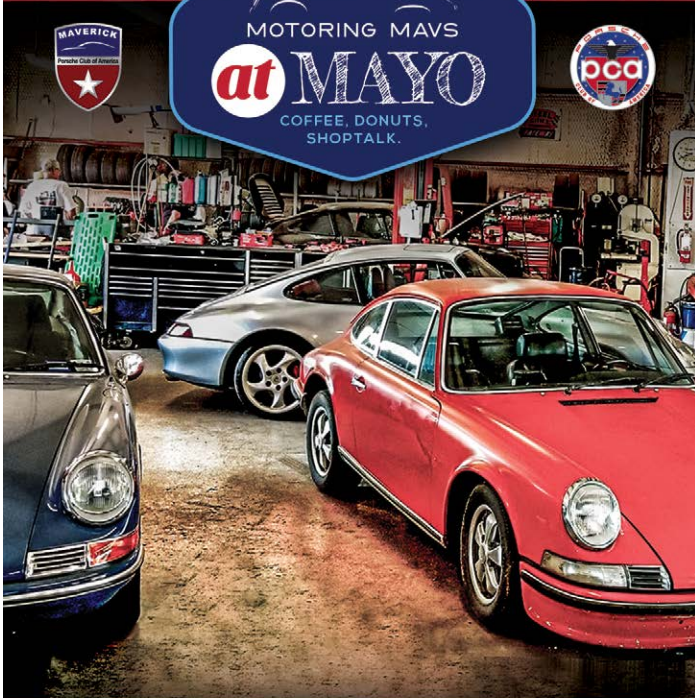
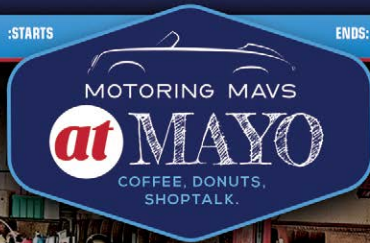
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GRIOT'S GARAGE



July Mavs & Mochas: Stonebriar Community Church

by Mike McHorse

photos by Pat Carmichael, Debi Kruder and Greg Ward

The July 2022 rendition of Mavs & Mochas took us to Stonebriar Community Church in Frisco for its annual Pinewood Derby Grand Prix event. While the MAV Region cars were impressive, the congregation's Pinewood Derby cars took home the trophies and were amazing works of mechanical and visual art!

An estimated 120 Porsches made it out on a blistering hot day. Thank you to the team at Stonebriar Community Church for providing plenty of cold water and



hot coffee. And a special shout out goes to the MAV Region members for the extraordinary amount of paper donated.

Feature car for July was the 992 and we had a great variety of them present. These included coupes, cabriolets, Targas, Turbos, GT3s, and a GT3 Touring.

Thank you to the Mavs & Mochas team of Matt Wilson, John Cuyler, and Mike McHorse for pulling another successful event together.

See everyone at Turbo Coffee in The Colony for our first evening event of 2022 on Saturday, August 13 from 7:30 to 9:30 pm. 🏆



Motorsport Mike: Porsche Racing Update

by Mike O'Hare

photos credited below

If you are a Porsche motorsport fan – wait, of course you are, or you'd be bypassing this article - then there is a lot to be excited about! Let me bring you up to speed with some recent developments!

IMSA GTD Pro – Porsche's Canadian Team Pfaff are on top (as of this writing) of the leader board in the heavily-contested GTD PRO classification. After coming off last year's Weather Tech GTD Championship, first place wins in 2022 include: 24 Hours of Daytona, Laguna Seca, and Canadian Tire Motorsport Park. Pfaff team drivers Matt Campbell, Mathieu Jaminet, and Felipe Nasr are looking to pilot the distinctive red plaid powered #9 Porsche 911 GT3R to back to back championships!



Photo Credit: Pfaff Motorsports

IMSA GTD – Heading into the back half of the season, Porsche's Team Wright Motorsports resides in second place behind Mercedes-AMG's Gilbert Korthoff Motorsports by a slim margin. From a manufacturer standpoint, Porsche trails BMW and Mercedes-AMG in a very tight bid for first!

IMSA Michelin Pilot Challenge – Racing a Porsche 718 Cayman GT4 RS Clubsport, Team RS1 resides in third place amongst 36 teams competing in this series. With 11 teams racing the Porsche brand, our high ranking of second place across all manufacturers in this series stands to reason.

