



Sandscript

Las Vegas Region - Porsche Club of America

July 2007



**Get Your Engines Ready!
Upcoming Drives and Activities**
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Sandscript

Las Vegas Region - Porsche Club of America
July 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

Jay Veneaux and his 911.
Photo courtesy of Jay Veneaux.



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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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From the Editor...

I hope that everyone is enjoying their summer. I know that I am keeping busy and enjoying all that summer has to offer.

I was able to attend the June social at Hot Rod Grille and had a wonderful time. The turnout was fantastic! Over 40 members came to enjoy appetizers, drinks, and good company. Take a look at the photos on page 11.

We have some great events coming up. You might want to sign up for the Fall Colors Run to Cedar Breaks, Utah. It will be a nice change of scenery and a way to beat the heat. Also, if you are a Cayman owner check out Crocktoberfest on page 14. This will be an action packed weekend hosted in our own backyard. Log on to www.lvrpca.com for more information on any of our upcoming events.

Remember, elections are not far off. If you are interested in running for Vice President, Treasurer, or Secretary contact Tony Zito.

Also, please be sure to take advantage of the services advertised in each issue. The advertisers support our magazine and would greatly appreciate your business.

If you have any pictures from the Mammoth Lakes trip please send them my way. I also need an Owner Spotlight for September. If you are a writer, please feel free to email me your articles as well. Additions to the Sandscript are always welcome.

Robyn Gabe

Calendar of Events

July

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

August

- 4 Member Breakfast @ Giuseppe's

September

- 1 Member Breakfast @ Giuseppe's
- 15 Second Annual Fall Colors Run to Cedar Break, Utah

Las Vegas Region

Calendar of Events

Zone 8

July

- 1-5 52nd Porsche Parade - San Diego
- 14 RR Night Autocross

August

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

September

- 8-9 The Ventura Show
- 15 SBR Autocross
- 23 SDR Concours
- 23 SGVR Rally
- 29 RR Timeline
- 29-30 SDR Time Trial - Spring Mountain

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

President's Message

Tony Zito



Happy 4th of July !!!

I'm going to start my message this month with a personal comment. I want to thank each and every member of our Military for doing what they do, including those who we call veterans. Although a simple

"Thank You" may sound a bit dismissive, much like other strong emotions, words seldom do justice in conveying the real meaning we want to express.

The month of June held the first evening social of the year at the Hot Rod Grille, and we had a wonderful evening. With about 45 members coming out, the night was filled with good food, lots of laughs, and great camaraderie. Several Las Vegas Ferrari Club members joined in and a group of about 12 die hard participants stayed well past the 10:00 pm ending time, sitting and talking "cars". If you didn't get a chance to come out and join us don't worry, there will be another chance coming up shortly.

July finds the club heading out of town and trying to find some relief from Vegas' 110 degree summer days, even if it's just for a weekend. We are headed up to Mammoth Lakes, CA for an overnight trip on July 21st and 22nd. If you are interested, check the website (www.lvrpca.com) for more information, or give me a call (702) 521-9966 and I can fill you in on all the details.

There are two topics of upcoming club business I want to mention. First, we are planning a General Membership Meeting within the next month. We are currently working on securing the date and location; once this critical detail is complete we will be e-mailing the details to all members. The General Membership Meeting is different than a social event. It's purpose is to work as a "town-hall" meeting where on-going club issues can be discussed and addressed with the membership as a whole.

The second topic is our upcoming club election. I want to remind everyone that our elections are not far off and if you are interested in running for one of the open offices (Vice President or Treasurer both 2yr commitments and Secretary a 1yr commitment), please make sure to let me know. Again, if you have any questions please feel free to contact me or any of the current Board members.

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Have pictures from the Mammoth Lake Run?

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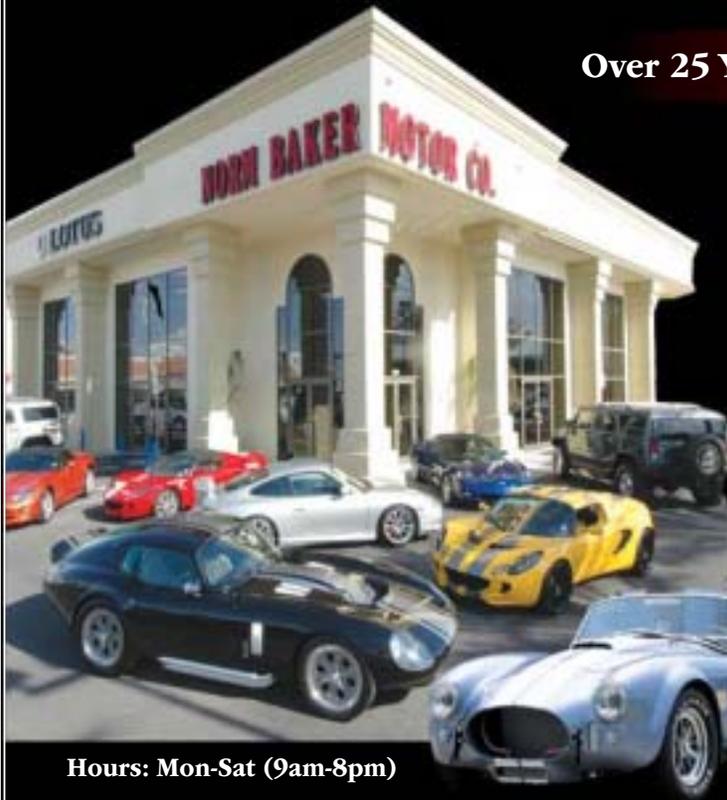
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Owner Spotlight

Jay Veneaux

Jay Veneaux

It's always true that we all need two 911 Porsches! One for cruising and one for racing! The cruising car will always look beautiful and pristine, while the race car will proudly display it's wear and tear.

