



Sandscript

The Las Vegas Region - Porsche Club of America

November 2006

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Open Road Race

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Las Vegas Region - Porsche Club of America
November 2006

President

Debra Bieniek
702-932-1370
702-497-8195
deb_bieniek@yahoo.com

Vice President

Rock LaSpada
702-277-2730

Secretary

Tony Zito
702-521-9966
silver_911@bigfoot.com

Treasurer

Randy Gabe
702-804-1669
Randy.Gabe@cox.net

Webmaster

Jeff Wenger
702-341-1606
wengerjeff@yahoo.com

Newsletter Editors

Robyn Gabe
702-804-1669
robynag@cox.net

Bobbi Miller
702-896-6404
millerbkjos@yahoo.com

Membership Chairman

Nita Burrows
702-395-3886
nb827@aol.com

Driver's Ed Chairman

John Burrows
702-395-3886
nb827@aol.com

Zone 8 Representative

Beverly Griffin-Frohm
760-737-6068
bevfrohm@aol.com

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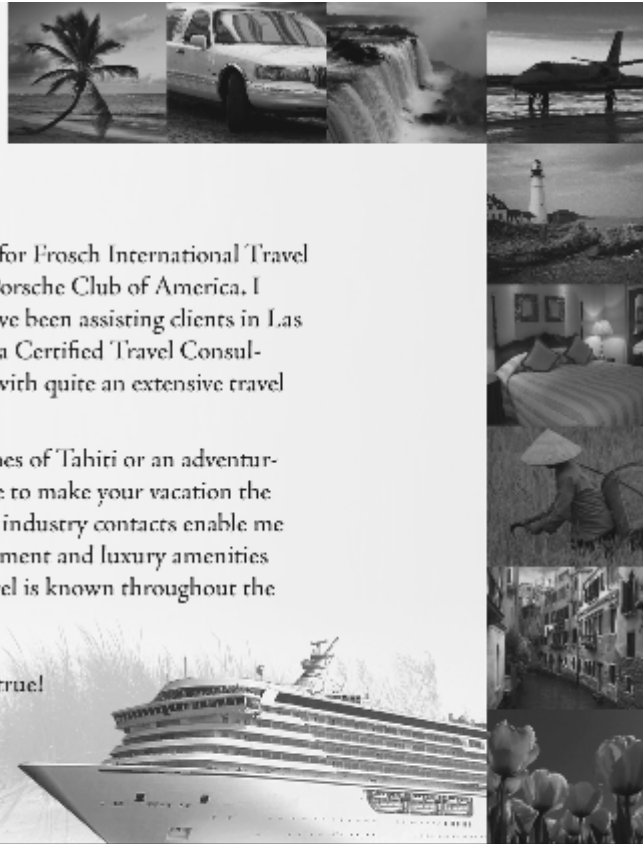
Meetings

The Las Vegas Region Executive Board meets on the first Wednesday of each month at Gaudin Porsche on West Sahara. An informal breakfast meeting is held on the first Saturday of each month. Check the website at www.lvrpca.com for the location. The meetings are open to all members that wish to attend. General Membership meetings and changes to the meeting place will be posted on the website.

On the Cover

Owner Spotlight -
Thom Sheets and his 2004 Cayenne.
Photo courtesy of Randy Gabe

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Hello fellow Porsche Club members,

My name is Cyrene Iler and I am a Travel Consultant for Frosch International Travel as well as a member of the Las Vegas Chapter of the Porsche Club of America. I would love to help you plan your dream vacation. I have been assisting clients in Las Vegas with their travel plans for over 15 years and am a Certified Travel Consultant. I am also a Destination Specialist in many areas with quite an extensive travel background.

So whether you prefer a relaxing vacation on the beaches of Tahiti or an adventurous safari in Africa, I am equipped with the knowledge to make your vacation the best and most memorable experience of a lifetime. My industry contacts enable me to offer my clients complimentary upgrades, VIP treatment and luxury amenities unparalleled in the industry. Frosch International Travel is known throughout the industry for premier leisure service.

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Cyrene Iler, CTC, DS
cyrene.iler@frosch.com

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Publication Deadline

Material must be submitted to the editors by the **15th of each month** for the following month's issues. Please contact Robyn Gabe or Bobbi Miller if you would like to submit something.