Porsche Carrera Cup North America – It is with incredible excitement that I share that our own Bill Smith (Former "Meet The Driver" speaker – see the February 2022 *Slipstream*) took the top podium spot at Watkins Glen in the second race (and also finished second in the first race) driving his Topp Racing Team's 911 992 GT3 Cup Car. Super Congrats Bill!

Porsche 2023 963 – It's going to be an exciting racing season in the top tier of prototype machines with the debut of the Porsche 963. Behind Team Penske and other customer teams jumping on board, this twin-turbo V-8 697-horsepower racecar will look to claim championship titles in both the FIA World Endurance and the newly-formed IMSA GTP class. Team Penske will sport Porsche's white, black, and red racing livery paying tribute to the 1970 Le Mans-winning 917K and the 2015 919 Hybrid.

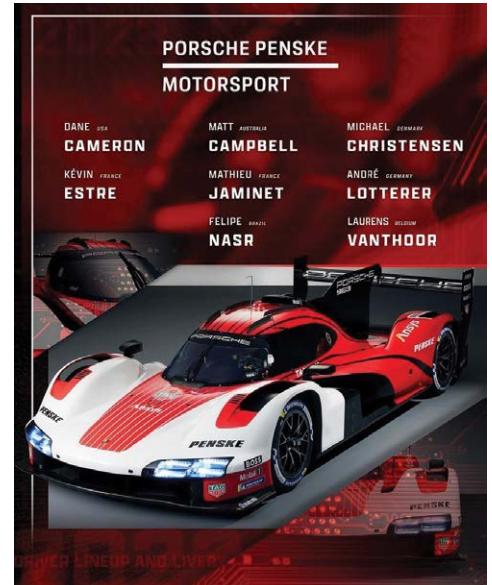


Photo Credit: Team Penske Racing - Instagram

Porsche & F1 – I know you've seen it here before; however it looks almost completely certain that Porsche will be providing the engine power to Team Red Bull. So to those who are already in camp Verstappen and Perez, this is a huge added plus; those on the dark side will have to decide where your allegiance lies! 🇳🇱



