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PORSCHE CLUB OF AMERICA  
NOVEMBER 2021





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# Slipstream

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Mavs & Mochas  
photo by Scott Scheetz

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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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**On the Cover**  
Some of the Maverick ladies along with National Breast Cancer Foundation founders Kevin and Janelle Hail.  
Photograph by Michael Durovick





## Board Botschaft: Opinion: A Four-Cylinder Porsche is Still Most Definitely a Porsche

by Carey Spreen, Region Vice President

Occasionally I read or hear someone say that the four-cylinder 718 Boxsters and Caymans don't sound like "real" Porsches, perhaps implying that they are less desirable than "real" Porsches.

I suppose that statement depends on the definition of a "real" Porsche, so I thought I would provide a little history on four-cylinder Porsches, and you can decide if they are "real" or not.

When Porsche built and sold its first car in 1948, designated 356/1, it was based on Volkswagen parts and components, so naturally it had a flat four-cylinder engine. Porsche continued to build the 356, in all its many iterations, through 1965, and all

76,000 of them had four-cylinder engines. A few of them along the way (fewer than 1,000) were produced with the Ernst Fuhrmann-designed four cam engine, which were also the first road-going Porsches to wear the "Carrera" moniker. These cars were among the most expensive and powerful street Porsches available at the time. Depending on displacement and tuning, the output of these engines ranged from 100 hp for the early 1.5-liter motors to 130 hp for the 2.0-liter, with racing versions in the 904 putting out as much as 180 hp.

When the 911 was introduced in 1963 as a 1964 model, it was Porsche's first road car with more than four cylinders. When the first 911 Carrera variants came out in the 1970s, 356 diehards of the day wore T-shirts claiming that "Real Carreras Have Four Cams," confirming that four-cylinder "snobs" exist too!

Even after the introduction of the 911, Porsche continued to offer four-cylinder models continuously through the 1995 model year: the 912 ('65-'69) and 912E ('76 only), the 914 ('70-'76), and the 924/944/968 transaxle models ('77-'95). Notably, the 1988 944 Turbo S (and the identical 1989 944 Turbo) had 30 more horsepower than the contemporary 3.2-liter Carrera, had much more neutral handling than the 911, and, comparing base prices, listed for about \$2,500 more than the six-cylinder coupe. None of the folks who bought the 944 Turbo seemed to care that it didn't have that six-cylinder sounds.

After 1995, there were no more four-cylinder Porsches until the 2017 model year, when the 718 replaced the 981 Boxster and Cayman, and the base Macan was introduced with the corporate VW 2.0-liter in-line four as its powerplant. True, it's not a Porsche-designed engine, but with 250 hp, the base Macan is no performance slouch.

Engine development during that 21-year stretch between the last 968 and the first 718 made some great strides. The turbocharged 2.0-liter flat four in the base 718 makes 300



hp, which is 35 hp more than the outgoing 2.7-liter six of the base 981. Similarly, the turbo 2.5-liter four in the 718 S model makes 350 hp, again 35 more than the outgoing 981 S. Both base and S models are 0.7 seconds faster to 62 mph than the sixes that they replaced. A bonus is that these four-cylinder engines are essentially the same design as the six-cylinder units with two cylinders removed; they use the same technology as in the turbocharged 3.0-liter engines in the 991.2 and later models.

And although this article has mainly focused on production models, I would be remiss in not mentioning the success of the 919 Hybrid, which won Le Mans overall in 2015, 2016, and 2017. The 919 had a twin-turbo 2.0-liter V4 powerplant producing about 500 hp in racing trim, and 710 hp in the 919 Evo version. That's a lotta horsepower for a four!

Anyway, four-cylinder power and performance, at least for the 718s, is more than a match for their six-cylinder predecessors; arguably, the biggest difference is the sound that a four makes vs. the sound of a six. This could be considered mainly subjective – admittedly a high-revving flat six sounds better to most people than a four, even if that four can rev just as high as the six. To some, that's enough of a difference to dismiss the four as something they would not consider owning, and that's their prerogative. But based on the history that Porsche has with four-cylinder engines, I think you will agree that a Porsche four is absolutely still a Porsche! 🇩🇪



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## Maverick of the Month

sponsored by Autobahn Porsche  
Selected by Landon Stogner, Region Volunteer Chair

### Chris Kidd



Chris has been with the PCA just a little over six years. Chris has helped our club out in small ways over the years, but they have all had big impacts. Chris is an affectionate “westside” member, as he resides in Southlake, which is one of the reasons for his big impacts.

One of our popular Mavs & Mochas destination is the Southlake Town Square. So when it was time for that location to show up on our calendars, Chris took the lead to work out all the logistics with the city so we could take over the whole town square for the event. Chris has also coordinated a few friendly Porsche Pop-Ups at a Grapevine coffee shop. If you haven’t seen Chris at one of those coffee events, then maybe it was at our Concours Show back in May where he was a big help with class banners setup and getting the show cars staged on the judging field.

Recently you may have seen Chris as he recognized fellow Mavs who had an interest in something other than Porsches, namely cycling. He has coordinated a few Mountain Bike Rides for our members on some of the area lakeside trails.

So whether it’s two wheels or four, big or small, Chris has given us a BIG helping hand. He proves how our club stays Fueled By Volunteers. Please join me in congratulating Chris as our Maverick of the Month. 🇺🇸

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# Founder's Day 2021

by Debi Kruder, Social Chair

The Maverick Region is excited to bring you once again the Founder's Day Family Affair celebrating 59 years as a region with 1 Day, 4 Events on Saturday, December 4th. Registration is required.



## Mavs & Mochas

8:30AM

Nordstrom, NorthPark Center  
8687 N Central Expy Level One,  
Dallas, TX

Enjoy 150 or more Porsches, mingle among friends and marvel at the showcase of the Porsche 993, the last of the air-cooled 911!



## Mavs Toys Parade

10:30AM

Start: Walmart, 1700 Dallas Pkwy, Plano, TX  
Finish: Plano Police Department,  
909 14th Street, Plano, TX

As last year, the Maverick PCA is partnering with the Plano Police Department in support of Plano Christmas Cops. Motor your car full of new and unwrapped toys, baby supplies, and new coats for all ages, but especially teens for our drive to the Plano Police Department. Walmart gift cards are encouraged to assist families with auto supplies and other essential needs.



## People's Choice Car Show

12:00PM

Porsche Grapevine, 1280 Texan Trail, Grapevine, TX

All proceeds for this event benefit our charity the Hope House. Enter your Porsche in the People's Choice Car Show held at the Founder's Day Family Affair, Porsche Grapevine. Advance Registration Required for participating cars. Mavs will have the opportunity to vote online for their favorite Porsche in each class. One lucky winner will receive the President's Choice Award too.



## Founder's Day Family Affair

12:00PM

Porsche Grapevine, 1280  
Texan Trail, Grapevine,  
TX

Same great location with more family fun! The Family Affair is an all-inclusive event including food, alcoholic and non-alcoholic beverages and some PCA Junior sponsored fun for the young and old alike! Some seating will be available but we encourage you to bring your favorite folding chairs or picnic blanket. 🇺🇸

Enjoy the following and more!

All for \$20 per person;  
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Registration Required.

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# Women Behind the Wheel: Hitting the Road in 2021

by Joann Talty and Friends

photos provided by authors

So you bought a Porsche. What now? Are you gonna show it, track it, customize it? Will it be your daily driver, weekend ride, or heaven help us – a garage queen? Are you going to drive it like you stole it or watch the mileage carefully? After purchasing mine, I needed plenty of time to simply develop confidence driving a manual. I loved the club tours, the track sounded absolutely terrifying, and my new-to-me Boxster would be my daily driver. However, it only took one road trip out west in my husband’s Boxster for my traveling heart to know there would be more.

Planning a road trip is almost as fun as taking it. With route planning apps and a little help from Internet travel sites, one can add interesting stops, fun experiences, and delicious bites along the way. Why worry about making good time from point A to point B? Choose a mix of back roads, state roads, and interstate highways. Work in flexibility. Weather look wet on your planned route? Go around it, or wait it out.

There’s no question one must pack light in a sports car. It’s easier if a load of laundry mid-journey is an option. Roll your clothes and use packing cubes. Pack so you don’t have to cart everything into your hotel or host’s home at each and every stop. Soft-sided luggage works well, and we who have both boots and bonnets know how fortunate we really are.

Obviously, it’s vital to make sure your car is road trip ready. Top off those fluids, change the oil, and make sure your tires are up for the drive. Consider packing a quart of oil, a car cleaning kit, and a radar detector. Pack a bag of road snacks and a cooler of water. Think your snacks through. Omit sticky snacks, crumbly foods, and items that melt. (Sorry, chocolate.) Don’t forget a first aid kit, sunglasses, a favorite hat, and plenty of sunscreen.

Read on as Debi Kruder shares her trip with Bill to Santa Fe for Fiesta New Mexico and Phyllis Gallegos shares her trip with Jimmy to a family wedding in Colorado. Lastly, come with me on my solo road trip to New York where I take a detour across Tennessee to drive the Tail of the Dragon.

## Celina, Texas to Santa Fe, New Mexico

Written by Debi Kruder/Photos provided by Debi Kruder

When you have never been to Santa Fe nor participated in Fiesta New Mexico and receive an invitation from a Route 66 pro, well, you just go! Bill and I had so much fun cruisin’ Route 66 this May in our 1996 Guards Red 993 following closely behind fellow Mavericks and friends, Jim and Sharon Hirsch, who like driving backroads whenever possible.

Packing a 993 for a nearly week-long adventure was quite a chore, especially after adding all the Fiesta New Mexico souvenirs and Santa Fe purchases. We swear we packed light going, yet still, we found ourselves shipping some things home.

On day one, we decided to add an out-of-the-way adventure to check out PrairieFire Grille located in the historic Missouri-Kansas-Texas (MKT) Train Station. Built in 1901 in Elk City, Oklahoma, this all-American steakhouse serves some of the best home cooking in a cozy setting, featuring unique stained-glass windows, crystal chandeliers, and an embossed tin ceiling. We highly suggest stopping for a bite when you find your Porsche in these parts. Be sure to order the Tres Bacon, Lettuce & Tomato – their twist on a classic, but with three types of bacon: regular, jalapeno, and pecan smoked. It was lip-smackin’ good.

