



Sandscript

Las Vegas Region - Porsche Club of America

March 2007

Night Driving

Page 10

Friend or Foe?

Page 12

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Las Vegas Region - Porsche Club of America
March 2007

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Inside This Issue

From the Editor	5
Calendar	5
President's Message	6
Membership News	8
Member Pictures	9
Night Driving	10
No Frills Tour / Dustball Rally	11
Friend or Foe?	12
Classifieds	14



On the Cover

Kelley Speilberg's 911 Turbo.
Picture taken at Furnace Creek Run.
Photo courtesy of Tony Zito.

Meetings

The Las Vegas Region Executive Board meets on the first Wednesday of each month. Please check the website for location and times. An informal breakfast meeting is held on the first Saturday of each month. Check the website at www.lvrpca.com for locations. 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.

Sandscript is the official publication of the Las Vegas Region Porsche Club of America. Opinions expressed in the **Sandscript** are those of the individual contributor and do not necessarily reflect the opinion of the Porsche Club of America, the Las Vegas Region, or **Sandscript** staff. The editors reserve the right to edit all material submitted for publication. Permission to reprint any material herein is granted, provided full credit is given to the author and the **Sandscript**.



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Publication Deadline

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

Advertising

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

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8/07



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at Lake Las Vegas.

April 15th



Check the calendar at www.lvrpca.com



From the Editor...

I was able to attend the February Breakfast (with two small ones in tow) and was really pleased at the turnout. It was nice to see some familiar faces, as well as some new faces. Please stop by and join us. The more the merrier!

As I was working on the calendar, I noticed how many events are coming up. There are so many events to attend. From the No Frills California Tour to the Dustball 1000, there is something for everyone. Please take a moment to look at the calendar, both the Las Vegas Region and the Zone 8, and note the events that you would like to attend.

I am in need of pictures from the March DE event. Please email them to me and I will be sure to use them in the April issue. In fact, anytime you have a picture from any event send it my way and I will include it as well.

Of course, I am always looking for members to feature in Owner Spotlight. Our May issue is open. If you are interested, please email me and I will provide you with the details.

Don't forget to visit the Las Vegas Region Porsche Club of America store on our website. You can find great logo merchandise for yourself or that special Porsche enthusiast.

Again, please attend as many of our events as you can. We love to see both new and old members. Please take advantage of everything your club has to offer.

Robyn Gabe

Calendar of Events

Las Vegas Region

March

- 3** Member Breakfast @ Guiseppe's
- 7** Board Meeting @ Norm Baker Motors
- 17** LVRPCA Club Photo @ Spring Mountain Motorsports Ranch
- 17-18** LVPCA and SCCA Driver's Ed Event @ Spring Mountain Motorsports Ranch
- 29-31** Greene/Pasini No Frills California Tour
- 31-1** Audi Club of Southern California Driver's Ed Event @ Spring Mountain

April

- 6-8** Vegas Grand Prix
- 15** Second Annual Fire to Water Run @ Valley of Fire

Calendar of Events

Zone 8

March

- 3** Z8 Concours Judging School
- 3-4** SDR Z8 Time Trial, Streets of Willow
- 10** LA Literature and Toy Show for Porsche & VW
- 11** Porsche Swap Meet
- 17-18** LVR Driver's Ed @ Spring Mountain
- 30-31** Z8 Speed Festival / Club Race and Time Trial
- 31** RR Z8 Concours

April

- 1** Z8 Speed Festival, Club Race and Time Trial
- 1** RR/GER/CAI Z8 Autocross
- 7** Z8 Concours 101
- 13-15** Long Beach Grand Prix
- 14** Cal Inland Z8 Rally
- 16** GPX Z8 Autocross
- 22** SBR Z8 Autocross
- 28** SGVR Z8 Concours

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

President's Message

Tony Zito



February was a great month. It started out with another big turnout for our members breakfast. With roughly 35 members showing up, we not only filled the parking lot, but filled the room. Great conversation and good food left everyone happy and full. If you haven't made it to one yet, make sure you come out and see what it's all about.

