



Sandscript

Las Vegas Region - Porsche Club of America

June 2007

History of Las Vegas Region

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Las Vegas Region - Porsche Club of America
June 2007

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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.

On the Cover

Marc Robinson's 1999 Boxster.
Photo courtesy of Marc Robinson.



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Publication Deadline

Material must be submitted to the editor by the **15th of each month** for the following issue. Please contact Robyn Gabe 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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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**.



From the Editor...

I hope that everyone is enjoying their summer so far.

Please be sure to join the many activities that we have planned. Stop by for breakfast, or sign up for any or our road events. If you are a new member this would be a great chance to meet new people.

As always, I am looking for more pictures and more articles. A big thank you to those that have contributed. Be sure to read Carl Young's article on the history of the Las Vegas Region on page 10. Carl, who is the regions historian, provides some background about our club and how it came to be what it is today. If you would like to contribute an article, please be sure to contact me. I can also post thank you's and short messages. If you are interested in being a "cover girl" for the August issue, contact me as well. We are looking for an August Owner Spotlight.

Please be sure to check out our website at www.lvrpca.com. The website posts a current calendar, a forum, and a great photo gallery. New members can sign up on the website as well. Jeff Wenger has done a great job providing the club with the most current information so be sure to log on.

Enjoy the summer and all that it has to offer. Spend time with your families and your friends and take advantage of some of the great activities our club has to offer.

Robyn Gabe

Calendar of Events

June

- 2 Member Breakfast @ Giuseppe's
- 6 Board Meeting
- 30 Social @ Hot Rod Grille

July

- 7 Member Breakfast @ Giuseppe's
- 21-22 Beat the Heat Drive to Mammoth Lakes



Las Vegas Region

Calendar of Events

June

- 3 OCR Concours
- 16-17 SDR Time Trial - Spring Mountain
- 28-30 SBR Charity Tour to the Parade

July

- 1-5 52nd Porsche Parade - San Diego
- 6-7 SDR Cayenne Off-Road Adventure
- 14 RR Night Autocross

August

- 12 LAR Concours
- 12 OCR Autocross
- 17-19 Monterey Historics - Laguna Seca

Zone 8

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

President's Message

Tony Zito



Summer may just be starting, but we are in full stride.

May was an extra special month for the club. Not only did it play host to our second Driver Education (DE) of the year, but it also held a National PCA Instructors Certification clinic. Presented by PCA National Driver Education Chair Peter Temper, ten candidates participated in a day long clinic that included both classroom and on track instruction. Senior regional instructors John and Nita Burrows, Nina Cooper, Bill Lusk, Scott Mann, Marvin Maze, Tony Mazzagatti, and Paul Broadway came out and not only supported the clinic by providing one-on-one mentoring to the candidates, but also by role playing as “student drivers” during the on-track exercises. Candidates learned different strategies on how to teach the concepts of “car control” while managing the many distractions that come with student drivers and dynamic track conditions.

At the end of the day, after all the Senior Instructor evaluations were reviewed, all ten candidates successfully completed the program. Please join me in congratulating our newest Driving Instructors; Debra Bieniek, Bart Carter, Andre Cote, Lance Davis, Robert Mohan, Jim Navarro, Deshawn Shaw, Jeff Wenger, and Brad Zurcroff on their achievement.

May's Driver Education (DE) was another huge success, and although the total number of cars participating was down a little from March, those who braved the warmer weather were treated to two great track days.

Starting with the month of June and running through out the summer, LVR will be hosting more evening “socials” and out of town “country drives”. This is to help keep the Club active and out of the extreme summer heat. Our first is an evening social at the Hot Rod Grill in Henderson. The date and menu is being finalized so make sure to watch our website at www.lvrpca.com for details. July will bring a “Beat the Heat” overnight drive to Mammoth Lakes, Ca. This mountain drive

will stimulate the driver while providing breathtaking views and lush green scenery. It will surely be an event to remember so plan to join us, and watch for coming hotel and travel details.



National DE Chairman Peter Tremper.



Deshawn Shaw and her “Black Beauty” prepares for another on-track exercise with instructor Nina Cooper.