With our bellies full, we jumped back into our rides for more time off I-40. The Hirsches became our personal tour guides leading us in their 2014 Agate Grey Boxster S on a most memorable adventure. With so many potential stopping points along Route 66, it can be difficult to decide which stops to make. There are no wrong choices; simply pick new ones to visit on the next road trip. Here are a few memorable Route 66 stops we made:

1. Tower Station and U-Drop Inn Cafe (111 U.S. Route 66, Shamrock, TX)
2. 1929 Phillips Gas Station (212 First St, McLean, TX)
3. Leaning Tower of Texas (Exit 114, Groom, TX)
4. VW Slug Bug Ranch (I-40 Frontage Rd, Panhandle, TX)
5. A cruise down the original Route 66 neighborhoods in Amarillo
6. Midpoint Cafe (305 W Historic Route 66, Adrian, TX) - This is the actual middle point of the original Route 66.



Hoffman on break

Each stop proved to be fun, but my personal favorite was our overnight stay on the way in Tucumcari, NM, at the Blue Swallow Motel – a restored motor lodge. Bill and I were taken back to vintage 1939 with the attached garage to park “Hoffman” and a pair of Schwinn vintage bikes. Our little home away from home came complete with a rotary dial desk phone and 1950s gently-used furniture.

The following day we climbed back in the car to Santa Fe for some native Mexican food with lots of green pepper chilis. Fiesta New Mexico did not



Blue Swallow Motel in Tucumcari, New Mexico

disappoint. For those of you who have not attended this annual event, it is hosted by the Roadrunner Region. It boasted a Welcome Reception on May 27, a Concours on the Santa Fe Plaza on May 28, numerous driving tours, chats with legendary drivers Brian Redman and David Hobbs, the closing Awards Banquet on May 30, plus exceptional swag bags. I highly suggest following their website at [fiestanewmexico.com](http://fiestanewmexico.com) in hopes they host again in 2022.

While in Santa Fe we enjoyed the Turquoise Trail Driving Tour at 146 miles roundtrip with fellow Mavericks Chris Flaugh, Frank Zach, and the Hirsches. We passed through Eldorado; the old town of Larry; ranches of the Galisteo Basin; and the towns of Cerrillos, Madrid, and Golden to the east face of the Sandia Mountains before hopping back onto the old Route 66. We were mesmerized with the history of Santa Fe driving up and down Canyon Road and relaxed with our stay at La Fonda on the Plaza. Besides enjoying beautiful adobe landmarks, we visited the Loretta Chapel, the Cathedral Basilica of St. Francis of Assisi, and the nearby Porsche of Albuquerque dealership.

So, the next time you find yourself behind the wheel to Santa Fe, leave on an empty belly as the food that awaits is divine. Plan on 500 miles each way with lots of sightseeing along the historic Route 66. Stop in Tucumcari, and don’t forget to pack light – shopping is required!

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## North Garland, Texas to Brush City, Colorado

Written by Phyllis Gallegos/Photo provided by Phyllis Gallegos

Like most of you, the COVID-19 pandemic grounded Jimmy and me, but we managed to take a few great road trips once I had the right vehicle. I had an SUV that we weren't happy with and decided it was time to purchase a new car. We visited Park Place on Lemmon Avenue and looked at a couple Macans. I chose a Sapphire Blue 2018 Macan with only 6,000 miles on it. That was December 2019. It didn't take me long to quickly love the luxurious, comfortable ride, and I can always find my Sapphire Blue Macan in a parking lot. Jimmy especially likes the sport mode, which can compete with most fast cars, and it meets our need for speed.



Phyllis and Jimmy with their granddaughter Daniella

In August, we traveled to Colorado to attend our granddaughter Daniella's marriage to her fiancé, Jeremy. We left our North Garland home on Wednesday, August 18, traveling I-35 north to Denton and then 380 west to Decatur. As luck would have it, we ran into a heavy rainstorm north of Denton that slowed us down until reaching Bowie, Texas. We found dry roads on Highway 287 as we motored towards New Mexico. Yes, there is another route one can take, but this has been our favorite over the years.

We usually stop for fast food and snacks to make decent time, and we enjoy listening to books on CD which make our trips very pleasant and fast. We find ourselves often turning to John Grisham novels. I think we've listened to most of his fiction stories of injustices in the legal system, with our favorite being "A Time for Mercy."

This trip went smoothly with no major problems. Since the wedding rehearsal was on Friday and the wedding Saturday, we had plenty of time for Amarillo, our favorite stop only six hours from home. This time we chose a newly reopened Embassy Suites who rolled out the red carpet for us first-time customers. We arrived on time for their world-famous happy hour and great steak dinner. Sadly, we forgot to take pictures of the yummy meal. The next morning, we slept in and missed the posted hours for the breakfast buffet, with omelets to order, which was included with our room. Lucky for us, they reopened the kitchen, and we enjoyed a great breakfast. We made a fast friend with our waitress the night before, and she

persuaded them to open the kitchen and serve us.


The trip continued that morning on 287 into New Mexico and then Colorado. We drove I-25 over Raton pass to Trinidad and Walsenburg with Pueblo, Jimmy's hometown, as our destination to spend with relatives. After six hours on the road, we arrived in Pueblo and our hotel, the Courtyard by Marriott. (Jimmy does all the driving since that one time when I took over and head-bobbed after only two blocks!) After touching base with family busy running around, we dined at the Cactus Flower and rested that evening.

Friday morning, we drove to Daniella's house and loaded the Macan to the max. Then, we headed back south on I-25 to Colorado City – San Isabelle to meet with more family and friends. We rented a five-bedroom AirBnB house not far from the wedding venue in Brush Canyon. Our son, Bryan, his wife Stacy, and our granddaughter Hailey stayed with us. Also, in the house was Daniella's brother Garet and some other relatives. Even our daughter, Michelle, (the bride's busy mom) stopped by to make sure we were all settled in.

That evening, we headed up the mountain to the venue, Brush Canyon Ranch, elevation 7500 ft, for the rehearsal and an excellent mobile gourmet pizza dinner. Four miles before reaching the event site, we found ourselves driving on a dirt road. Luckily for us, there were no rock dings on my Macan.

On the wedding day, Michelle showed up with

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breakfast quiche for the entire gang. She even made sure to bring coffee for Papa Jimmy! Since the ceremony was scheduled for 4:00 p.m., we enjoyed a leisurely, winding drive though the beautiful mountains to Lake Isabelle. We walked around the small, calm lake, where we saw people fishing and canoeing. The higher we climbed, the Macan seemed to surge with power and take the curves as smoothly as our 911. Some say each of the Porsche models have a personality. Well, our Macan took on a whole new feel of power and elegance driving through the mountains. What a marvelous vehicle!

The wedding events went as smoothly as our Macan. The bride and groom's emotional ceremony quickly turned into a fun reception. We enjoyed a fabulous BBQ dinner with 130 of our family and friends, and everyone had a wonderful time dancing into the wee hours of Sunday. We are very proud of our granddaughter. Her marriage to Jeremy made us instant great-grandparents to a bright seven-year-old girl named Addalyn, who keeps us on our toes!

We stayed in Colorado for a few days after the wedding before heading back to Texas. We traveled I-25 north again, this time to Denver to visit my brother Dennis, who has an 11-car garage with a house attached. He is a car collector who owns four Corvettes. He stores cars over the winter for many of his Corvette friends in addition to his 1974 Chevy van that has over 300,000 miles on it. He also has a Grand Prix as his daily driver.

We took the same route home staying again at the Amarillo Embassy Suites for another happy hour and dinner. We logged more than 1,400 miles on our Macan, but the memories made will last a lifetime.

## Plano, Texas to Rochester, New York

Written by Joann Talty/Photos provided by Joann Talty

A solo road trip is both liberating and a bit scary. Pat and I had different ideas about what our late August Rochester, New York, trip might look like. He wanted to spend a week with his family and play golf. I thought I'd pop in for a Labor Day weekend visit to celebrate his mom's birthday. He paid a couple hundred dollars more than usual for his flights, but when I looked at the holiday weekend fares, the cost and mileage redemption options looked more like a trip to Europe. I refused to overpay to potentially deal with delays, cancellations, connections, or people behaving badly. I announced I was driving.

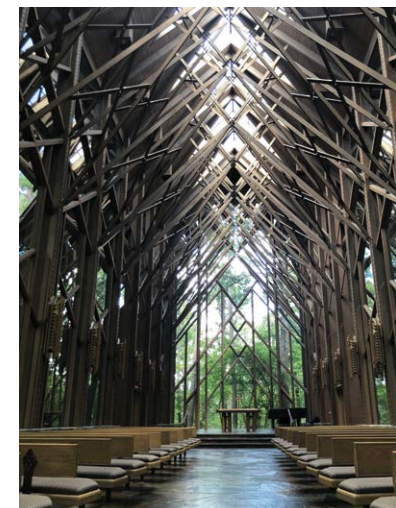
Part of me thought I was nuts to go alone, but I didn't buy my Boxster to stylishly drive seven miles across Plano each day. I allowed myself 10 days away from work and began looking at things to do, food to eat, and people to see along the way. While planning a fun route, I feared wet weather and double checked the safety of my vehicle with Khanh Nguyen at Blair Automotive. You see, I had a bent strut that made a horrible creaking noise when wet. My parts were ordered weeks prior, but we faced typical 2021 supply chain delays.

Hurricane Ida's path threatened my entire five-day drive to New York, so I almost reconsidered. I didn't have any reservations to cancel other than one night's lodging. After much deliberation, I followed my heart and chose the potentially wet weather.

My first delay that late August Sunday morning occurred as I put the top down at Starbucks while the sun rose. A woman approached my Beast and I with admiration and questions about the car. I'm pretty sure I convinced her to find one and join the PCA. The bonnet held my cooler, a week's worth of clothes, a few cosmetics, three pair of shoes, a bag of snacks, and Texas beer and wine for my hosts. The boot sat mostly empty; a thermos of ice fit snugly behind my seat; the armrest storage held plenty of sunscreen; and a CD music selection my husband would not enjoy was tucked under the passenger seat.