Advertising

All advertising is payable in advance. PCA members may advertise personal items in a classified ad for free. Classified ads will run for three issues. Non-members may run ads if space is available for \$5.00 per month. Notify the editors if you would like an ad removed or extended. For advertising information contact Robyn Gabe or Bobbi Miller. Placement of an ad is in no way an endorsement by this publication, the executive board, Porsche Club of America, or staff.

Advertising Rates


Business Card -----	\$12/mo -----	\$100/yr
1/4 page, inside -----	\$15/mo -----	\$165/yr
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Inside cover -----	\$55/mo -----	\$605/yr
Back cover (color) -----	\$55/mo -----	\$605/yr

All ads are black and white except the back cover which is in color.

Classified Ads

If you would like to place a classified ad, please contact Robyn Gabe.

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Calendar of Events

November

Wednesday, November 1 Executive Board Meeting
Saturday, November 4 Brunch Giuseppe's

December

Saturday, December 2 Brunch Giuseppe's
Wednesday, December 6 Executive Board Meeting
Saturday, December 16 Holiday Party @ Italian American Club

As dates and locations may change, please check the website at www.lvrpca.com for updates.

The Las Vegas Region Porsche Club Store is now open.

The website features a wide variety of t-shirts, polo shirts, jackets, and baseball caps that can be imprinted with our logo.

All proceeds go towards the Las Vegas Region.

Check out the website at:

www.lvrpca.com/store or WWW.LVRPCA.COM/STORE



President's Message

Deb Bieniek

It's hard to believe that another month has gone by! Thanks to the hard work of our webmaster Jeff Wenger, new additions are on our website each month. Have you checked out the new Las Vegas Region store? Members can now order merchandise with two choices of Porsche club logos. A wide variety of shirts, jackets, hats and bags are available. All proceeds help support our activities. Take a look at www.lvrpca.com and click on the PCA store. Let your fingers do the shopping.

At this year's Fire to Water Tour and the Fall Colors Tour, I heard requests for more touring events. I met members who do not want the track but who need to drive. When I first moved to town, I remember driving to St. George for lunch just to drive through the Virgin River Gorge. I would like to see more opportunities in the future for groups to get together for an easy ride in the wilderness. We are working on putting a date together in November and many more in 2007. If anyone is interested, please let me know. I would be happy to email the group for an impromptu drive. I would like to create a list of interested drivers who could contact each other when the mood hits and the weather permits. Please let me know your thoughts on the subject. I would be happy to try to get something together and keep it current.

There are four veryeager members wondering if they are the chosen candidate. The ballots for president and vice president have been mailed. Please take a few minutes to cast your vote and return it in the enclosed envelope. It is an important choice for the future of your club. All ballots must be in my mailbox by December 1. Look forward to the winner's announcement at this year's holiday bash.

Just a couple of months left in my short tenure. With Thanksgiving around the corner, I want to thank Robyn Gabe for working so hard each month to edit and deliver the Sandscript. I am also very thankful for owning such a fine automobile and being healthy to enjoy it. Happy Thanksgiving!

Membership News

Nita Burrows

The Las Vegas Region is now 315 members strong. New members, we wish to welcome you to the Las Vegas Region of the Porsche Club of America.

The Las Vegas Region PCA offers many types of activities. Our local activities consist of socials, tours, tech sessions, rallies, driver's education, monthly breakfast and monthly board meetings. You are invited to attend any and all events that appeal to you. Please come check out our events.

I would like to remind both old and new members that LVRPCA is in the midst of electing a new president and vice president. Please vote. If you are not running for an office, the club has numerous board positions that need to be filled. Helping out or being a chair or co-chair is what makes LVRPCA work. We need your involvement. Also, LVRPCA wants your input as to the types of events offered. Your suggestions are always welcome.