Photo Credit: IMSA, Bill Smith FB Page

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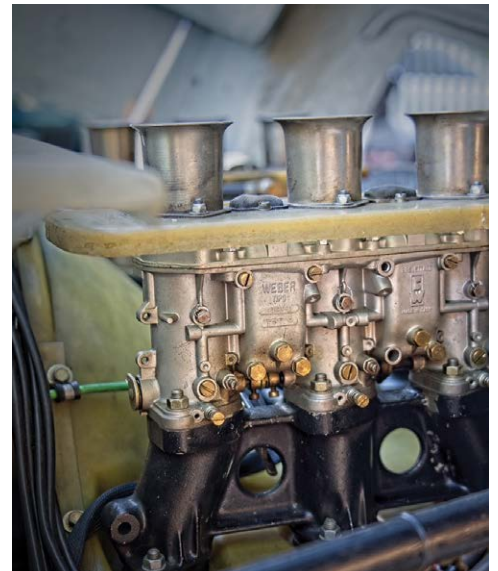
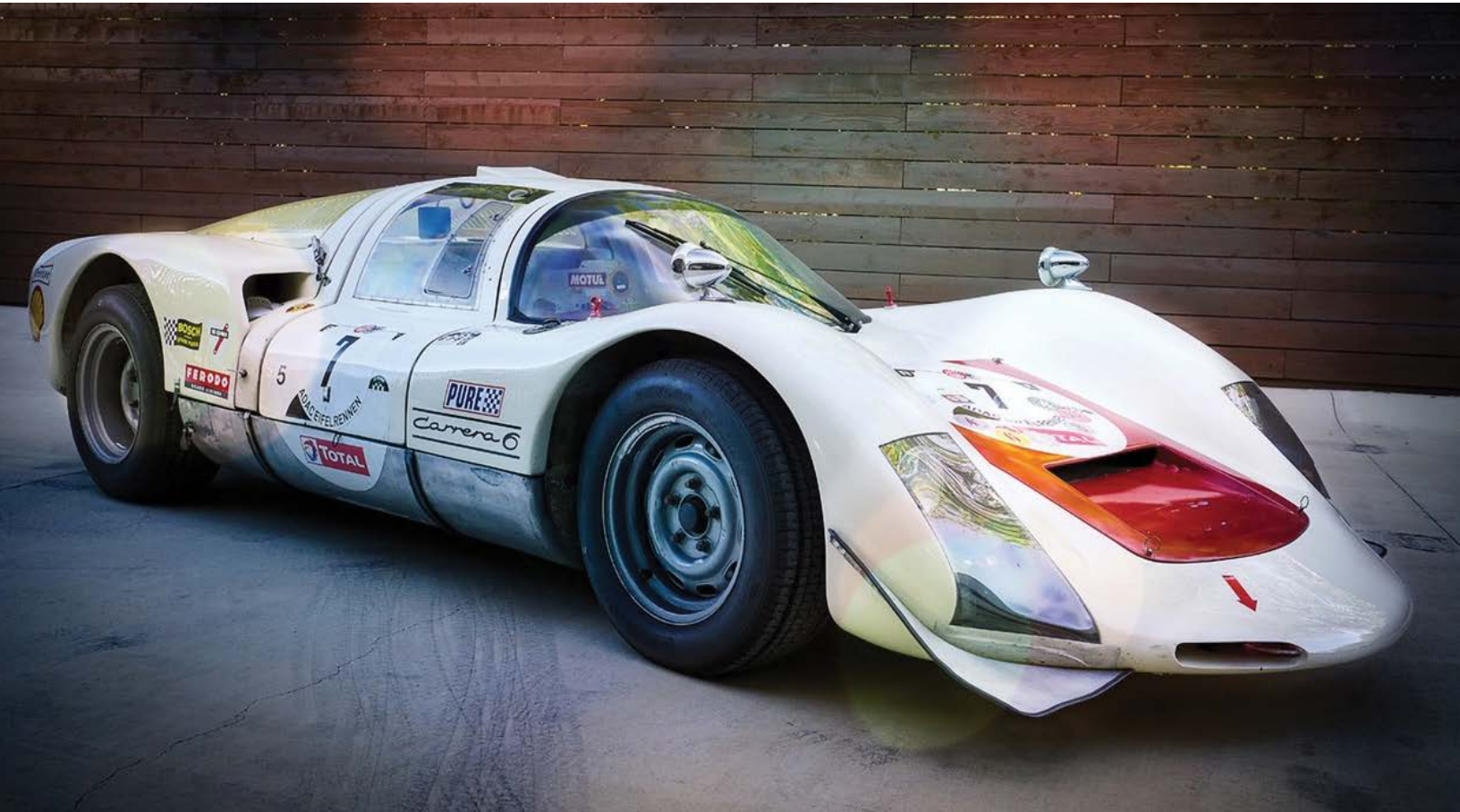
In Focus: Michael's R & B project

by Michael Durovick

photos provided by author

What is Michael's R & B project? It's not that great musical style reaching its peak in the 70s, nor is it one of my favorite musical groups of the 70s/80s - the Alan Parsons project. In fact, it has nothing to do with music. It is an aspirational photo project for *Slipstream* to capture and share images of some of the most rare and beautiful (i.e., R & B) cars to ever wear the Porsche badge.

I know the adjectives "rare" and "beautiful" are very subjective, so please allow me to define them as they relate to my idea for this project. For the "rare," I suggest the following original cars (no replicas) should be considered (take a deep breath, and...): 904, 906, 907, 908, 910, 917, 918, 919, 934, 935, 956, 959, 962, 963, Carrera GT, GT1, RSR, 550, 356 Abarth Carrera



GTL, 356 America Roadster, 911 SC/RS, 993 Turbo Cabriolet, 991 club coupe. After seeing this list, I know many would point out that it is unlikely that most of these vehicles even exist in the DFW area. The point is that some do exist now and additional cars might exist in the future. We are looking to get any of these cars possible to share with our fellow Mavericks as we all appreciate the heritage of these fine works of moving art.

Which brings us to the “B” of R & B. There should be more available cars of this type than the rare, and these always bring the oohs and aahs. For the beautiful,



I suggest any re-engineered vehicles as completed by the likes of Singer, Gunther Werks, RUF, RWB, Gemballa, Paul Stephens, etc.