I zipped up 75 to 380 to I-30 into Arkansas. I exited onto curvy, fun Highway 7 to Hot Springs. Here, I spent the afternoon hiking through the Garvan Woodland Gardens, visiting the Anthony Chapel, and exploring Bathhouse Row before spending the night with Pat's cousin in Little Rock. After getting their two young boys to school Monday morning, I took dad for a little top-down ride. Sadly, traffic on the backroads he selected kept us out of triple digits.

My phone predicted rain in Memphis that afternoon, so I-40 was the most efficient choice, even though my goal was to avoid highways as much as possible. Semis were plentiful and their drivers surprisingly rude. I couldn't understand why so many of them cut me off to



Left: Beale Street in Memphis Right: Anthony Chapel in Hot Springs, AR

pass one another with AMPLE room. You think they'd know that I'd be long gone before they'd need to adjust their cruise control. This led impatient me to frequently use the right lane for passing.

I pulled into Tennessee's visitor center after crossing the Mississippi River, and the nicest woman planned my day. She suggested parking in the Bass Pro Shop's parking



lot and taking the \$2 trolley through town. Clients told me about the pyramid building with an observation deck. I grabbed my \$9 views in the drizzle and then trolleyed to Beale Street. Nobody was out this wet Monday, so I wandered the walkable downtown by myself. I dined at Gus's Famous Fried Chicken joint and confirmed that spicy chicken pairs well with a root beer float.

I had plenty of late afternoon time for an uncrowded Graceland experience that most car and music lovers should see. I purchased a Route 66 road sign and a souvenir patch in the gift shop before driving southeast to Collierville to crash with my cousin. We hadn't seen each other in years, and I loved the ability to reconnect. Might I add, he cooked me a five-star dinner and let me park in his garage!

I knew Tuesday would be wet, and I could have changed my original plan of driving across Tennessee. It was crazy to head towards The Dragon in this weather, but it beckoned me. Driving The Tail of the Dragon along the Tennessee/North Carolina border was one of the main things I wanted to do on this trip. I was willing to drive about 470 miles or 8.5 hours out of my way all day in the rain to experience the 318 curves in



Joann celebrating a drive on the The Dragon

11 miles. Before bed, I booked a Wednesday night stay at the Historic Tapoco Lodge in Robbinsville, North Carolina. (I booked it weeks ago, canceled it for free just days before, and rebooked it.)

Daylight woke me early, and I bolted out the door for Starbucks. My cousin warned me about the long lines, but my hair used that ample time to dry in the drive-thru. I gassed up and reviewed my route. Apple maps wanted to send me north to Nashville and east to Robbinsville. I wanted to take the backroads in the south and head north from Chattanooga. I entered locations into the app one at a time all day to experience a fantastic drive. Top up wasn't so bad, and my new wipers contributed to a pleasant drive. I passed only a few semis and one super-slow Prius on this route. Not everything was perfect – an Amazon semi jack-knifed in the median near

Chattanooga brought traffic to a standstill, and I still have nightmares about a gap road off of state road 411.

Tennessee has gap roads and pikes. A simple Google search revealed to me that pikes are similar to Texas farm to market roads. Gaps seem to be scenic roads. My phone suggested taking Campbell's Gap off 411. It told me it was 10 minutes faster, and I hoped to arrive at my destination before sunset. Sadly, my phone didn't warn me I was heading into a valley. The rain had paused, but murky, brown water ran from higher elevations across the narrow two-lane road in several spots. I considered turning around after the first two instances, but several vehicles headed towards me, so I assumed it would improve. I passed through several more areas of floodwater, and I'm thankful I made it through safely.

I intended to take a southern route to my cabin by way of the Cherohala Skyway. Whether I missed a turn or my phone magically redirect me, I found myself back on state road 411, turning onto 72 and dead-ending at 129. It was 6:30 p.m., it was drizzling again, and I was about to take on The Dragon after a tiring day of driving. I whispered to myself, "You got this," and shifted gears. I found the drive shaded by trees, and the hairpin curves felt quite rhythmic. I passed a scenic overlook and caught glimpses of the eerie fog rising up from the Chilhowee Lake to my right. I passed underneath either a fallen tree or one that grew on an angle over the road. If semis were allowed on the route, they wouldn't have cleared it. The rain grew heavy as I pulled into the lodge. Drenched upon entry, I had 50 minutes to order dinner in their restaurant before it closed.

I heard rapids roaring outside the cabin and rain falling through the night. In the morning rain, I repacked my car, mounted my phone to the windshield, pressed record, and left the lodge. I drove The Dragon in the opposite direction while my phone recorded raindrops and wiper passes. When I found myself behind another vehicle, my heart sank until I spotted Deal's Gap, a motorcycle lodge and gift shop. I pulled in to find my sweatshirt patch and walked out with one that reads "Dragon Slayer." I pushed "record" again, but a couple miles later, I realized I must have messed up and needed to hit "record" again. I passed under that sideways tree once more, and as I came up to the scenic outlook, I noticed a parked car, a man on the left, and a woman on the right. They were flagging me down.

Here's a situation I don't like as a solo traveler. Did your parents ever tell you about stranger danger? Here I am in the middle of nowhere, thoughts flashing through my mind like, "Is Pat going to find me somewhere in a basement in a few years?" But, what if they really needed help? I came to a stop in the middle of the straightaway and rolled down my passenger window. The woman told me a tree was down ahead and traffic was unable to get by. She said they called for help but didn't know

how long it might take. Lastly, she said they were walking down there to wait. I believed them, parked near them, took my scenic photos, and snapped a pic of their plate, should this be what all axe-murderers say.

As I walked down the hill, I heard chainsaws. The couple appeared from around the bend, and as I met them, she shared their story. They were heading my way and heard a loud crack of thunder. Seconds later, a large tree crashed down onto the road right behind their car. It wasn't thunder at all but rather the tree cracking. Huh. That could have been me had I not stopped for my patch. We hopped in our vehicles and drove down to wait while the crew finished the tree removal, cutting it and plowing it out of the way. The last two miles of The Dragon offered gentler curves and more straightaways as the rain stopped and the sun tried to come out.

I gassed up, texted a friend for a lunch meet up, and continued on Tennessee 129 to Knoxville. My phone sent me on a pretty drive through downtown, making me think this is a city I'd like to return to. This friend I keep referring to is probably your friend, too. Ready for Thai food, I pulled into the restaurant right next to Denny Payne's blue Cayman. Denny is one of the first people Pat and I met when we joined the PCA. He introduced us to the tours, the track, and all the fun we enjoy today. We enjoyed a lovely lunch as we talked about life over the last four years.

Sunny that afternoon, I drove all the way to Morgantown, West Virginia. I wasn't sleepy tired, but I felt the fatigue of the road in my eyes, arms, and lower back. Feeling rested the next morning, I zipped up I-79 to Pittsburgh – a city I'd never been to and planned to



Left: Mural in Lexington with the Beast Right: Primanti Bros. Almost Famous Sandwich

explore. Clients raised there gave me some tips. I rode the Duquesne Incline for views before driving to the Strip District for a Primanti Bros. sandwich of corned beef, coleslaw, and fries – all stuffed into the sandwich. I walked around the shops buying a few gifts for my mother-in-law and decided I didn't want to pay for any more parking. I hopped in the car, dressed too warmly for the bright sun, and plugged in a northern backroads route. I made a last-minute decision to carefully ditch the leggings and tunic for a sleeveless dress while in the driver's seat parked top-down on a city street.

I drove Pennsylvania 28 and 66 rather than I-79 to I-90 enjoying the serene farmland. I pulled over to buy a dozen ears of amazing sweet corn and later some apple butter at a truckstop named Jojo's near I-80. My sister checked in with me as the national news told of flooding and deaths in the northeast from Hurricane Ida. I experienced nothing but blue skies and green lights that late afternoon, and I pulled into Rochester just before dark (10 minutes before Pat.) People think we are weird to travel the independent ways we do, but our weekend in Rochester went exactly as we each intended.

I followed almost all interstate highways on the three-day drive home. On Sunday, I breezed through New York on the Thruway in the rain but found sun in Ohio. I visited friends in Columbus after noticing what I assumed was the entire Ohio State Patrol on I-71 for about 100 miles. I spent 30 minutes driving around Lexington on Labor Day. A restaurant I wanted to try and a distillery on the Bourbon Trail were closed, so when I cruised by Bowling Green (passing Fruit of the Loom headquarters,) I zipped right by the open Corvette Museum assuming it, too, was closed. That was a missed opportunity as I don't know if I'll ever be in Bowling Green again.

The surprisingly light holiday traffic allowed me to pull into my cousin's garage again just in time for dinner. But first, he introduced me to my new living room artwork he designed to fit in my trunk, inspired by a field of poppies. I left chilly Collierville early the next morning, skipping the Starbucks line and choosing backroads to Greenville, Mississippi. I was in no mood to pass trucks all day on I-40 from Memphis to Little Rock. Fifteen minutes into my



drive, I spotted a spider above me at the top of my windshield. On the inside! He could have fit on a dime, and I didn't want to lose my composure if he landed on me. I grabbed the breakfast bar I hadn't opened yet, came off the gas, and tried to quickly end his life. Nope, I missed. He fell to the wheel stem and disappeared. I turned on my flashers, gently pulled onto the shoulder, and began the task of finding him from outside the car before continuing.

I took in simple pleasures this last day, including a triple-digit crossing over the Mississippi River on a pretty bridge in Greenville. I learned Greenville is the home of Kermit the Frog (and Jim Henson) when I pulled over to verify my route. Although this drive took 90 minutes longer than the interstate option, I smiled while I passed polite loggers on Arkansas 82 who encouraged me to go by, moving to the shoulder, giving me a good view. All in all, I drove 3,573 fun miles, made 13 gas stops, burned 132 gallons of gas totaling \$481, and experienced a memorable vacation instead of paying for overpriced airline tickets.