Members please feel free to e-mail me at nb827@aol.com or call me at 395-3886. Other information on the club and upcoming activities can be found on our website at www.lvrpca.com

New Members

Daniel and Ginger Anderson
2006 Caymen

Hirata and Byron Garth
1986 911

Robert Walski
2000 Boxster

Mary McPadden-Bigda and Mitch Bigda
2006 911



*Don't forget to mark your calendar for our
annual Holiday Party.*

*Saturday
December 16, 2006
6:30 p.m.*

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Owner Spotlight

Randy Gabe

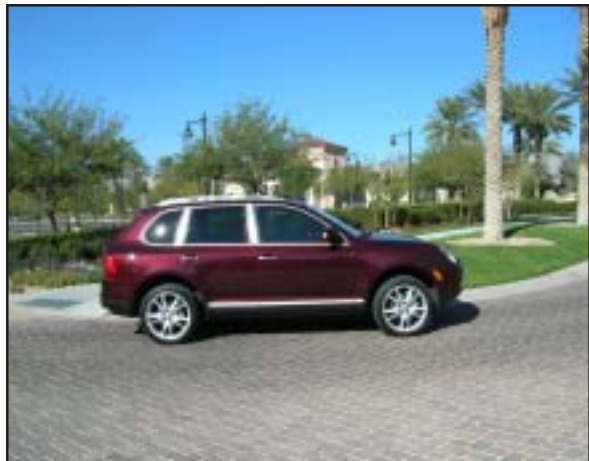
This month we are featuring a stunning 2004 Carmon Red Metallic Cayenne S owned by Thom Sheets. Thom purchased his Cayenne in late 2004 after selling his Guards Red 2001 911. He describes his Cayenne as “an SUV with the heart of a Porsche.”

Before selecting the Cayenne, Thom and his wife Sandy were looking for a new vehicle to take on trips as well as use every day. As all of us know, luggage space in a 911 is limited at best. “The Cayenne is a wonderful vehicle that you can take to a black-tie charity dinner on Friday and then drive it to Costco on Saturday. It is all things to all people.”

The Cayenne is Thom’s daily driver and he is not afraid to treat it like a truck. He takes it to the nursery, Home Depot, and – believe it or not – he has even taken it off road. “It’s a tremendous vehicle off road as well as on. On the pavement it’s a great road car that can get you where you want to go, fast.” During a trip to the Shakespeare Festival in Cedar City, Utah, Thom was amazed how well the SUV managed the twisty road through the Virgin River Gorge. “It felt like it just sank into the asphalt and hugged the curves.”

When I asked what is next car would be, Thom replied that he has been eyeing the Cayman as a possible candidate.

I would like to thank Thom for being the subject of this month’s spotlight and hope to see him at some of the events.



Photos courtesy of Randy Gabe

Fall Colors Tour

Deb Bieniek

The Fall Colors tour began the morning with the fear of becoming a thunderstorm. That didn't stop anyone. Once we hit the road, we left the stormy weather of the Las Vegas valley for the sunny blue skies of Apex. That's right. Mother Nature answered our email and brought sunshine to the roads north of town. We traveled north on US 93 and turned onto 319 to Cedar City. The winding mountainous roads were perfect to test our driving skills and enjoy the ease of our Porsches. Once again, Ed Pasini provided a route that any driver and passenger would enjoy. We passed beautiful green ranches that desert dwellers forget exist. The farther north we drove, the more red cliffs we encountered. When we crossed over the Utah boarder, red cliffs surrounded us while driving on roads over 6,700 feet above sea level. There were so many "s" curves that we never got bored. Lunch was a combination of delicious and inexpensive food at The Bard in Cedar City. We could view the mountains to Cedar Breaks and witnessed the low storm clouds. After lunch, we stayed as a group for a few miles and could feel the ride up the mountain. The river creek off to the side was gushing with red water. The aspen trees had golden leaves. However, once I saw snow on my windshield, I turned around and headed back home. I know my Porsche can handle a snowy winter, but I also know that my summer tires are not meant for winter. I hope to hear from those who ventured forward. It was definitely a fun morning. In addition, we all look forward to more tours of the southwest next year. Hope to see you there.



Photos courtesy of Joel Cooper

Averaging 155 MPH with a Rookie Navigator

Roger Greene

The Pony Express 130 is the longest Open Road Race in the world. It's 129.9 miles in length. It was run this year on August 27. The course is down Nevada State Highway 305 from Battle Mountain to Austin and then half way back to Battle Mountain.

Normally my brother, Bill, navigates for me. Together we have participated in nearly 30 ORR's in Nevada, Texas and Nebraska. This year he elected to attend his 50th high school reunion rather than run the Pony. Yes, he is much older than I am!! So I decided to invite a dear friend to navigate for me. I'll call him Mr. X.