Chief Driving Instructor Scott Mann reviews track safety during Saturday's Driver Meeting

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Owner Spotlight

Marc Robinson

Marc Robinson

I guess you could say I've had Porsche in my blood since the age of eleven. In 1982, my family and I flew to Germany to pick up our 1982 911 SC at the factory in Stuttgart. Some of my fondest memories as a child were in that car, as we drove around Europe for 6 weeks. I remember the factory employees being so kind to my family and showing us all around. It was funny to see the look on peoples faces when we pulled into a campground with our red Porsche and out came 2 adults, 2 children, a tent, 4 sleeping bags, and luggage. The exciting part came when we hit 140 mph on the Autobahn! Once the car arrived in the States my parents joined the Santa Barbara Region Porsche Club. I had fun at a young age going to Concours, Mystery Tours, and Rally's. From that moment on, Porsche was my favorite automobile on the planet.

Now that I'm all grown up, I have the pleasure of owning a 1999 Boxster. I remember when this car was introduced at the Detroit Auto Show in 1993 and my dad told me that it was the modern day James Dean car. Like other people in the world, I was excited to see the first production Boxster in 1997. This automobile was created with a blend of tradition, technical innovation, and Porsche engineering excellence. The Boxster is one of an elite group of cars in which the blend of performance, function, and beauty transcends transportation to become a rolling form of art. I applaud Porsche's decision to return to its roots and build a two-seat mid-engined roadster reminiscent of the 718RSK, RS60, and 550 Spyder.

Although Porsche's love to be driven hard, I only drive mine once or twice a week. I've owned the car about 3 years now. The car is an absolute pleasure to drive and exciting at speeds of 30mph or 145mph! It's as if you become one with the Porsche. This car comes stock with 201 horsepower and I intend to change that with some performance upgrades. I had the factory wheels

chromed to enhance the beauty of the car. I would like to thank Tony, Gary, and everyone at Carl's Place for helping me keep the car properly maintained.

I truly enjoy driving the Boxster as I know James Dean enjoyed his 550 Spyder. Someday I will return to Stuttgart to pick up a new 911 Twin Turbo. I will always enjoy the PCA no matter what part of the country I live in. I completely agree with Porsche when they say, "There is no substitute."



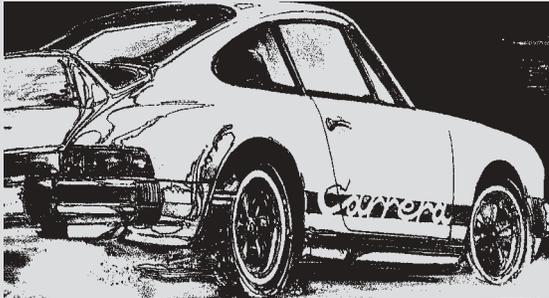
Photos courtesy of Marc Robinson.

**Welcome
New and Transferred Members!**

Robert Adams	1983	911SC
Rick Juleen	2006	997GT
Curtis Keehr	2001	911T
Ian Kempton	2001	911
David Mulkey	2006	Cayman S
Robert Williams	1983	911SC

Transfers

Aaron Goodin	2007	Boxster	Pacific Northwest
Benigno Tuazon	2007	911GT3	San Gabriel Valley



Total Number of Primary Members: 296

What does LVRPCA have to offer?

Socials - Join us for one of our many social events - from cocktails to our annual picnics.

Tech Sessions - Experts from local Porsche shops host various technical workshops.

Rallys - Join us for some very fun and unusual road trips.

Driver's Ed Events - Driver's Ed Events provide time in the classroom and on the track.

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

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History of the Las Vegas Region

Carl Young

If you were new to Las Vegas in the fall and winter of 1973, owned a Porsche, and tried to “break the ice” by getting in contact with other Porsche Club of America members, you were out of luck. The closest region was Riverside and there were actually a few Las Vegas Porsche owners who were members there. Of course, it was one heck of a drive to go to a meeting, though a few of us did make the trip for the Christmas party.