Our first tech session was a big hit. Club members were educated on Drivers Safety, both on and off the track, by Club Race Chairman Dr. Bob Mohan. Discussions included helmets, restraint systems, driving tips, and a host of other topics. I wish to extend a special thanks to Carl's Place, Dark Horse Racing, and our host Renegade Hybrids for providing all the resources that made this event an overwhelming success.

The month closed as strong as it started with over 40 participants gathering for the Sunday Brunch Drive out to Furnace Creek Inn in Death Valley. The weather was perfect for the journey that saw Porsches, Mercedes, Corvettes, a Lamborghini, and even an Infiniti drive to the lowest elevation in North America. The roads were perfect and the scenery breathtaking. It was a Sunday drive done Porsche style.

If you haven't had the chance to come out and participate in a Club event, you now have an idea of what you have been missing. Check the website's calendar at www.lvrpca.com and start joining in the fun. March promises to be even better.



Members are kept up to date on club activities, while enjoying breakfast.



Bob Mohan explains the difference between active and passive safety at the February tech session.



The group stops along the Bad Water Road for a photo opportunity during the Sunday Brunch Drive .

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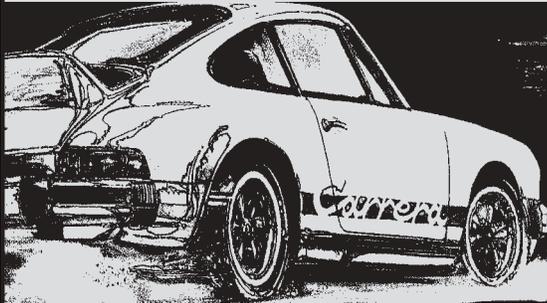
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Membership



A big welcome to all of our new and transferred members. Please join us at one of our many events. We host socials, tech sessions, rallies, driver's ed events and member breakfasts.

We encourage your involvement and input. This is your club, and we welcome your participation and ideas.

Along with local events, please be sure to check out the Zone 8 calendar on page 5. There are many other events going on in our zone.

Please look for our calendar in each issue of the Sandscript, or log on to www.lvrpca.com for more information.

We hope to see you out and about and look forward to meeting you!

Welcome New and Transferred Members!

William Heck	2002 911	Katie Eginton	1978 911
James Beard	1990 911	Roselyn Poon	1986 911
Robert Delich	1984 944	Todd Holzman	1996 993
Michael Moreno	1968 912		

Total Number of Primary Members: 291

What does LVRPCA have to offer?

Socials - Join us for one of our many social events. From cocktail hours to our annual Pig Roast stop by and say hello and get to know your fellow members. Log on to www.lvrpca.com for an up to date calendar.

Tech Sessions - Experts from local Porsche shops guide members through technical aspects of their Porsches. Topics include suspension, tires, brakes, and mechanical components.

Rallies - Buckle up and enjoy the ride! Join us on some very fun and unusual road trips. Road trips have included a beautiful drive through the Valley of Fire and the gorgeous scenery of Utah. Come out and enjoy a great day with your friends.

Driver's Ed Events - Driver's Ed events are held at Spring Mountain Motorsports Ranch in Pahrump. Drivers spend time in the classroom as well as on the track. Instructors are provided to make the most of this day. Don't worry if you are not an expert, this event is made to accommodate all levels of driving. This is a fun and educational day.

Member Breakfasts - Member Breakfasts are held once a month at Guisseppe's at 6065 S. Durango. The cost is \$15 per person.

Member Pictures



February Member Breakfast



Sunday Brunch Drive to Furnace Creek Inn in Death Valley



Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown.

Did you know that traffic death rates are three times greater at night than during the day? Yet many of us are unaware of night-driving hazards or don't know effective ways to deal with them. Driving at night is more of a challenge than many people think. It's also more dangerous.

Your night vision can be reduced by as much as 90% by dirty dull headlights.

An average of 9 out of 10 cars on the road today has dirty or yellowed headlights that greatly reduce vision and need to be replaced, cleaned, and/or repaired (AAA Foundation for Traffic Safety). This is usually caused by sun or UV damage and a mixture of acid rain or road debris and dirt. The sun breaks down and dries out plastic. It turns headlights cloudy and yellow, and it only takes 2 to 3 years for this deterioration to happen on plastic headlight lenses - even less in the desert. Road debris and dirt will basically sandblast the lenses. All these conditions are considered severe weathering, and will break down and ruin your headlights; it is just a matter of time. It's like cancer: once it starts to show, it will get worse unless you treat it. It will affect your nighttime visibility and this has been proven to cause accidents.