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# Mavs and Mochas: National Breast Cancer Foundation, Inc.

by Mike McHorse, Coffee Meets Co-Chair

photos by Michael Durovick and Scott Scheetz



Kevin Hail, President and COO; Janelle Hail, Founder and CEO; and Ashley Miller, Director of Public Relations, for their support. As usual, our amazing members demonstrated their incredible generosity with pre-registration donations of \$2,780 and same-day cash donations of \$831. An addition \$1,753 was committed to by the Maverick Region for a total of \$5,364. Mavs also lined up and donated their time to create some wonderful gift boxes for well-deserved breast cancer patients. A special thanks also goes to Deborah Gasper Jewelry for donating 20% of her sales from the day's event.

Thank you to Jimmy Gallegos, John Cuyler, Bill Kruder, Matt Wilson, and Mike McHorse for helping to put on this



Since October marks national cancer awareness month, what better place to hold our monthly Mavs & Mochas than at the National Breast Cancer Foundation (NBCF) headquarters in Frisco, TX. If you are not already aware, NBCF is one of the five charity organizations supported by the Maverick Region - Porsche Club of America.

The morning of October 9 kicked off early with a 7:00 am photo shoot of 13 female MAV members and their wonderful cars. It was only appropriate that the morning sunrise provided us with some beautiful pink clouds and blue skies. As scientific as my tabulation system is, I was able to count 110 Porsches in the lot. Great turnout by all! And, exciting to see a new Lava Orange 992 GT3 amongst the field. Thinking we need to offer a valet service for our future M&M events . . . wink, wink

Of course, the highlight of the day was the effort put fourth by the "Dream Team" staff at NBCF to manage this great charity event. A special shout out needs to go to



Top: The crowd enjoys the cars, and the people! From left to right: JimmyG addressing the crowd along with Kevin and Janelle Hail, HOPE boxes being assembled, Deborah Gasper.

fantastic charity event! See everyone for our next M&M event on November 13 at 1418 Coffee (2660 Belt Line Rd, Garland, TX). 🇺🇸





## Porsche Racing Series: Motorsport Mike at Indianapolis

by "Motorsport Mike" O'Hare

Those of you who know me have come to realize I have a fond connection to the Indianapolis Motor Speedway. So, when it was announced that Porsche Carrera Cup and Sprint Cup Challenge were scheduled to race there AND Porsche with PCA were going to make it an even more exciting venue centered on the cars I love, I knew I had to attend! The only question was: do I fly or drive



Bill Smith crossing the line of bricks

13 hours across a very monotonous landscape? Well, the decision became very easy when I learned that the Indianapolis Motor Speedway, along with Porsche and PCA, were offering up the opportunity to partake in a parade lap around the road

course portion of the track. Without hesitation I decided to prep the GT3 for the long trek and once-in-a-lifetime opportunity to drive on the same track I've admired since childhood! It was an incredible rush that I'll never forget, but let me come back to that! When the agenda was released, it was at that point when I realized that this event was going to be BIG time fun! The entire program, appropriately named the "Porsche Sportscar Together Fest," was designed to appeal to all lovers of Porsche. The Indianapolis weather was incredible, no rain, sunshine mixed in with a few clouds, and temperatures in the mid 80s. On-track excitement ran all three days (Friday Sept. 10 – Sunday Sept. 12), which included Pro/Pro AM drivers as well as PCA Club Racers in various models/years of Porsches. Fans were allowed to roam freely in the garage and paddock areas, allowing a peek behind the scenes of these awesome racing machines, mechanics, engineers, and drivers. Additionally, open grandstand viewing allowed the rare opportunity for spectators to see their favorite Porsche driver cross the famous "Yard of Bricks" that makes this speedway so historic! A highlight for me was getting to watch former Dallas resident and Pro/Am racer *Bill Smith* compete in his new 992 GT3 Cup car (see photo) in three of the North American Carrera Cup Series races. (Be on the lookout in a future edition of *Slipstream* for a recap of *Bill's* racing experience from our own Maverick Region's "Meet The Driver.")

The PCA Porscheplatz served as the epicenter for club activities that included PCA experience pods like Club Racing, Drivers Education, Tours, Rallies, Concours, Car Shows, Autocross, and PCA Juniors. In addition to a professional racing simulator, fans were exposed to an array of special apparel available for purchase,

along with snacks, beverages, and closed circuit television airing the live racing. Saturday afternoon, the Club Racing drivers hosted a meet and greet where fans had the opportunity to receive a customized event poster for the drivers to autograph.

A specially designated "Porsche Only" car corral allowed visitors the chance to showcase their own car amongst some of the most incredible Porsches. For those "off-road" Macan and Cayenne aficionados, Porsche set up a mini hill crawl course (see photo) adjacent to a mini autocross track allowing fans to experience both of these club activities. Behind the infamous Indianapolis Motor Speedway Pagoda Tower you could find the Fan Zone area where Porsche set up a "main" stage that hosted live music, new 992 models (including the new GT3 – see photo), a kids' gaming area, and an extremely hard working chalk artist showcasing her skill set around a multicolored 911 (see photo). The Zentrum building in the Fan Zone hosted a Porsche Classic Restoration Challenge, various booths from the Porsche Experience Center Atlanta and Tequipment, along with Exclusiv and the Porsche Design merchandise store.

My epic parade lap around the 2.439-mile, 14-turn road course was scheduled for Saturday morning. Directions called for a 6:30 am arrival at Gate 9A for cars to be lined up and staged along the backstretch of the super speedway. Not wanting to be late, I arrived at 6:15 am thinking I'd be the first in line to drive onto "heaven on earth," but nope . . . about six other hardcore fans beat me to the point. Shortly after arrival we were escorted onto the track by a brand new 911 pace car with flashing yellow lights. With my adrenaline pumping, I drifted off into an imaginary state believing I was competing in a 24-hour race and we had just gone under the yellow at 2 am. My delusion lasted a short while until I had driven to my stopping point on the track, and for the third



Mike's parade lap along the front stretch

time was asked to show my credentials and waiver validation band. It was around 7 am and the "green" flag wasn't scheduled to drop until 8 am, so I had plenty of time to double-check my GoPro, mingle amongst the other drivers, and walk along the

same track that so many famous racers have competed on.

About 7:45 the drivers were asked to gather around to hear the "rules of engagement" for parade lapping at Mr. Roger Penske's track. The strictest of instructions included: no passing, no stopping, no slingshotting (slowing down and speeding up to the car in front), no peel-outs, and no doughnuts – yes, believe it or not we were told this had happened before. After full acknowledgement of the rules, it was "drivers to your cars"! The pace car got an aggressive start as each Porsche followed single file onto the road course. It was spirited pacing around the track as we were led into turns at speeds up to 70 mph. The course took us partially around (going road course clockwise) Turn 1 and onto the famous front stretch. I could hear my Michelin Pilots rumble each time I crossed the famous Yard of Bricks, and at one point catching a glimpse of my speed at 119 mph. The pace car led us around the course at least 10 times and continued to maintain the "aggressive" pace. (As a comparison, my only prior parade lap experience had been a few laps at COTA where we were confined to a top speed of ~60mph.) Upon completion I was led into the paddock area and escorted into the designated Porsche parking corral.

Upon stepping out of my GT3, I couldn't help but imagine how the likes of Andretti, Foyt, Mears, Fittipaldi, Rutherford, Schumacher, Montoya, and so many other famous drivers felt as they lapped the same track so many times! And yes, my fondness for the Indianapolis Motor Speedway lives on with yet another memory I'll cherish forever! 🇺🇸

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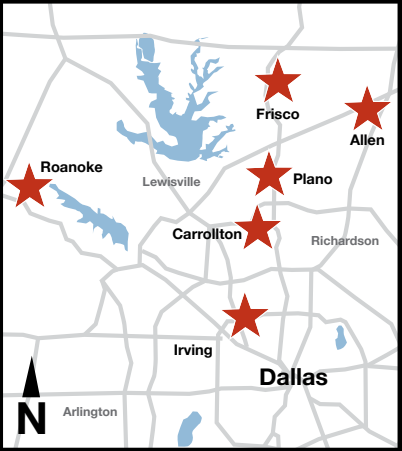
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## Welcome Our New Mavericks!

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](mailto:membership@mavpca.org)

### New Members September 2021

Ado Aliefendic	Sachse	1988 911 Carrera
Chris Cantu	Flower Mound	2018 718 Cayman
Kourt Chatelain	Whitehouse	2019 911 GT3 RS
Jennifer Duman (Mike)	Garland	2019 718 Boxster GTS
Kerry Eckstein	Fort Worth	2012 Cayenne
Craig Gallivan	Fort Worth	2013 Cayenne GTS
Allen Hurt	Sherman	2003 Boxster
Zach Jackson	Dallas	2001 911 Turbo
Kelsey Karanges	Dallas	2012 Cayenne S
Barry Kemball-Cook	Plano	1986 944 Turbo
James Kennedy (Meredith)	Dallas	2018 Panamera 4 Sport Turismo
Abraham Khan	Katy	2011 Cayenne Turbo
Raymond Khoury	Dallas	2018 911 GT3 Touring
Josh Lindsay	Fort Worth	1987 924S
Alec Maley	Fort Worth	2022 911 Carrera
David Marcus	Plano	1999 Boxste
Stephen Mawbey	Plano	2018 911 GT3
Stuart Mcdonald	Fort Worth	2021 911 Carrera
Elliott McNary	Grapevine	2018 911 GT3
Brian Newcomer	Allen	2018 911 GT3
Brant Pate	Keller	2015 Cayman S
Andrea Pender (Will)	Dallas	2021 Taycan
Travis Quadlander	Allen	2012 911 Carrera S Cabriolet
Steve Sardone	Flower Mound	2014 911 Carrera Cabriolet
Kurt Schwartz (Megan)	Frisco	2021 Taycan 4S
Clint Sharp	Grapevine	2021 911 Carrera
James Southerland	Poolville	2008 911 GT3
Fernando Torres	Dalla	2004 911 Carrera Cabriolet
Tanner Tran	Plano	2015 Boxster
Ronald Wahome	Dallas	2015 Macan Turbo

### Transfers In

Barry D. Kemball-Cook from Lone Star (LST) 1986 944 Turbo	Chalmer Mcwilliams III fromLone Star (LST) 2020 Macan S
James Southerland from Lone Star (LST) 2008 911 GT3 Beige	Joe & Gwen Wilkinson from Lone Star (LST) 1974 911