Eventually enough people met enough other people and managed to arrange an “organizational meeting” at the library (on East Flamingo in those days). About 15 or so folks showed up, names/phone numbers were exchanged, and the process of rounding up the 25 signatures necessary to apply for a region charter began. Back then you could drive from one end of town to the other in 15 min. or less, so chasing all over the city for signatures wasn’t too bad. Wow, what a great cross section of folks made up that group: A Craps dealer, a contractor, a retired CIA operative, an attorney, a pastry chef at a strip hotel, a valet a head doctor in E.R., a casino floor man, a trumpet player at a strip hotel, a test site workers, an airline flight engineer, a judge, a couple of fighter pilots, and on and on. A group of 5 or 6 folks got the signatures, applied for the charter and made preparations for the “charter presentation” in June, 1974.

To present the charter to President Eric Gurr, Wally Cole (PCA VP), Tom Hauser (PCA Executive VP), and Don Kravig (Zone 8 Rep) as well as a number of Riverside Region members came to town for the weekend. Activities included a Saturday social at Carl and Johanne Young’s home, cocktails and dinner at the Showboat, an autocross with the SCCA Sunday

AM and a poolside get together in the afternoon. Interestingly, of the 40 cars at the autocross 17 were Porsches – not a bad turn out from 25 members!

The LVR hit the ground running at full speed in scheduling and holding events. In just the third month in existence there was an autocross, a rally, a caravan to the picnic and monthly meetings at Mt. Charleston. By the October ‘74 meeting, attended by 26 of the 46 members, there were reports on the 50 cent drink cocktail party, a tech session with food prepared by the members, a work “party” at the Las Vegas Speedrome, a high speed autocross, an afternoon of socializing at a local bar/restaurant, a pool party, and a drivers’ ed session at the Las Vegas Speedrome.

In late December ’74, a contest was held to choose a name for the monthly newsletter. Charter member, Doug Moir, won with the name “Sandscript.” The monthly newsletter first appeared as the Sandscript beginning with the February ’75 issue.

The 20th Porsche Parade, held in Seattle, saw 10 LVR members attend the festivities. The best news for the LVR members was clearly the results of the national newsletter competition – first place for the Sandscript!!! The editor, Dr. Les Soper, with the help of Klaus Ansorge and Milo Reckow, captured the award in the first year of publication – a magnificent accomplishment!

Also in the first year the LVR was the planning for a Zone 8 time trial to be held in October at the Las Vegas Speedrome in October ’75. More about the first LVR Zone 8 Driver Ed/Time Trial in the next installment of LVR History.

Member Pictures - Member Breakfast/Driver's Ed Events



Photos courtesy of Jay Veneaux, Marc Robinson, and Jeff Wenger.

This is the second edition of a series of articles that I wrote and contributed to the *Sandscript* editors for publication. The first edition of this series was published in 1997. I have revised the series to reflect the changes in the Porsche Club over the past decade. Coming to this region thirteen years ago from the East Coast, I was surprised to see how few performance-oriented, track-prepared Porsches there were in the Las Vegas Region, given its proximity to a race track and the hi-power activities in SoCal. Upon investigation, I found that the top three beliefs were: 1) It's too expensive, 2) There's too much risk of damaging my nice Porsche, and 3) My Porsche is my daily driver, and I have no means to store/transport a track-only car. When I came to Las Vegas in 1994, I was the second of two licensed PCA club racers in the region, which was almost 50 strong at the time. PCA as a whole, and PCA club racing have both enjoyed tremendous growth nationwide in the ensuing thirteen years, with general membership growing from 15,000 to over 50,000, and race license holders growing from a few hundred to nearly three thousand. Most PCA regions have a fair share of licensed club racers, which number about 6 out of every 100 PCA members nationwide. In that same thirteen years, Las Vegas Region has enjoyed even more explosive growth than the PCA in general; growing sixfold, from less the 50 members to just shy of 300 members. By now, you're doing some mental math, trying to figure out how many Porsche club racers there are in the Las Vegas Region, based on National averages, and growth projections. I'll end the suspense. There are four. What??!! Only *four*?? But...based on the law of averages, there should be twelve...or eighteen.... Yep, there should be, but there aren't. Which takes us back to those three fatal beliefs a decade ago, perpetuated up until now by incomplete information, and perhaps a little misinformation thrown in for good measure.