Headlight replacement was the only option available until recently. You had to replace the cloudy headlights with expensive replacements at your car dealer who would charge \$300 and more, and that didn't include installation.

Technological advances and extensive research have made products available to clean, restore, and even repair worn headlights. Even cracked, leaking headlights can be repaired.

Water Inside Headlight Lenses

If there is water or condensation inside, it must first be removed. This is accomplished by using a small drill bit and drilling a small hole in the bottom of the headlight assembly. It is easiest to remove the lens first and make sure the hole goes all the way into the headlight chamber. Drain all water, then place the headlight assembly next to your air conditioning ducts in your house or a dehumidifier to remove all moisture. Reseal with a silicone seal (at all automotive stores; glues will crack and leak). It's also a good idea to check the whole seal that attaches the outer globe to the headlight assembly. Reseal if necessary. Then reinstall.

If you have a large crack, or a hole from a rock or such, there is a plastic resin which will seal the lens and increase its integrity. Plastic resin will also maintain a clear and safe appearance so it can pass inspection. Plastic resins can be found at your local hardware store.

**For an inexpensive headlight repair kit check out
Micro-Surface Finish Products at www.micro-surface.com**

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Day 2: Avila Beach,
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For more details, including
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Friend or Foe? You be the Judge!

Scott Mann

I will begin this grammatical exercise with a few facetious questions, followed by battery of sarcastic answers. (This was affectionately submitted by a comedic customer of ours):

Who makes Porsches anyway? Brakes by Brembo & ATE; Seats by Recarro and Momo; Instruments by VDO; Electrics by Bosch; Carburetors by Weber & Solex; Turbochargers by KKK; Shocks & struts by Bilstein, Koni & Boge; Synchronizers by Borg-Warner; Wheels by Fuch; Bodies by Barth & Karmann; Transaxles by Audi and Mercedes Benz; Lights by Hella...Need I go on?...And this is just a quick list off the top of my head. I wonder if Porsche manufactures anything for their own cars? "Purists," have I got your attention?

Are the Porsches you see at the races "pure" Porsches? Are their engines, chassis, suspension, and other goodies what you can buy at the Porsche store? How about the fiberglass or carbon-fiber body parts, suspension upgrades, steering wheels, seat belts, roll cages, wheels and tires, lexan windows, etc...is this all factory equipment, or after-market "go fast" parts built by other companies?

Does a Porsche have to remain just like it was manufactured? Why didn't the manufacturer (designer and assembler, if you will) let the car remain just like it was manufactured, I mean assembled, instead of changing it every year? Yes, planned obsolescence was a big reason, but didn't they improve it too? Therefore, why aren't my improvements approved by the manufacturer, I mean designer and assembler? I haven't heard from Porsche on this matter! Only the Porsche "Purists" that claim an injustice was performed on a masterpiece. Yet, I made the car better...

I can feel the hairs rising on the top of my head as the lightning takes aim! Before I receive a hit from the gods, please take a few more minutes to formulate an opinion.

First, a brief introduction if I may...Scott Mann is my name! My partner Mike Johnson and I own a 25-year-old Las Vegas based company, called Renegade Hybrids. Many of you had the opportunity to visit our 5,000 square foot facility in early February for a tech session on safety equipment. I would venture-a-wager that at least half of the attendees had no idea they would be stepping foot into a facility that does Porsche engine conversions!

Yep, that's what we do! We remove Porsche engines from some of the most popular models (911, 914, 930, 944, 928, 964, 968) and install other motors (GM based V-8's, including the all aluminum late model LS series, and Subaru Boxer motors). In addition, we sell do-it-yourself kits for our customers to perform the engine swap themselves.

Let me give you some great conversion examples. We will pick on the 914...the "poor man's Porsche!" The temperamental, unreliable, air-cooled, 85HP, 2.0L boxer type, VW based motor comes completely out. A lighter, water-cooled, computer controlled, fuel injected, intercooled, turbo charged, 250HP, 2.0L boxer type Subaru motor is installed in its place. The same stock 914 tranny and shifter are still used. All the stock 914 gauges work as originally intended. Even the exhaust pipe uses the same stock 914 cut-out!