Ensuring that this project can succeed and continue requires assistance from every PCA member to identify owners of these cars. Knowing that some such owners might wish to remain anonymous, we have a process for this too. If you know any owners of the above vehicles, and the owner is agreeable to having a photo shoot to publish in *Slipstream*, please contact Region President Bill Kruder or Photography Chair Alan Nusbaum to arrange a shoot. If the owner wishes to remain anonymous, let them know this request as well, and every effort will be made to ensure the owner's identity remains anonymous.

For this first foray into this project, we are very appreciative of Don Yount of Yount Racing. Don invited Alan Nusbaum and me to visit his home and photograph his 906. Don's garage is one of those places any of us would love to spend hours just hanging out and enjoying his collection.

Something Don said really impressed me. Don sees himself as the temporary caretaker of these works of art, until the point that it goes to the next person. He really understands the need for passionate owners to preserve these rare cars for the next generation. Thank you Don for sharing one of your cars with your fellow Porsche Mavericks. 🇺🇸

**SHORT
TAKE**

Carrera 6

Manufacturer: Porsche Production: 1966 Class: Group 4 | Group 6 Engine: 2.0L (1991cc) flat 6 Curb weight: 580 kg (1,280 lb)

The Porsche 906 or Carrera 6 is a street-legal racing car that Ferdinand Piëch, aged 28 and the grandson of Ferdinand Porsche, helped design when he was head of development of Porsche's racing division. It was announced in January 1966 and 50 examples were produced. This was not a random number. Instead it was the minimum number Porsche could produce in order to meet the homologation requirements of the FIA's new Group 4 Sports Car category.

The car weighed around 1,280 lbs and was propelled by a 901/20 6-cylinder with carburetors that made 210 horsepower at 8,000 rpm, and sat mid-ship, covered with a large plexiglass window. The Carrera's flat-six engine, began as a production 911 engine, although lightly modified for its new racing purpose. The fiberglass body of the car had gull-wing doors, not unlike the Mercedes-Benz 300SL of the time. Unlike the Porsches that came before it, the 906 was designed in the wind tunnel and that helped hone its shape (c/d .35) and allow it to reach a top speed of 170mph at Le Mans. This shape, would prove to be a good one, and it was a precursor of things to come.

After the car's debut at Daytona in early 1966, the Carrera 6 was hailed a success. It finished 6th overall and won the two-liter prototype class that year. At the 12 Hours of Sebring, Hans Herrmann/Herbert Müller finished fourth overall and won the class. In fact, it won its class at the 1000 km of Monza, Spa, and Nürburgring that year. Sebring was the first race against Ferrari's new Dino. The Porsche continued to score win after win against Ferrari through 1968. Comedian Dick Smothers and Fred Baker famously took 8th overall to win its 2.0-liter class at Sebring in 1969. Not bad for a funny man.

The fact that one of these pieces of history is a part of our club is nothing short of amazing, and if you get the chance to hear it, you'll know true bliss. While we know it not always about the cars, this might be a *rare* exception. -Ed

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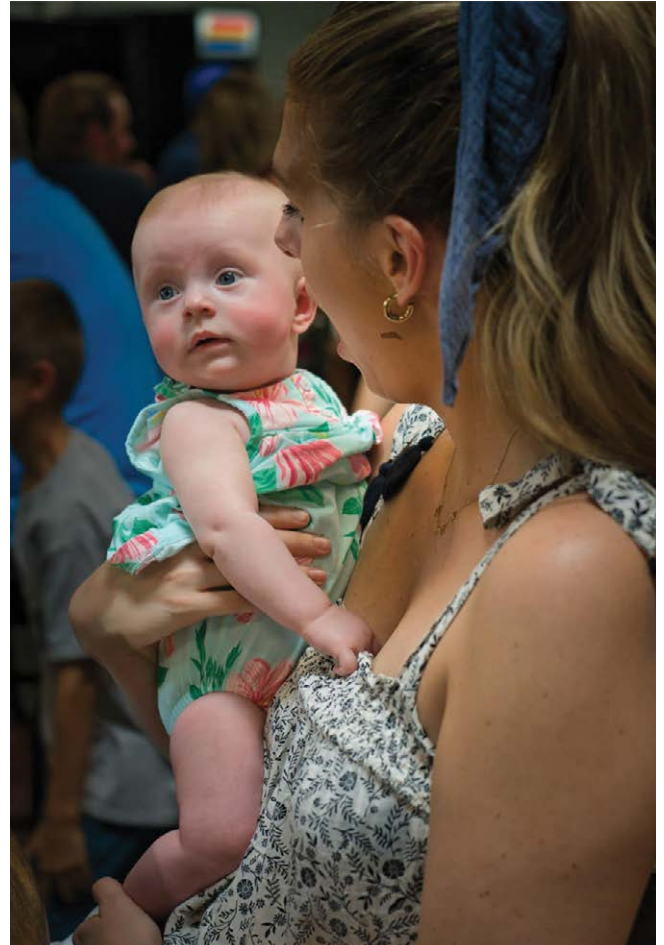
Dirk's Birthday Party