### Maverick Membership Statistics as of October 1

Primary Members: 2338      Affiliate Members: 1131      Total Membership: 3469





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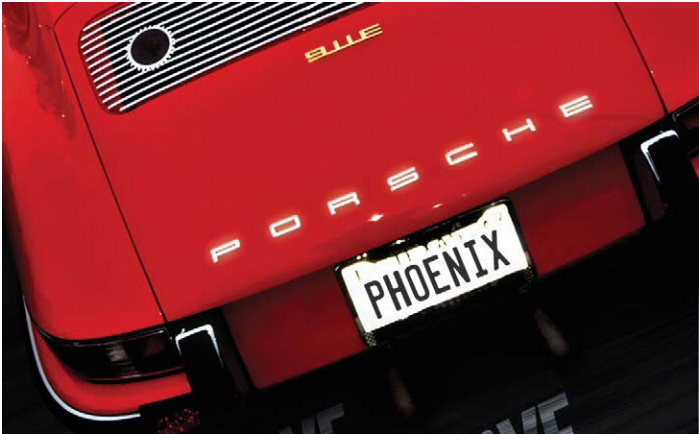
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# Autocross Series: Event 7& 8, September 12th & 19th

by Mark Schnoerr, Region Autocross Chair

photos by Robert Kirby of Lightspeed Images

Due to venue availability and scheduling, there were two autocross events held on back-to-back Sundays in September, both at Lone Star Park in Grand Prairie. The course for the first event was tight, favoring handling over speed, while the second event was a real flyer, designed by Maverick Region's own Ed Mayo. See the accompanying images of the two courses for comparison.

By the time you read this, Event 9 will have taken place already, leaving the tenth and final event of the year, scheduled for November 7, at the Burleson High School parking lot in Burleson, TX. Registration is open at [autocross.com](http://autocross.com). Come out and see what the fun is all about!

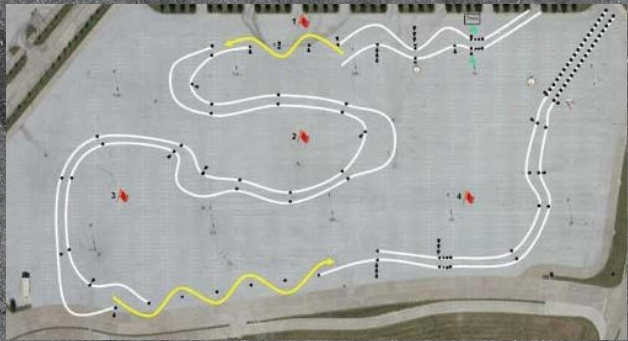


Sherry and Steve Farnham at play in their GT4

Event 7, Sept 12											
PH - 'P-Historic'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	914	sigrid schnoerr	Green 914	72.066	71.132	71.106	<b>70.336</b>	71.444		<b>70.336</b>	[-]0.790
2T	5	Edward Mayo	Silver 911S	82.254+DNF	73.499	72.306+DNF	<b>71.126</b>	71.302		<b>71.126</b>	0.79
3	9	Julia Underwood	Silver 911S	89.562	87.327	85.321+1	<b>83.217</b>	83.706+DNF		<b>83.217</b>	12.091
P2 - 'PCA 2'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	13	Joe Wilkinson	Gulf Blue Carrera	<b>71.251</b>	72.278	71.984	71.852	72.458		<b>71.251</b>	[-]1.074
2T	7	Douglas Edney	Black 996	80.732	74.178	75.173+DNF	72.629	<b>72.325</b>		<b>72.325</b>	1.074
3	906	Carey Spreen	Guards Red 911 SC	75.799+DNF	74.084	74.449	73.47	<b>73.167</b>		<b>73.167</b>	0.842
P3 - 'PCA 3'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	171	Steve Farnham	Racing Yellow Cayman GT	72.991	69.905	69.932	69.665	<b>68.697</b>		<b>68.697</b>	[-]2.071
2	987	Aaron Hutton	Silver Cayman S	77.116	70.886+1	70.990+1	70.731+1	<b>70.768</b>		<b>70.768</b>	2.071
P6 - 'PCA 6'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	65	Robyn Howard	Red 996	98.992	85.164	83.401+DNF	80.155	<b>76.674</b>	79.357+DNF	<b>76.674</b>	-
CS - 'C Street'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	33	Hailey Bollini	Yellow Boxster	93.505+1	86.079	85.767	<b>84.725</b>	86.037		<b>84.725</b>	-



Lone Star Park Event 7 course layout



Lone Star Park Event 8 course layout

Event 8, Sept 19											
PH - 'P-Historic'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	5	Edward Mayo	Silver 911S	60.432	59.846	59.943	58.941	<b>58.1</b>	58.139	<b>58.1</b>	-
2T	914	sigrid schnoerr	Green 914	60.514+1	61.177	61.625	61.627	60.744	<b>60.636</b>	<b>60.636</b>	2.536
3	9	Julia Underwood	Silver 911S	75.803	72.545	71.248	71.041	71.12	<b>70.287</b>	<b>70.287</b>	9.651
P2 - 'PCA 2'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	13	Joe Wilkinson	Gulf Blue Carrera	59.042	58.056	<b>57.766</b>	59.655	58.672		<b>57.766</b>	-
2T	906	Carey Spreen	GT Silver Boxster S	61.348	60.526	<b>59.195</b>	59.658	59.329		<b>59.195</b>	1.429
P3 - 'PCA 3'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	171	Steve Farnham	Racing Yellow Cayman GT4	59.875	59.054	58.154	<b>57.921</b>	58.422	57.227+1	<b>57.921</b>	-
P5 - 'PCA 5'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	56	Scott Wolhuis	Gemini Blue 911RS Tribute	63.801	61.383	60.266	60.528	60.231	<b>59.071</b>	<b>59.071</b>	-
P6 - 'PCA 6'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	65	Robyn Howard	Red 996	76.262	69.333	66.7	<b>65.351</b>			<b>65.351</b>	-
CS - 'C Street'				Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	50	Collin Tanner	Mazda MX5	65.546+1	62.615	61.967	61.865	61.356	<b>60.274</b>	<b>60.274</b>	-
2	133	Thad Bollini	Yellow Boxster	65.41	64.015	64.991	63.792	63.425	<b>62.482</b>	<b>62.482</b>	2.208
3	33	Hailey Bollini	Yellow Boxster	74.154	72.373	70.604	71.867	<b>68.067</b>	69.991	<b>68.067</b>	5.585



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## Maverick Marktpreis: 986

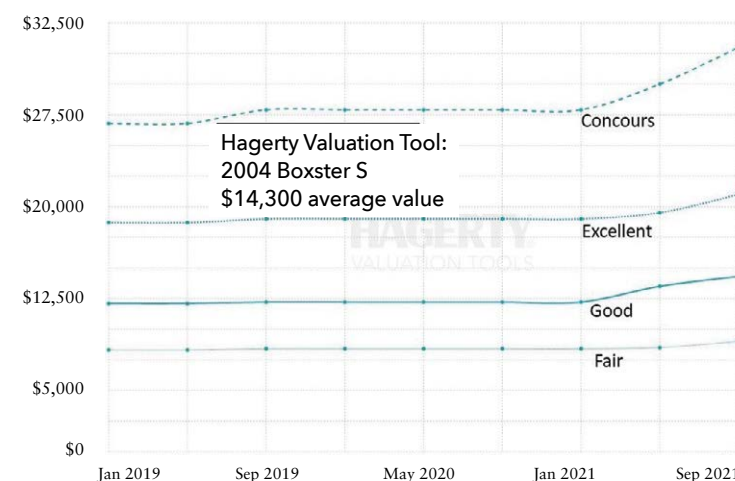
by Peter Wen, Region Merchandise Chair

Porsche is the most profitable car company in the world today, with 250,000 annual vehicle sales worldwide. It is hard to imagine that, 28 years ago, Porsche struggled financially. With a stagnant product lineup, only 14,000 cars were sold in 1993! It desperately needed a low-cost, high-production model to turn the company around. Enter the Boxster, the car that saved Porsche.

In '96, three years after the highly successful concept car debut in Detroit, Porsche launched the Boxster: a boxer-engine, two-seat roadster. Clever name, right? Code-named 986, the first-generation Boxster was

the first Porsche to leverage Toyota's "just-in-time" manufacture principle. It drastically reduced cost and improved reliability. To further reduce expense, the Boxster was jointly developed alongside the new 911, type 996. The two cars shared similar looks and had many common parts.

The Boxster was a huge success. With exceptional handling and unmatched open-top fun, it was the best-selling Porsche from '96 to '03. Today, you too can enjoy this Miata-inspired, Toyota-process-improved, mid-engine roadster for around fifteen grand. 🇩🇪

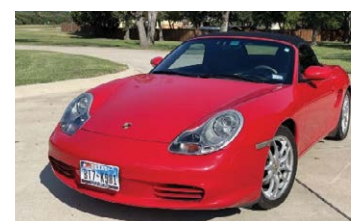


Excellence magazine's Porsche Buyer's Guide offered these price ranges for Boxster (986):

Year	Model	2019-2020 (\$k)	2020-2021 (\$k)	2021-2022 (\$k)
1997-99	Base	\$8-\$12	\$8-\$12	\$8-\$12
2000-02	Base	\$8.5-\$13	\$8.5-\$13	\$8.5-\$13
2000-02	S	\$10-\$15	\$10-\$15	\$10-\$15
2003-04	Base	\$10-\$15	\$10-\$15	\$10-\$15
2003-04	S	\$12-\$17	\$12-\$17	\$12-\$17

RED indicates price drop from the previous year's price guide

**Fun Facts:** The Boxster was so popular that Porsche had to contract Valmet, a Finnish company, to increase production. Valmet-assembled Boxsters have the letter U in the 11th position of the VIN (for Uusikaupunki, Finland).