I joined the Porsche Club in 1989, and I have been driving on the track since 1989, so when PCA club racing was approved in 1993, I saw it as the next logical step in satisfying my ever-growing need for technical challenge and adrenaline rush. I was the first license applicant from the State of Florida, and I went out and bought a project racecar before the rules were even published (an error I won't soon forget, and one that partially motivated me to undertake the project chronicled in this series). So, when fellow members query me about club racing, I give them advice and encouragement, based upon my positive experiences. In December of 1996, I decided to take my own advice (since nobody else does), and undertook a project to demonstrate

the feasibility of my ideas. First things first, I set my goals:

1. A Competitive PCA-Legal Club Racecar.

Not only must the car meet the participation and safety requirements of PCA club racing, but it must also be competitive in its class (because losing bites!). Making it suitable for wheel-to-wheel racing ensures its suitability and safety for PCA autocrosses, slaloms, driver's education, and time trials as well.

2. A Suitable Daily Driver.

It has to be more than just street-legal. It must be comfortable, reliable and tractable enough for a 30-minute commute to and from work on surface streets through LV traffic. Lights, horn, wipers, and heat must be functional. It must start quickly and consistently. Tires, wheels, and suspension must be compliant enough for the occasional (yeah, right) LV pothole or construction zone.

3. A \$10,000 Budget.

This limit includes the cost of the car, materials to repair damaged parts, replacements for irreparable parts, components to prepare the car for competition, and labor charges for any work beyond my capabilities. It does not include my labor (this is a leisure activity after all), incidentals associated with acquiring the parts (shipping, tax, mileage to the auto parts store, trips to the Pomona Swap Meet, etc.), or replacement of wear items once the car begins competing.

Second, I needed a car upon which to base the project. There are many Porsches which meet the second and third goals, but meeting the first goal serves to narrow the field of choices. The PCA Club Racing classification system for stock and prepared classes is based on weight-to-horsepower (W/HP) ratings. The higher the rating, the higher the class; starting at A and going up to K. The W/HP rating is inversely proportional to the car's performance potential, by the way, so A Class cars are the fastest, and K Class cars are the...well, least fast. The prepared classes permit more performance modifications to the suspension, brakes, body, and transmission than the stock classes. For unlimited classes, the basis is engine displacement, adjusted for turbocharging. My budget prohibited an unlimited class car, and my drivability goal discouraged building a prepared car. So I focused my search on identifying a car which would be competitive within its stock class. I started with a comparative analysis of W/HP ratings by class, looking for a car with a decided advantage over its classmates. In addition, I considered handling characteristics, reliability,

availability of hi-performance upgrades, and resale value. My analysis revealed several cars with a distinct class advantage, but one car really stood out. Stock class J is comprised of 2.0L 914's, all 912's, late 924's, late 356's and the 1968-69 911T, the only six cylinder car in J. With a 2194 lb. published weight, 110 HP, and a W/HP rating of 19.95, the '69 911T is the highest classed 911. The next lowest W/HP rating in the class is 21.42 for 356 SC's. With regard to the other aforementioned considerations, Porsche has made every effort to ensure the 911 dominates all other Porsche types. I was not the first nor the only racer to come to this conclusion. Similar cars have been featured in *Panorama*, *Excellence*, and *Grassroots Motorsports* magazine articles, and their owners describe J class racing as fun, exciting and competitive.

In the intervening ten years, Porsche has built a great many new models, with ever-increasing performance levels. With the growth of the number of Porsche models produced since Porsche club racing began, the number of different Porsche types in the stock and prepared classes has also grown. Nevertheless, the original stock classes of A-K remain, and the principles of classification and, more importantly, the analysis of class advantage, still hold true. See the chart for a rundown of the best-advantaged cars for 2007, by class.

This should not be considered the definitive list of "the best Porsche club race cars." As I mentioned above, there are other things to consider that enable other models to be competitive within their class. What the reader should take away from this is that there is a scientific approach to selecting a good race car, rather than relying on a more esoteric method involving Tarot cards and chicken blood.