by Pat Carmichael

photos by Michael Durovick and Troy Hall

It was Porsche and German awesomeness front to back! It was Dirk Nowitski's birthday bash at his Rollertown Brewery and the Maverick Region joined in on the celebration for the Dallas Maverick's favorite son! It was such a hoot!! German polkas, singing and dancing, and the fatherland's best music playing all afternoon.

We had more than a couple of dozen cars and 50+ people joining hundreds of other people enjoying very special craft beers and specialty drinks making for a really great time.



We observed the requisite pop-up tradition of breaking out the folding camp chairs and scrounging any available shade to sit in while enjoying our lobster roll sandwiches from the on-site food truck! Yea! I ate two!! (...and took one home)

Numerous others sat inside enjoying the air conditioning, the bar, and the music firsthand, but either way, inside or out, we all had a really enjoyable time.

Happy Birthday Dirk!! 🍷

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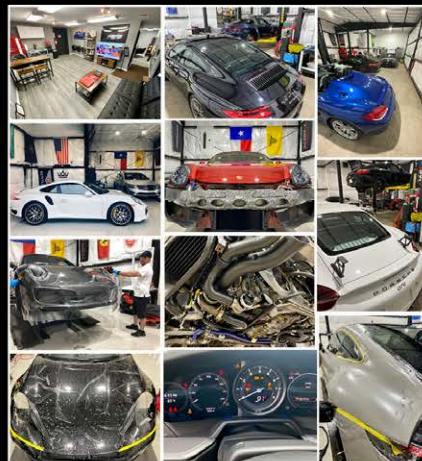
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Oversteer: Feeling steamed? Take a Haute Vacation instead

by Kurt Scaggs, Managing Editor

Earlier this week I arrived home from a vacation in the north to the heat of the summer. It's kind of amazing that the year started with overnight temperatures in the single digits and the high yesterday was 110°. At least our roads aren't melting. There is no denying that it's hot outside and almost everything seems to be out of stock. I can't even buy decent peanut butter. So what to do in these times of woe? Draw your attention to the ad below. Come out for what I believe might be a Mavs & Mochas first. Your eyes do not deceive you, we're doing a night meet. (Maybe we'll even cruise the strip afterwards.) Turbo Coffee is the venue and I've heard a rumor they do have some refreshments more fitting an evening out with friends.

However with summer drawing to a close, at least for the parents of school aged kiddos, most of us start wrapping up our summer vacations. I've found the best way to keep the workday malaise from completely overtaking me is to plan the next trip. This month you've read Wendy's take on the most recent Porsche Parade in the Poconos. I've always wanted to find the time to attend Parade and this year it looks like that possibility got a little closer. Literally. While next year will be in

Palm Springs, 2024 was announced to take place in Birmingham, Alabama. My armchair mathematics puts that about 600 miles closer and gives me the chance to add a stop in my old stomping grounds of NOLA. It might also double the annual mileage on the P-car I take. I have no doubt it will thank me.

While we always have a contingent of Mavericks attending Parade, it would be great to start growing the following. If you've never been to an event like this, you're missing out. It's not all about the cars, the social events are well put together and the opportunities to explore with fellow enthusiasts are many. Take a look at your 2024 calendar and save some room the second week of June. www.porsche Parade.org

If a smaller experience is more your speed, you should look into Treffen. This is a PCA sponsored event that takes place twice a year at some of the best 5-star hotels in the US and Canada. Future locations are the Sun River Resort in Oregon and the Barnsley Resort in Georgia. If you have a big anniversary coming up, it might just be worth a look. www.treffenpca.org