2003 Boxster  
Sold for \$15,500 + \$775 buyer fee

34k miles  
Guards Red / Black / Black  
2.7L Flat-Six  
5-speed manual



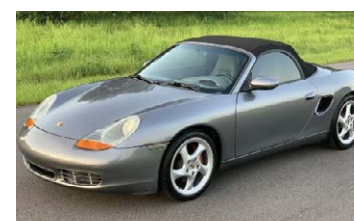
2000 Boxster S  
Sold for \$18,500 + \$925 buyer fee

68k miles  
Arctic Silver / Black / Black  
3.2L Flat-Six  
6-speed manual



2001 Boxster S  
Sold for \$21,010 + \$1051 buyer fee

36k miles  
Meridian Metallic / Black / Black  
3.2L Flat-Six  
6-speed manual



2002 Boxster S  
Sold for \$20,000 + \$1,000 buyer fee

73k miles  
Seal Grey / Graphite Grey / Black  
3.2L Flat-Six  
5-speed Tiptronic Automatic



1999 Boxster  
Sold for \$13,935 + \$697 buyer fee

74k miles  
Arctic Silver / Graphite Grey / Black  
2.5L Flat-Six  
5-speed manual



2003 Boxster  
Sold for \$16,500 + \$825 buyer fee

58k miles  
Speed Yellow / Black / Black  
2.7L Flat-Six  
5-speed manual



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# Coffee, Cars & Conversation

by Bill Kruder, Region President

photos provided by Jim Hirsch

Oftentimes when I write these, I truly just met the subject of the conversation, but this one has been a long time coming. For those of you who don't know, I have been a member since 1996, some 25 years. Then in 2014 I finally attended a club event. That's right - 18 years of nothing. Here's what happened. Jim and I went to the same Starbucks in Plano and he sometimes arrived in his Boxster and sometimes in his Mustang GT. Me? I had my '82 SC. Well, we see each other every week (sometimes a few times a week) but never even say hello. Then one day *Slipstream* gets delivered to the house, and page after page I see the guy from Starbucks (laughing). About that time I finally attended an event (what would become Mavs & Mochas) and started asking who was in charge. Then I asked "is Jim Hirsch here?" They quickly point him out and we introduce ourselves. Later, Jim asks me to help with club advertisers, so I commit to the position of Advertising Chair. Then one day over coffee he is telling me how he needs new content for the *Slipstream* magazine. You guessed it! Cars, Coffee & Conversations was born in 2016. Lastly, and how you ended up with me as President, Jim tells me, "David Robertson thinks you should be his successor." And that's our story - we can all blame Jim for getting me involved in the Maverick Region.

So here is the next in my series of "conversations" I would like to share with you . . .

Jim Hirsch, member since 2014  
Owner 2014 Boxster S

**Bill Kruder:** So let's start with where you grew up?

**Jim Hirsch:** I grew up in the small town of Le Mars, Iowa. It's about 25 miles northeast of Sioux City. As I think back, I would say I come from pretty humble

beginnings. My parents had bought a lot for a house in the late 1940s but couldn't afford to build on it. Before I was born the family was able to start building and had completed the basement. The family lived in the basement for about 5-6 years before I was born. Mind you, when I say "lived in the basement," that's all there was - no completed house on top (smiling). Then when I was about six years old I'm walking home from school and I see there is framing going up on top of my "house." Well frankly, I didn't understand what was being built. Needless to say, several months later we now had a two-bedroom, one-bath



Jim Hirsch in his happy place on Route 66

house for our family of five on top of the basement. I lived there, sleeping on the couch in the living room until I was 16, and then left for college in 1971, never to live there again.

**BK:** So tell me about college then?

**JH:** I attended St. Johns University (not to be confused with the basketball powerhouse in New York) in Collegeville, Minnesota, which is about 20-25 minutes west of St. Cloud. It was a small school of about 1,900 students, and was established in 1857, making it one of the oldest universities in the country. My graduate degree came from the University of Minnesota.

**BK:** And what did you study?

**JH:** I was a Math major with a minor in Economics, graduating in 1975. I also earned my teaching and coaching certificates.

**BK:** So after college where did you go?

**JH:** After graduating, I moved to Coon Rapids, MN, which is about 25-30 minutes directly north of Minneapolis. I began teaching in the Anoka-Hennepin school district, teaching junior high and high school math while also coaching girls' and boys' basketball, along with boys' baseball and girls' softball. I did that for about 11 years. So, the small world that it is, fellow club members Greg and Julia Cleath are from the same area (but much younger). I actually taught Greg's sister Brenda and coached her in basketball. Then in 1986, I became the Technology Director of the school district, which was perfect for me, as it allowed me to take my then hobby and turn it into a job.

**BK:** So how did you get from Coon Rapids to Plano?

**JH:** As it turned out, our superintendent Doug Otto had just come down in 1995 to head the Plano ISD. They had recently passed a \$9 million bond to spend on technology with no real plan, so he reached out to me and asked if I'd be willing to move and become part of his team in Plano. So in 1996, we moved to Plano, where we stayed until I retired as the Associate Superintendent for Academic and Technology Services for PISD in December 2013.

**BK:** So I know you and Sharon have been married darn near 50 years - 47 to be exact. How did you meet?

**JH:** We met in 1970. She was a freshman and I was a junior in high school. As I recall, I was walking through the library

with a friend who happened to know her. We stopped to say hi and she said she had liked my picture that I think had been in the local daily newspaper. After that we would see each other in school. Then one night we went out for pizza after a basketball game and think we stayed out talking until like two in the morning. The rest is history, as they say.

**BK:** So being older and leaving for college must have been a challenge?

**JH:** I guess so. I had left for college while she finished high school then she went to Business School in Des Moines. After that she took a job and moved up to Coon Rapids. We married in 1974 while I finished up college and student teaching.

**JH:** We have four kids: Aaron is 40, Stephanie is 38, Andy is 34, and Alex is 31. Plus now we have two granddaughters, ages eight and four. The four-year old is already doing full speed hoverboards (laughing). All of them are "drivers."

**BK:** Let's switch gears now and talk cars: first car?

**JH:** 1958 Ford Fairlane with a 312 Mercury V8, bought on my 16th birthday for \$250. Sold it four weeks later for \$400 (smiling).

**BK:** That being said, I have heard you have owned a fair amount of cars in your lifetime?

**JH:** Well, I'm not sure that was always the intention, but yes, at last count I have owned SIXTY-ONE in my 52 years of driving. I have always enjoyed buying and selling cars. Not for the pleasure of flipping, but owning them, improving them, then selling for the next one. What I take great pride in is I always sold a car better than what I had bought, and would get my purchase price and sometimes more than I had put in.

**BK:** What car did you keep the longest?

**JH:** When you and I first met in 2014 I had the 1993 Fox-body Mustang GT that I had owned for eight years. However, next year we will have owned the Boxster S for eight years so we will have a tie.

**BK:** Back to some of the cars you have owned - what are some of your favorites?

**JH:** Let's see. I always paid for my own cars, with the overall favorite still being the 1965 Olds 4-4-2 I had as high school senior. In 1975 I bought my first "foreign" car, a 1970 VW Type 3 Fastback. In 1976 I bought my first sports car, a 1966 MG Midget; think I paid \$600 for it. After that I think it would be our '68 Triumph TR250 and then the '73 MGB. After that the kids were born and family cars took over. My next sports car was a 2005 Honda S2000 I got in 2006.

**BK:** Tell me about these road trips that you and Sharon take each summer.

**JH:** Well Sharon and I have always enjoyed them. A "road trip"

for us is at least 1,000 miles and five days. Anything else is simply a "drive." Our first road trip was in 1976 in our 1974 Datsun B210, which took us from Minneapolis to Virginia and then Washington, DC where we arrived just as the ERA march was blocking the streets. The most recent was a 21-day, 3,600 mile trip through the southeast to Miami and back through nine states. The key has always been to get off the interstates and onto back roads whenever possible.

**BK:** Since retirement though, they have taken on a whole new meaning, right?

**JH:** Yes they have. Sharon has two areas of interest she wants to see first. One is every MLB park, and two, every presidential library. Right now we have been to 24 of 30 ballparks and 12 of 13 libraries. Fortunately, we also add in visits to races and car collections to appease my interests.

**BK:** Now tell me, after never previously owning a Porsche, why Porsche?

**JH:** A good friend from one of my other clubs (the Ford SVT Club), Mike Barnett, had bought a Porsche some years ago and enjoyed it. I was looking for a roadster that we could take on road trips like in the old days. We considered Audi, BMW, and Mazda, but all had some shortcoming for us. So, we looked at the Boxster S, and the size and driving experience fit right with our needs. So in 2014 we built and ordered the car we wanted to drive.

**BK:** Tell me what you built?

**JH:** It is Agate Grey with a unique Agate Grey/Amber Orange two-tone interior, PDK, and we added a few other packages. We bought it for the sole purpose of driving it. We have gone on twenty-one road trips since

our retirements in late 2013, and traveled

over 45,000 miles of those in the Porsche. Our longest single trek involved 24 days and over 6,000 miles during our PCA Parade adventure in 2017 to Spokane, WA.

**BK:** So tell me how you became active in the club?

**JH:** As I mentioned, I joined PCA in 2014 and I'm still active in other local car clubs. I met the then-president John Hamilton and asked if there was anything they needed help with. It turned out that Carey Spreen was Editor of *Slipstream* and wanted to step down from the role. I had just finished a 10-year stint as Editor of the SVT Club of North Texas newsletter and so I simply put those skills to use as the next editor of *Slipstream*.

For those of you who know Jim, he was not only Editor but almost "Chief of Staff" for the next few Presidents, always offering up ideas on how to better organize and run the club.

Truly Jim has and continued to Drive Friendships! 🏁



A boy, a girl and a TR-250

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Our annual Silent Auction for The Huffaker-Hughes Hope House supported by the Maverick Region Porsche Club of America kicked off on November 1st and has some of the most unique items yet! Whether you are looking to service your Porsche from one of our many sponsors, purchase some Christmas gifts for your Porsche lovin' friend or just treat yourself, there is something for everyone! Our Silent Auction goal is \$12,000 and more than 100 participants and with your bid or online donation we can make Hope happen. Hope exists to eliminate domestic violence through intervention, offering shelter, counseling, support and education to promote the healing of abusive relationships. The Maverick Region is proud to be a partner with this cause since 1993. So don't delay! Auction ends on November 30th and you will want to bid on these items and more.