I own two 911's. The racing one is a silver euro 1978 911SC that's faster than the wind. It's a euro with no sunroof, no electric windows (manual cranked windows .. remember those?), no leather anything, no airconditioning, and is about 500 pounds lighter than a normal 911. It's very light and chuckable (is there such a word?). It's a dancer on the track.

I've had it since 2000 and it's done time trials with the POC (Porsche Owner's Club) at the short track in Willow Springs. It's lots and lots and lots of expensive fun!!! It's also done slaloms with the Orange County PCA. The mileage is unknown, but it had an \$8k rebuild on the engine about 20K miles ago. It needs paint and the interior has new bits. It is currently sitting at my friend's shop in LA.

The cruising one is a euro triple black 1984 911 Carrera with a sunroof, leather, airconditioning, and electric windows. It's near perfect at this time. I bought it in 2002 from the first owner. At 200,500 miles the engine has yet to leak, but I think a very rich previous owner took care of everything that it needed. It feels much heavier and is not as light and nimble as the silver 1978 911SC. It gets 30mpg! Wow! The transmission even has a oil cooler which made my Porsche mechanic very excited! I thought it would be faster than the silver 911SC but it's not. It is geared too high in comparison to the 1978 911SC. And it's not as nimble and definitely not as much fun.

I moved to Las Vegas a year ago to retire. I brought my 1984 911 Carrera and my daily driver 960 Volvo with me and left my 911SC in Los Angeles. Now that I'm settling down I will be bringing the 911SC to Las Vegas.

A bit about my Porsche Past. I had a 1973 914 2.0 with appearance group in 1978 when I returned to the USA from living in Sydney, Australia.

I belonged to PCA-GGR (Golden Gate Region) and drove that 914 every day. I moved down to Northridge California (Los Angeles county) in 1985 and joined PCA-LA .

I drove the 914 for 11 years until 1988. It never broke and I had lots of fun! I had 400lb springs in the rear and heavy duty shocks all around. It had sway bars front and rear from the factory. The 914 ran and ran and ran . 115mph at 4,000rpm in 5th all day long. I drove it from my house in Northridge, to a friend's house in San Jose in 3 hours and 15 minutes, door to door! No big deal. It was great. I must have put 400K on it. Every day was a fun day in my go-cart.

One thing I have to say is that there is no 'road rash' problem with a 1973 914 2.0 because the bumper is chromed steel. What a disappointment!

One day my sister kept bugging me about my 'little car' and said that since I am a business consultant I should be driving a Mercedes Benz. Mistakenly, I sold my 914 and bought a new Mercedes S-Class Turbo Diesel in 1988 which I promptly destroyed. I blew the

engine at 80K miles, the trans at 120k Miles and after \$13,000 of repair the car rattled and fell apart like a 1964 Mustang.

I then got an indestructable and fast 1984 Volvo 760 turbo with a 4 speed + overdrive (1 of 25 in the country ever) for my daily driving and looked around for a 911.

In 2000 I finally bought the 1978 911SC because after having driven a million of them in the previous eight years, looking for the right one, this one felt really fast. I joined PCA-OC not long after that although I was living in Northridge California. I couldn't participate in all of their social events due to the distance from me.

I also joined POC at the same time and showed up at Willow Springs short track for a "SLALOM" event. Well what they thought of SLALOM was a time trial and there I was hanging on to dear life at the short track with my driving instructor making sure that my tires were toast by the end of the day.

I spent the entire weekend on the track. What a great life experience! Especially turn one which is a long right hand sweeper at about 105mph, three tires screaming, 1 tire in the air and steering with the throttle! I couldn't figure out whether the next turn was right or left! But after a few times on the track I got the hang of being in control, at the edge of death!

I had lots of expensive fun with POC over the next few years, but I noticed that the silver car got scratched and dinged from being out on the track. So, I bought the 1984 911 Carrera as my cruising 911 in 2002.

Even though I miss my friends in LA, I'm enjoying fabulous Las Vegas and my cars.



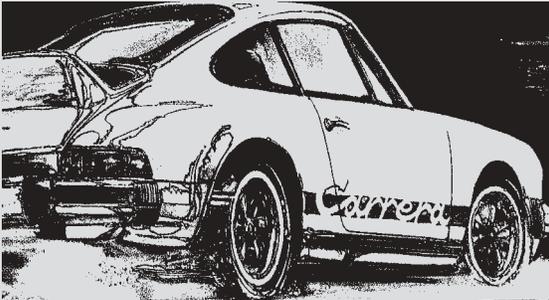
Photos courtesy of Jay Veneaux.