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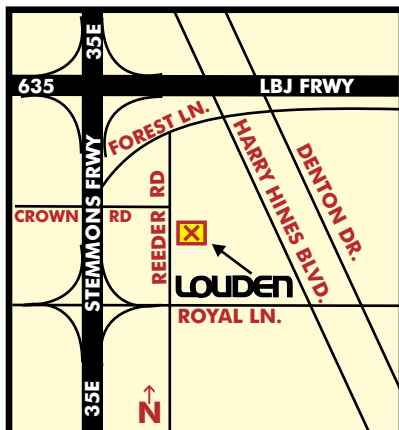
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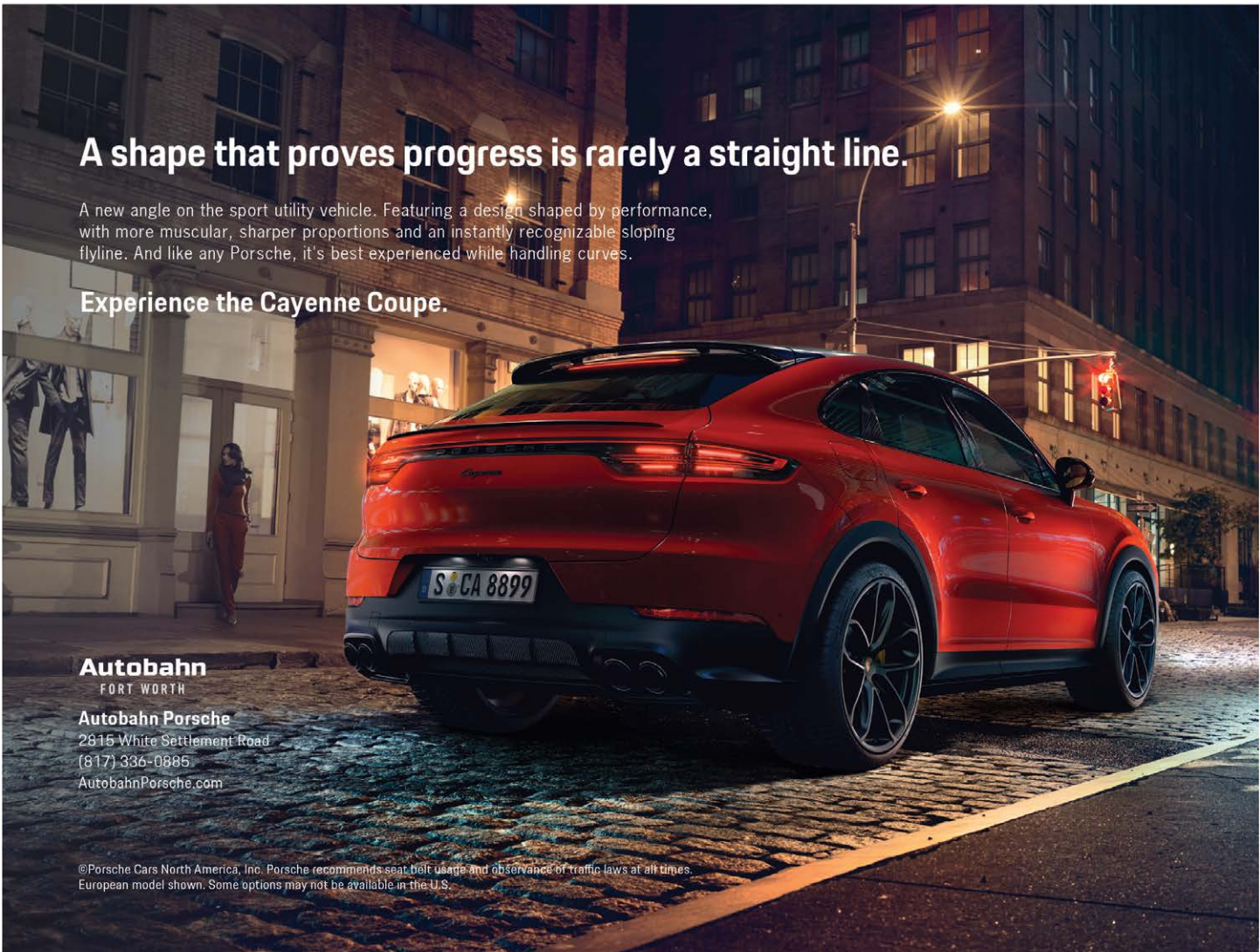


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