Benefits... 300+ HP, lighter weight, ice cold AC, ultra reliable, cheaper motor to purchase and maintain, same low center of gravity, and a whole lot more. Drawbacks? OK, I will give you two. Since you have much more HP, you might want

want to consider a brake upgrade. Since you have more tail squatting torque, you might want stiffer rear springs. Are those really drawbacks?

It's like eating Bratwurst with Wasabi!

One more...and this time I will select 911 Carrera. (Here comes the lightning!) The very heavy, expensive to maintain, temperamental, relatively under powered, air cooled, 3.0L Porsche motor comes completely out. A lighter, water cooled, state-of-the-art computer controlled, 350HP all aluminum LS-1 V-8 motor is installed in its place. The same 915 transaxle and shifter is used. The stock 911 gauges work as originally intended. Yep, the exhaust will exit using the stock body cut out as well! We even use the original mounting points in the 911 engine compartment, and we don't do ANY engine-bay modifications to fit this 5.7L V-8 in the rear of the 911.

In the words of Tony Mazzagatti, "Now this is how an 80's 911 should feel!" as he flogged our tester around the streets surrounding Carl's Place. (Don't worry...I got permission before I quoted him!)

Who would have guessed that an old German chassis and a new American engine could conspire to out-accelerate a British Lotus for less cash than a Korean Hyundai.

In summary, we know that an engine conversion to a customer's Porsche is not for everyone. Most Porsche "owners" are quite happy with their sports car. A growing number of "drivers," however, have found a direct connection with the amount of miles driven and the amount of money spent! This often is the deciding factor for a customer to cross the tracks and perform a conversion. The other desire of many 'conversionists'; CHEAP POWER...and lots of it! Ask any 944 owner; "The car handles great but I get passed by dump trucks getting on the freeway."

March 2006

If you would like more information, or if you would consider a shop tour, please contact us and we would be happy to "bring you up to speed."

Scott Mann / Mike Johnson
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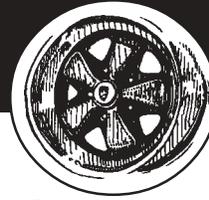
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FOR SALE

For Sale: 993 Twin Turbo. One of the most desired Porsche's on the exotic market. The previous owner was a performance enthusiast who went to great lengths to make this car even more special. This car had been sent to RS Tuning in Germany and now puts out 530 bhp! Opportunities to own a car like this don't come around very often. Contact Eden at 702-671-0025 or eden@lamborghinilasvegas.com.



For Sale: 2001 Silver 911 Turbo Coupe. Tiptronic auto trans, AWD, multi CD, premium sound, navigation system, parking sensors, full blue supple leather, aluminum package, never wrecked, never raced, all original, 25,000 actual miles. Excellent condition. 2007 Turbo arrives in March. Must sell \$73,995.00. Contact Gene Stalians at 702-363-2314.



For Sale: 1976 911S. Third owner. Has 66,666 original miles. Has been cared for meticulously and always garaged. Engine rebuilt in 2000 by Paul Weir in Seattle, WA. Motor was left stock. Only 6,000 miles on rebuilt engine. Upgraded Carrera tensioner and helicoiled head studs. Pop-off valve for air box. Alternator has been replaced as well as new steering wheel bearing. If you are looking for a very nice mid '70's 911 with all mechanical issues addressed then this is your car. Asking \$15,000 OBO. Contact Harvey Smith at 702-451-5381 or debnharv@cox.net.

For Sale: 1979 911SC. This car is AWESOME. Previous owner and builder was Dave Yeagley, X body shop owner. Nothing but the BEST. 3.2 mechanical injection motor built by Carl Young in 1989. 10,000.00 just for the parts. Approximately 17,000 miles on motor and 73,000 on chassis. Electric sun roof and HRE custom wheels. Red and chrome Fuchs. Wing and 3rd brake light to polish it off. \$ 27,500.00 or OBO. Contact Alan at 702-401-8003 or awall@lasvegas.net.



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Tony Mazzagatti, Owner

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