Class	Year	Model	Weight (lbs.) ¹	Power (HP)	W/HP Rating	Models in Class	% Advantage ²
K	62-65	356B/C Carrera GT	2009	75	26.79	9	<1%
J	69	911T	2344	110	21.31	9	3%
I	69	911E	2344	140	16.74	15	7%
H	72-73	911E	2515	165	15.24	8	<1%
G	72-73	911S	2515	190	13.24	8	<1%
F	85-86	928S (5-speed)	3501	288	12.16	15	2%
E	92-94	928GTS	3743	345	10.85	19	3%
D	91-92	911 Turbo (3.3L)	3150	315	10	11	<1%
C	96-98	993 Turbo	3457	400	8.64	15	5%
B	5-Feb	GT2	3325	456	7.29	6	2%
A	7-May	Carrera GT	3095	612	5.06	1	NA

Notes

- As of 2007, Minimum weight is based on factory empty weight specification plus 150 pounds for driver and safety equipment.
- % Advantage is the advantage in W/HP rating over the next best model

Armed with manageable search parameters, I began my hunt for an appropriate example of the species. That quest ended the day after Christmas, 1996. Perusing the Portland, Oregon classifieds, I found a '69 T for sale in the outlying farm community of Stayton. It was a multi-owner coupe with multi-year gaps in its sketchy, 27-year, largely undocumented history; charcoal metallic with multi-colored layers beneath that; and replica alloys. Literally, a car in a farm shed. Upon initial inspection, the car met my basic criteria: minor surface rust, no perforation, 90%+ complete, and running. Optionwise, it had a 5-speed 901 gearbox, the S spoiler and S gages, but, more importantly, it did NOT have a sunroof, air conditioning, or a gas heater; all undesirable options adding road-hugging weight. After two weeks of cooling off and three weeks of negotiating, I secured the car for \$4000, with a tank of gas, a quart of oil (consumed in the first 200 miles), and four new Pirellis (mount & balance not included). Over the next two days, the '69 T endured and passed its first test: the 1100 mile winter drive from Portland to Vegas. The journey was an excellent opportunity for me to familiarize myself with the quirks and characteristics of the car, and for the car to show me what it was made of. After a cold February night in Portland, the '69 T demanded a jump start before the journey would proceed. This elevated my concern for getting the car running above my concern for keeping it running. So I drove the next twelve hours and 700 miles without shutting down. This included three stops for gas and oil with the motor running. The motor ran without a hiccup, and as an added bonus, the piston rings re-seated themselves. After consuming 3 quarts of oil in the first 600 miles, I finished the next 500 miles with all seven quarts still in the motor.

So, the car was home, and the project began. In part II of this series, I will discuss in detail the initial inspection of the car, the discrepancies found, and the beginning of the restoration of the car from neglected orphan to functional commuter. In later parts, I will relate the process of preparing a racecar: safety equipment, brakes, wheels & tires, suspension, body, motor, and transmission.



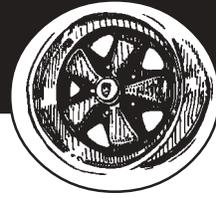
Social - Hot Rod Grille

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Classifieds



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

FOR SALE

For Sale: 1997 Boxster. 75,000 miles. 1 in 26 from the Stuttgart factory with the commemorative Le Mans Blue paint job. Boxsterfest peoples choice winner. Three piece OZ rims. Well maintained by Premier Sportscar Service. Asking \$22,000.
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Thank You . . .

My family and I would like to thank the Las Vegas Region Porsche Club members for all of their get well wishes and prayers during my recent surgery on May 8, 2007. I am on my way to a full recovery and am looking forward to being able to participate in future Porsche Club events.

Regards,

Charles Koster



**Congratulations to
our Newest Driving
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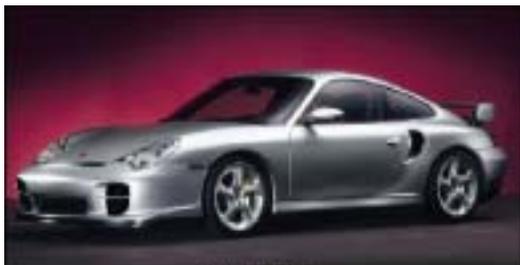
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