My wife Carol and I have known Mr. X and his wife for more than 30 years. We met with them several times to discuss the race and the fact that I was going to drive Mr. X at 170 MPH for many miles and I wanted to make sure Mrs. X would be comfortable with that. We thought she was.

I scrounged up the necessary safety equipment for Mr. X, a fire retardant suit, crash helmet, fire retardant socks, shoes, gloves and arm restraints. Not all of it fit perfectly, but it was priced right.

Thursday, August 24 we met Mr. X at Battle Mountain, registered for the event and put the silly decals all over the car. Then we learned Mrs. X, whom we knew had a meeting in Ely that day and was supposed to drive to Battle Mountain after the meeting, had gone on home instead. Carol and I immediately began to smell a problem with Mr. X's participation.

Friday, while Carol worked registration, Mr. X and I went to rookie orientation and qualifying and practice. I was supposed to get a ride with one of the 170 MPH class cars to ride at 200+ but a motor problem kaybotched that plan. Maybe next season. Anyway, Mr. X and I ran a few runs at practice to see if he was going to get car sick at 170. He did great. We then ran the rest of the course and began to prepare him for his navigating chores.

Now Mr. X is one of the most intelligent human beings on this earth and a computer genius. He knew how to use a second GPS, marking the location of each mile marker in it. I was dubious but said OK. Saturday night he wanted to redo all the course notes in a way more meaningful for him, so....

When I saw the notes on Sunday morning I knew we were in trouble. The font size was 14, there was no space between lines and tons of notes. I knew at 170 MPH he would have considerable trouble reading them.

It was the morning of the race and Mr. X was very nervous - perfectly normal. We had our usual get in, get buckled up and wait affairs. We finally unbuckled and got out of our helmets to relax a few minutes, and then it was back in the car, strap in, etc. Once all snuggled in place, Mr. X promptly dropped both stop watches. OK, we have all done this so we signaled someone to come over and retrieve them for us. Great, then he drops his pencil! Same routine, a fellow racer came over and retrieved the errant pencil for us.

Off we go! Now, the navigators job is to keep the driver calm, know where we are on course, advise the driver of what type of turn is coming up and to keep track of our time. You can probably see where this is going! I spent most of the first 80 miles trying to keep Mr. X calm and listen to him ask me where we were on course. Fortunately, I know the course very well so did not need his input on what turn was coming up.

Targeting 155 MPH with a maximum speed allowed of 168 only allows me to gain less than 2 seconds per mile. So at the 6 or 7 mile mark in the race, Mr. X advises me we are 43 seconds ahead. "Not possible," I say. I ask him to recheck it at the next mile marker. Next he says we are 34 seconds ahead. "Not possible," I say. I finally got him to just tell me when we were due and what the clock said so I could figure it out myself. He admitted that things happened pretty fast at 170 MPH and that the navigator has a ton of things to do and sight seeing is not one of them.

The second GPS that he had intended to help him find the mile markers was useless as he couldn't read the small print from his seat. Unfortunately, the goop he used to attach it to my leather dash board still hasn't come off.

The canyon is a neat 7-8 mile stretch of road with a ton of turns and lots of fun to drive. We measured the time we lost to our target going through - 30 seconds. After the canyon Mr. X had calmed down and did a much better job. We finished the first leg about 0.2-0.3 seconds from target.

After the usual 2-3 hour wait, we were ready to head back. Being on target presented a challenge going back, as it is only 43 miles long, including the canyon. After you exit the canyon on the return leg there is only about 9 miles to the finish line, so you need to be fairly close to being on time. Going from a standing start and with only 25 miles to the start of the canyon I knew we would have to "boogie" up to the canyon. We did, but were still only 24 seconds ahead as we entered the canyon. I pushed rather hard through the canyon and as we exited it, Mr. X announced we were 14 seconds ahead. I said, "Don't you mean 14 seconds late?" No, 14 seconds early. We checked at the next mile marker and were 15 seconds ahead. I wasn't sure I believed him but decided to trust him. So we slowed down and at the finish line our watches showed us a couple of tenths from perfect, competitive. Turns out we were only 43 milliseconds from perfect, third closest to perfect in the event and first in 155 MPH class.

When Mr. X called his wife to tell her the good news, she asked, "You aren't going to go out and buy a fast car now, are you?" our suspicions were confirmed. She was very uncomfortable with him riding with me.