### PORSCHE GO-KART PEDAL CAR - STARTING BID \$300

Donated by Texas Motor Works - Chris Flaugh, MRPCA Treasurer

This Gently Used Go-Kart Porsche Pedal Car was designed by the Porsche Design Studio specifically for children ages 5-8 (maximum riding weight is 110 lb). Measuring nearly 5 feet long and weighing approximately 75 lb, this was part of the Porsche Lifestyle Collection and was initially offered in 2013 through select authorized Porsche dealers, as well as the Porsche online store for \$900. The three-spoke sport steering wheel features four buttons which trigger the horn, start-up, gearshift and powerslide noises that are absolutely required of any child-oriented high-performance car. This may be the least expensive Porsche you will ever purchase. It will, however, make your child or grandchild the coolest kid in the neighborhood!



### ROADSTER HARDCASE 4W TROLLEY STARTING BID \$150

Donated by BillyGO Plumbing Heating and Air  
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Driving Friendships

## 2022 Maverick Region Officers Ballot

I am a (pick one) \_\_\_\_\_ Primary Member \_\_\_\_\_ Associate Member

vote once for each nominee or write in a candidate in the space provided

### President

☐ Bill Kruder

☐ \_\_\_\_\_



### Treasurer

☐ Chris Flaugh

☐ \_\_\_\_\_



### Vice President

☐ Carey Spreen

☐ \_\_\_\_\_



### Secretary

☐ Olga Taylor

☐ \_\_\_\_\_



Turn in your ballot at the Founders Day Family Affair or mail it to the Region Secretary Carey Spreen - 901 Hampshire St Grand Prairie, TX 75050  
Mailed ballots must be signed and received prior to December 1, 2020.  
The election results will be announced during the Founders Day Family Affair.

You can also get this ballot online at <http://mavpca.org/go/vote>

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# Kudos: Dallas Porsche Classic Technician Wins National Restoration Award

via TheGentlemanRacer.com

photos provided by TGR

Porsche Dallas technician Seantrel Sloan, 26, recently completed a year-long restoration of a 1990 Porsche 911 Carrera 4 Targa, one of only 1,500 Targa 964s in existence. The rare sportscar, number 90/1500, was restored as a tribute to a client's father and was chosen as the top restoration in the Porsche Cars of North America South Region.

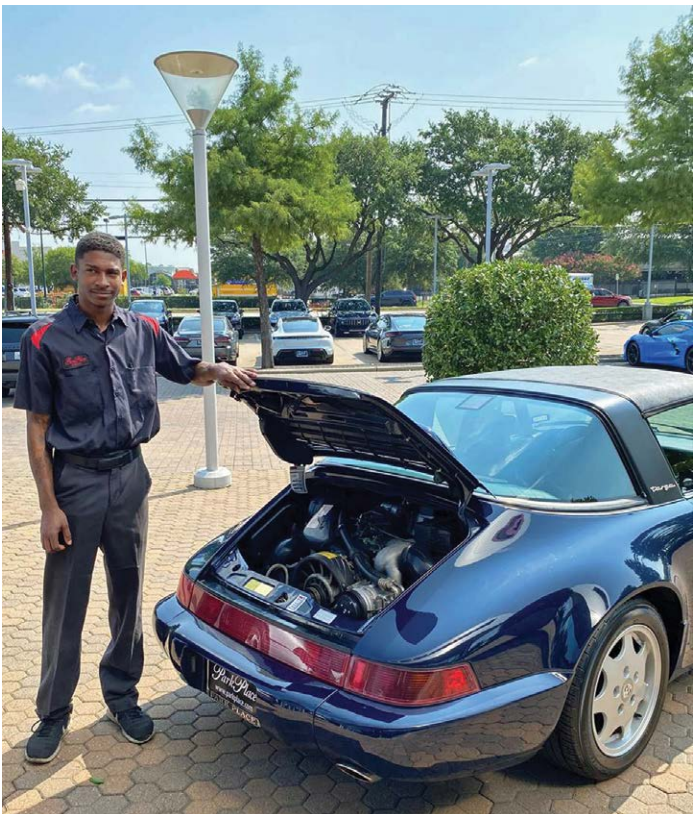
Sloan and the car traveled to Indianapolis for the Porsche Sportscar Together Festival, which was held on September 10th-12th, where the car finished in the top three in the Porsche Classic Restoration Challenge National Championship.

For nearly 20 years, the 911 Carrera 4 Targa had been stored in a garage. When the car arrived at Park Place Porsche it had vacuum leaks, multiple oil leaks, aged rubber hoses, fouled spark plugs, and carbon tracked distributor caps and rotors. All of these were replaced and updated, along with new cylinders, machining the cylinder heads, replacing the radio with a new Porsche Classic Communication Management system (PCCM), paint correction, and some interior restoration.

"We were given the opportunity to participate in the Porsche Classic Challenge with our client's 911 C4 Targa in Dunkleblau – 'Dark Blue' in English, being able to feel the performance during its first test drive, compared to how the car would barely move when we first received it, was well worth our efforts to make the car like new again." Porsche Dallas General Manager Patrick Huston.

While Sloan lead the restoration, Porsche Dallas Parts Specialist Keith Jones spent countless hours tracking down original parts from all over the world. Shop Foreman Steven Taylor helped keep the project on track and assisted Sloan when the time came to mount the engine back into the car.

The 2021 Porsche Classic Restoration Challenge saw nearly 40 dealerships from around the U.S. take part by giving Porsche sports cars expert attention. Teams of certified Porsche Technicians and the official catalog of 60,000 unique Porsche Classic Genuine Parts were enlisted to return the cars to their former glory. Represented in the competition were Porsche 356 models from as early as 1956, five generations



of the 911, transaxle models like the 944 and 928, as well as modern classics such as the first-generation Boxster. After months of diligent work, documentation, and check-ins, cars judged to be regional winners moved on to compete in the August semifinals in each of the three U.S. Porsche sales areas.

"My grandfather bought me the 'Need for Speed' video game dedicated to Porsches. I learned everything about every car in the game. And I fell in love with the brand...the heritage...the tradition. Every single car that I've touched in the shop, I've driven in the game. And now I've had the opportunity to drive those cars with my own two hands and feet. To be a Porsche Classic Tech, and keep these cars on the road today, is an honor." Seantrel Sloan, Porsche Classic Tech

Sloan grew up in Dallas, graduating in 2013 from Duncanville High School. He worked as a car washer/valet at Park Place while attending Universal Technical Institute in Irving to receive his automotive technician certification, graduating in 2014. Then he served two years on active duty in the U.S. Army, most of which was in Pyeongtaek, South Korea as a petroleum specialist for aviation and ground vehicles. After being honorably discharged as a Specialist E-4, he returned to work at Park Place Porsche Dallas as a technician. 🇺🇸



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## Unpaved: Inaugural Tour to Fredericksburg

by Carey Spreen, Region VP

photos provided by Carey Spreen

A few years ago, PCA began promoting events that catered to the owners of 4-door Porsches, since those models have become the biggest sellers in the Porsche lineup. PCA also instructed Greg Halverson, the National Driving Tour Chair, to pull together a committee to develop a set of guidelines for off-road tours in anticipation of Porsche SUV owners taking their vehicles into areas untouched by pavement of any kind.

Because Jeff Sebert, Sue Crimm, and I had hosted a trial off-road event at Northwest Off Highway Vehicle (OHV) Park in Bridgeport back in 2017, I was fortunate enough to be asked to participate on the PCA off-road tour guideline committee in 2019, and it inspired me to try to put together an event that would allow Maverick Region members to explore some of the off-road capabilities of their Cayennes, Macans, and even Panameras, without requiring any modifications to them.

In looking for suitable overlanding routes near the Dallas/Fort Worth area, I stumbled across an online article about the Texas Hill Country Overland Route, which contained a short description of the trail, as well as a GPS file that contained the entire 190-mile route, starting just west of Marble Falls and ending in Fredericksburg. Sue and I drove the route about four times over the past couple of years to finalize the turn-by-turn instructions, and decided that, since it ended in Fredericksburg, it might be a fun route to take to Oktoberfest, which takes place on the first weekend in October every year in Fredericksburg, and celebrated its 40th year in 2021. We elected not to try to do the entire 190-mile route, deciding that the portion from Mason, TX to Fredericksburg was long enough to be a good first experience for folks new to taking their Porsches off the pavement, but short enough to do in a half day. Our route ended up being about 80 miles, with the first half unpaved and the second half paved (but still twisty, scenic, and lightly traveled) showing off the 4-door Porsches' flexibility, both on pavement and off.

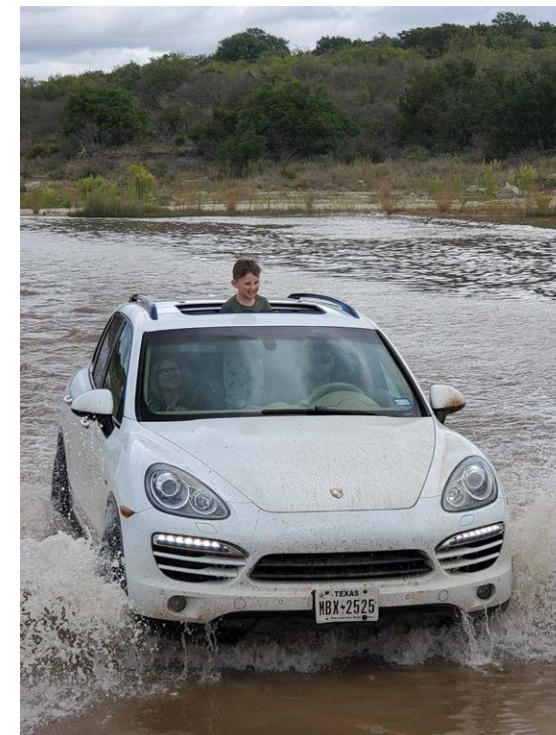
When the tour was first announced in *Slipstream* and on the Maverick PCA and Mavs & Mochas Facebook pages, I frankly didn't expect much interest, due to the fact that the tour started in Mason, TX, about four hours from DFW, and ended even further away, in Fredericksburg. But to my surprise, lots of folks asked about it, and at one point we had about 17 vehicles signed up, although a few had to drop out due to last minute conflicts. Apparently there was more pent-up demand to take Porsches off-road than I had thought!