Mr. X is a bit of an introvert. He is incredibly smart, but, perhaps, a bit uncomfortable in some social situations. Never have I seen him more engaged than I did with my fellow ORR'ers. When we got up to get our trophies, he grabbed the microphone from the emcee and thanked all the racers for so graciously accepting him.

One of the more important awards at an ORR is the Team Challenge. For the second race in a row, Team Porsche and Team Heavy Metal combined talents to take on the dreaded hordes of 'vettes. With the considerable help of LVRPCA'er Fred Wagner's time of 0.019 seconds from perfect, while driving alone, we won the Team Challenge Award, again, sweeping the 2006 season championship.

I don't know if Mr. X is going to go buy a fast car or not, but I do know that if the opportunity arises he will navigate for someone again, assuming he and his wife work it out.

Open Road Racing is not all about the racing; it is about the wonderful people you meet from all over the country and the world. This year we had participants from Sweden and Canada as well as 25 different states. As Tony Mazzagatti summarized after his first ORR experience, ORR'ing is 3 days of partying interrupted by a race. Ever thought about trying this sport yourself? Your Porsche is ideally suited for this type of event.

Don't Rain On Our Parade

Bill Lusk

Thank goodness it didn't rain. The 2006 Porsche Parade held in Portland was blessed. The Porsches were spectacular, the PCA Parade revelers were friendly, diverse and focused on our common interest: Porsches. Portland was a wonderful and beautiful host city. The weather could not have been better. The sky was clear the temperature mild and the winds calm.

The parade, which ran from August 4th - 12th, attracted approximately one thousand Porsche owners and their families. Members drove to the Parade from all parts of the U.S., many from Canada and some from Mexico. There were also Porsches trailered, trucked and even sheltered in hermetically sealed bags!

My fiancé, Delia and I trekked from Las Vegas via Pasadena in my 2004 911 GT3 touring racecar. I have owned 179 Porsches in my 40 years of enthusiasm. Never before now have I picked a favorite. For me it is the GT3 *uber alles!* It is an outstanding car!

We loaded all nooks and crannies with everything we needed to compete and sustain our creature comforts. The race seats were remarkably comfortable and the harnesses kept us secure and somewhat comfortably in place.

This was my 13th Parade within the last 30 years. Delia was a neophyte. She had no idea what I was involving her in when I chose to enter the GT3 in the Concours. The car had most recently been on the racetrack and it had never been thoroughly cleaned or vacuumed.

With my late decision to show the car came the consequence of insufficient prep gear and no jack (Porsche omitted a spare tire and jack in the GT3). We worked for 13 hours over two days to clean all components of that speed yellow zoomy racecar. My biggest and most painful challenge was cleaning the inside of the very wide debris-encrusted wheels from the outside. We finally positioned the glistening, reluctant GT3 among other exquisite Performance Touring Racecars and waited for the scrutiny of the five-judge team. They were benevolent and instructive. We scored 271 points out of 300 and were 2nd in class, 3rd in division – a grand reward for Delia's unanticipated toil, and my ill-equipped plunge into the deep waters of Concours.

Tuesday was rally day. I had rallied on many occasions. Delia had rallied twice in 1965. The rally was a very exacting Time Speed and Distance event that would take us on a directed excursion for over 3 hours up the Columbia River Gorge. I had always been the driver, my partner always the navigator. Without clear foresight, I assigned Delia the navigator position. I had not rallied for 10 years and I did not recall all the special terminology and abbreviations used by the rally master in the general and course instructions.

Twenty minutes before our assigned out time, I asked a longtime friends and experienced rallyists from San Antonio to give us a brief primer on The Speed Distance or TSD rally vitals. With only that study, we were off. Delia was soon exasperated with the instructions, the tension, the circumstance and mostly me! It is procedurally impossible to divorce someone before you marry. However, Delia divorced me three times before we finished that rally! She uttered words

I had never heard from her normally pretty, then anguished face. Somehow, I managed to keep us on or close to the assigned rally speed and Delia, despite her angst, kept us on course! We learned later that out of some 100 entrants in the unequipped class, our friends and brief mentors finished 28th. We improbably and amazingly finished 7th!