Early weather forecasts threatened lots of rain, but as the week leading up to the tour progressed, the predicted precipitation dwindled, with the last bit of rain (about 2-3/4 inches) falling Thursday night.

On the day of the event, we had 13 vehicles, 21 adults, and six kids raring to go at the meeting point. Most were in Cayennes, but

also joining us were a Macan, a Land Rover, a Ford 4x4 pickup, and a Lexus SUV. After a brief driver's meeting, we headed out of town, and before long our tires were rolling over dirt, mud, and gravel.

About 15 miles in, we arrived at the highlight of the trip: fording the James River. No bridge, no concrete low-water crossing, not even a depth gauge – just driving down the river bank and into the river, emerging about 300 feet away on the opposite bank. Granted, the water only came up to our wheel centers, and the river bottom was made of stone, so there was no real danger of getting stuck, but it still looked intimidating.



Above: Jensen Babarovich helps his parents cross with a birds eye view



We crossed the river one vehicle at a time, pausing for a photo opportunity once everyone had made it to the other side. We saddled up and made one more shorter and shallower crossing, then had another photo opp in a dramatic canyon with sheer vertical walls, miles from the nearest pavement.

About an hour later we arrived at our lunch stop, the Doss Country Store and Café, in the teeming metropolis of Doss, TX, where they had a table for 30 already set up for us. This was the only restaurant (and in fact the only rest stop whatsoever) along the entire route, so we took our time with lunch before moving on. The food (Texas barbecue, burgers, chicken, sandwiches, etc.) and service were excellent – if you're ever in the area, check it out!

After lunch, we rejoined the pavement the rest of the way to Fredericksburg. A few vehicles left the group for various destinations, with six cars completing the journey to Fredericksburg and Oktoberfest.

The overall comments from participants were that they enjoyed the opportunity to take their Porsches off the beaten path, and many were ready to do it again. Watch for the trip to repeat next year, and in the meantime, get off (road) in your 4-door Porsche! 🇺🇸





# The NBCF Drive to Deliver HOPE

by Jimmy Gallegos, Region PCA Charity Chair

Right now, close to 4,000 women facing a long road through breast cancer treatment and recovery are waiting to receive comfort and compassion through a HOPE Kit.

A special project of National Breast Cancer Foundation, HOPE Kits are filled with thoughtful items that provide encouragement and comfort to patients undergoing breast cancer treatment—everything from fuzzy socks to tea, unscented lotion to lip balm, an inspirational bracelet to educational resources.

When women receive a HOPE Kit, here is how they react: “The HOPE Kit could not have been more perfect! I felt as if each item had been selected especially for me. Everything was useful and appreciated.” – Regina

“In a time when smiles aren’t that easy to find, this HOPE Kit brought them to my face for days! It was perfect. Again, you made my day, my week, my month.” – Grace

“The HOPE Kit was very much appreciated! It brought me to tears just knowing someone else is thinking of me during this hard time.” – Mary Ellen

Because of the kits’ instant popularity, NBCF created a HOPE Kit waitlist that continues to grow.

During Breast Cancer Awareness Month, you can support the HOPE Kit program and women in need:

- Make a donation of any size. This month only, you can choose the specific program your donation supports.
- Purchase a product from NBCF’s Amazon WishList
- Buy a BOGO HOPE Kit, doubling your impact

In October and throughout the year, National Breast Cancer Foundation provides help and hope at the exact moment women need it most—whether that’s before, during, or after a potential breast cancer diagnosis.

Hope is always within reach. Your donation can bring a smile to more faces and hope to more hearts during Breast Cancer Awareness Month. For more information on our programs and services, please visit [nbcf.org](http://nbcf.org).



# Maverick Trivia: Are you a Porscheophile?

Jerry DeFeo

sponsored by Zims Autotechnik



You can test your knowledge (or Google search ability) of all things Porsche by participating in the monthly trivia contest posted online at <http://mavpca.org/trivia>. Answers are due by the last day of each month.

The winner of the trivia contest receives a \$25 gift certificate from our sponsor, Zims Autotechnik. In the case of ties, a random drawing determines the winner.

Here are the questions and answers for the September 2021 Trivia. We talk about gasoline and how to spend a lot of money on your Porsche. We had FIVE Folks getting all 5 of 5 correct; due to the tie, we had a drawing for the winner, who this month was Patricia Gouldy, with Honorable Mention going to Mallory Smoldt, Armin Aliefendic, Doug Jacobson, and Tom Martin.

1. According to a recent study by AAA, most American drivers are \_\_\_\_\_ times as likely to choose their gasoline based on price over quality.  
a. 3 b. 4 c. 5 d. 6

Source: <http://tinyurl.com/5645fx8h>

2. The article says you should choose your fuel based on which of the following criteria?  
a. Octane b. (R+M)/2 Method c. Top Tier d. Premium Plus

Source: <http://tinyurl.com/5645fx8h>

3. The article also says that \_\_\_\_\_ % of Americans will choose their fuel based on gas station location.  
a. 55 b. 65 c. 75 d. 85

Source: <https://tinyurl.com/5645fx8h>

4. Uwe Gemballa is famous for his Paris-Dakar 959 Rally car, and now his son will let \_\_\_\_\_ special clients have their own Rally car for just \$600,000+ plus their own Porsche.  
a. 10 b. 20 c. 30 d. 40

Source: <https://tinyurl.com/hanyrybu>

5. The Porsche you need to provide must be a \_\_\_\_\_ in fairly new condition, in addition to the \$600,000.  
a. 993 Turbo b. Turbo S Cayenne c. 992 Turbo S d. Macan Turbo

Source: <https://tinyurl.com/hanyrybu>



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Answers: 1)d, 2)c, 3)c, 4)d, 5)c



## Dear Tire Guy



**Yes! DE season is back upon us once again and we’re ready for an exciting 2021.**

So for new PCA members, new DE drivers or even experienced track turners here’s a couple of tips.

**1)** Tire pressure is one of the most important aspects of tuning your car for the track. Finding this ideal pressure for a track typically involves some trial and error: setting the cold tire pressure based on past experience and then making small adjustments based on driver feedback. If you’re just starting out you’ll be just fine maintaining the OE cold pressure specified by the vehicle manufacturer. As you move through the next few DE’s then it may be time to start playing with those pressures, altering them by 1 or 2 psi as you learn the lines.

**2)** You need the right tires. Race conditions put tires under FAR more duress than normal road driving, so you want to make sure you have something with aggressive grip to keep you firmly planted on the track. If your DE car is also a commuter you will want something that’s also road legal and comfortable, something like the Michelin Pilot Sport 4S. If you want a dedicated aggressive race set you could look at something like the Michelin Cup 2, Toyo 888R, or the Nitto NT-01.

We’re looking forward to seeing all the familiar PCA faces, and getting to meet the new members as well. If you need tires, you know who to call! (Our number is right at the bottom, hint hint) Until next month Drive On! one. That’s who.

**Until next month, drive on! –The Tire Guy**

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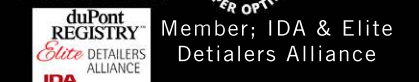
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10 Years

Hunter Biederman (Finn)	Frisco
Ken Brabender (Sandra)	Haslet
Pierce Marshall	Dallas
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Daniel O’Brien (Thomas)	Dallas
Matthew Warmuth (Andy Rohrbacher)	Dallas

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## Oversteer: Horsepower for good behavior

by Kurt Scaggs, Managing Editor

Hello faithful readers, it's me again and I have another thought provoking installment of Oversteer to share. As many of you might remember, I have a young son who sometimes requires *incentives* to behave the way I was expected to in order to merely continue drawing breath. I'm sure that there is a lesson here, but that is a story for another day. Instead, I want to share a brainstorm that I can't believe I haven't heard of before.

The other day while visiting with my weekly coffee bunch, we were doing what you do when around a group of gear heads and a concept so devious and simple it might have even worked when I was beginning my own storied driving career. The idea of horsepower for good grades. I was thinking small and admittedly selfishly; I wanted to have a project car for the boy's first driver, maybe a 70's Beetle. Something simple enough that we could work on it, and cheap enough that when we made mistakes I wouldn't be forced to sell something to fix it. But the idea was simple: the better the grades, the more go fast parts we add. And while we're at it, maybe we have a hotter engine on the shelf in the event he showed some maturity or won a spelling bee or something. But the beauty of the whole

operation would be two-fold A) we get to spend some time working on a project and feed our car addiction and B) it's all reversible. Bad grades? I'll take that exhaust, thank you. Accident with a school bus? The dual carbs are mine. I think that would have worked with I was 15. And it's scalable too, take a look on the old interwebs and you'll find people stuffing all manner of horsepower into these things. Subaru 4's, Porsche 4's and in one case a Beetle body was grafted onto a 2000 Boxster S. Serious motivation and serious incentive if you asked me.

I know what you're thinking, by the time my child/grandchild is of driving age all the cars will be battery powered. That makes it even easier, but maybe less fun. I'm willing to bet that Elon will work up an incentive plan given enough interest. Either that or just plug in some extra cells and you're in business. You've seen the Power Wheels conversions right? Oh, do yourself a favor and look that up. I've got a plastic GT3 project in the garage right now. I'm going to test the plan and get back to you. In the meantime don't go buying all the Beetles and driving the prices up on me, oh and Enjoy the Drive.™

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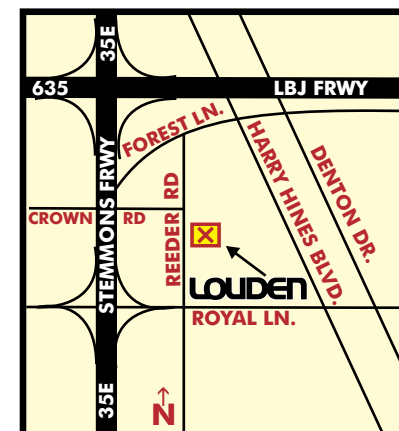
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