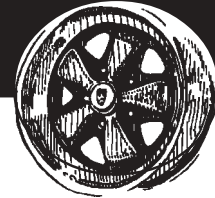
Wednesday was the first of two days of the Speed Event. Wednesday was our day to rush headlong into our third major challenge. Normally, Porsche autocrosses are on parking lots with lots of turns, a slalom, and very short straights all delineated with pylons. The Portland Parade Autocross was not usual. It was on Portland International Raceway (PIR). There were very fast portions of the track punctuated with very tight maneuvers and control problems delineated by pylons. The course was nearly one mile long. Delia and I both drove. Multiple driver cars were staged in one line. I drove first, then Delia drove, and we continued to alternate drivers until each of us had completed 3 runs. My first attempt was a clean run (no pylons) at 57 seconds – not bad. Delia, who had never autocrossed before drove a clean first run in 80 seconds. (The timers gave her a thumbs up.) My second run was 55 seconds. I knew I could do about 3 seconds better my 3rd run. Delia's 2nd run was 4 seconds faster and clean at 76 seconds. I set out aggressively on my 3rd and last run. On my first shift to second gear, the transmission balked. It took me over a second to get my steed out of neutral and accelerating. I was not a happy operator! My disgruntle affected my attention to detail. I spun out harmlessly, but the spin and recovery took 10 seconds; out of trophy contention. Delia's 3rd run was spectacular. She knocked 11 seconds off her first run-time with a 69 second finish for two thumbs up! Delia was first in her class, and we were delightfully shocked to learn later that she was fastest lady driver in all stock classes!

That same evening there was also a drag night. Parade attendees were encouraged to go watch and or participate even though it was not a PCA event. I chose to go and do. Delia chose to go and watch. It was finals night for the drags (a huge turnout) so they expedited by running only 1/8th mile rather than the more common 1/4th mile. I got four practice runs and dialed in 8.50 seconds elapsed time (ET). When you stage for elimination runs, they input your dialed-in ET and the computer starts the slower car first. The faster car is delayed by the difference in dialed-in ETs. The tactic is to get to the finish first but within your dialed in time. If you start early or finish in less than your dialed-in, you “break out” and are disqualified. If your competitor beats you to the finish and doesn't break out, you lose. He/she advances. I made it into the second round. I was then matched with a lady in a brown pickup truck. She was skilled and equipped to have me and my GT3 for lunch; and she did! Her dialed-in was 8.19 seconds. We both got good starts but her sticky slicks and torque propelled her in front by two car lengths. After her explosive start, I began closing the gap. I thought I might just clip her at the finish. Not to be! She stayed ahead and slowed just enough to avoid break out. Her ET was 8.193. She took me to school on drag racing. It was great fun watching wildly enthusiastic draggers in the most incredibly diverse machines do amazing things. Delia enjoyed the racing snowmobile the most. I enjoyed taking my Porsche out of its design and comfort zones and doing improbably well in the other guys' game.

Continued on Page 14

We came home with Concours, rally, and autocross trophies, and more importantly, wonderful experiences, new friends, renewed old ones, and more Porsche visuals than can be appreciated in any other place and time. The 2007 Porsche Parade will be in San Diego over the 4th of July week. There is no more fulfilling Porsche event. We recommend, no urge, all Porschephiles to attend the 2007 Porsche Parade.

Classifieds



Contact Robyn Gabe at robynag@cox.net to place a classified ad.

FOR SALE

For Sale: 2002/05 RUF 3600S. Incredibly rare and fun seal gray RUF boxster converted to the 3.6L X51 motor with RUF exhaust (headers, sports cat, mufflers), springs, RUF aerokit, and more. Approximately 360 HP. This car is everything the boxster should be, and Porsche will never let it be. Easily outpace most 911's in this car, and enjoy the 2-seater, mid-engined RUF polished handling that goes with it. Less than 13k miles since conversion in early summer of 2005. Asking \$72,500 for what I think is the best roadster on the planet. **Contact Hill Bullock at 214-418-8329 or hill_bullock@yahoo.com.**



For Sale: Deck lid from a '87 Carrera. Guards Red with holes for a tail. One corner was slightly bent in during shipping and can easily be repaired - \$50. **Please call Randy Gabe at 804-1669 or email randy.gabe@cox.net.**

Don't forget to cast your vote for the 2007 elections!

**Please make sure to return your ballots to Deb Bieniek
on or before December 1st.**

**If you did not receive a ballot in the mail, please contact Deb at
932-1370 or at deb_bieniek@yahoo.com.**

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