**Welcome
New and Transferred Members!**

Roland Bezovics	2003 911
Julia Causey	2004 Boxster S
Brian Davison	2005 997 S
Robert Hatrak	2003 X50
Franklin Schuetze	2007 911

Transfers

Matthew LaFollette 2001 Boxster S Carolinas



Total Number of Primary Members: 292

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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Member Pictures - Hot Rod Grille Social



Photos courtesy of Marc Robinson

In part I, I talked about the formative ideas which prompted this project; setting the goals: a competitive racecar, a daily driver, and a \$10,000 budget; and the acquisition of the project Porsche. In part II, it's time to 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 actuality, I did this backwards, and I don't advise anyone new to Porsches to follow these steps in this order. You should conduct a thorough inspection of the car prior to purchase, or better yet, have one done by a professional Porsche mechanic. Because of the price of the car, and because I was going to convert it into a race car, which entails a thorough overhaul regardless, I was able to make an informed decision with only a cursory initial inspection and a methodical test drive.

As suggested by Bruce Anderson in his *Porsche 911 Performance Handbook, 2nd Edition*, (highly recommended reading), we'll start with the car's serial numbers. The chassis serial number is 119121126. The first two digits indicate it is a 911. The third digit says it's a model year 1969. The fourth digit indicates a T engine type. The fifth digit says it is a Karmann coupe. The final four digits are the sequential chassis number. So far, all is in order. The engine serial number is 6195651. The first digit says it is a 6-cylinder motor. The second digit also indicates a T engine type. The third digit says the engine is also a model year 1969. And, again, the final four digits are the sequential engine number. Still looking good. The transmission serial number is 7193122. The first digit indicates a transmission for a 6-cylinder motor. The second digit says it is a 5-speed with standard ratios. The third digit says the transmission is also a model year 1969. Finally, the last four digits are again the sequential transmission number. Therefore, it appears the car still has its original engine and transmission, or at least replacements from the same series. Interestingly enough, the VIN on the title and registration is 1191211126, an "I" and there are one too many digits. Nevertheless, getting the typographical error corrected once it was on an official document involved some tedious wandering through

the government bureaucratic maze.

The main part of the inspection is making a list of all the discrepancies that you can find and determining how much each problem will cost to repair. You then deduct the total cost of repairs from the car's "book value" to determine its individual value. I made a repair list over the course of a month of driving, maintaining, and general tinkering with the car. Along with the problem found, I noted how I solved it, and what it cost, if anything. (See chart on opposite page).

I was able to finish all of these basic repairs in time for the annual Las Vegas Region time trial, driver's education, and Porsche cup race on March 22nd and 23rd of 1997. I chose the driver's education event to put the '69 T to its second test: determining its maximum performance limits. Once again, the car surprised me. The motor pulled strongly all the way to the 6200 RPM redline. I topped out at over 100 mph at the end of the front straight (we were using the high-banked oval of the Super Speedway back then). The transmission performed flawlessly and smoothly, and the gears are well matched to the motor's powerband. The car's low weight and its recently rebuilt brakes allowed me to outrun some more powerful cars and dog them through the twisty parts of the course. And, most important, the car went home under its own power. So, prior to making any performance improvements to the car, I have established a 2:20 lap time (2.48 mile course) as its performance baseline.

In the process of repairing the small problems I noted earlier, I began doing some cosmetic and preventative restoration. It's best to tackle this procedure in manageable chunks. Dividing the car into four areas: trunk, interior, engine compartment, and underside; I started with the trunk. Since this is a story about building a Porsche racecar, and not a story about restoring a Porsche, I'll just discuss this briefly. I believe that if it's worth doing, then it's worth doing right, so I began by removing nearly everything in the

in the trunk compartment(except for the wiring harness). Then, everything was cleaned, repaired, plated, painted, and lubricated as necessary, before re-assembly. Cost of the paint, prep, and cleaning supplies was \$40. Cost of the yellow zinc plating process for all of the trunk hardware was \$45. I took advantage of the empty trunk to make a couple of modifications: installing dual trunklid struts and re-locating the fuel pump to the gas heater compartment along with an added fuel filter and an adjustable fuel pressure regulator. The cost of the solid state fuel pump, regulator, filters, and associated hoses and hardware was \$44. Later, I'll tackle the interior restoration while installing the rollbar and harnesses; the engine compartment when replacing the muffler and air filters; and the underside while upgrading the brakes and suspension.

In part III, we will take the first step toward transforming the '69 T into a PCA club racer: installation of the safety equipment. In later parts, I will relate the continuing process of preparing a racecar: brakes, wheels & tires, suspension, body, motor, and transmission.

DISCREPANCY	FIX	COST
horn button emblem missing	replace	\$5
horn inoperative	replace	\$22
windshield washer tank & pump missing	replace	\$16
windshield washer hose brittle	replace	\$2
windshield wiper blades worn	replace	\$12
reverse light switch inoperative	replace	\$17
trunk lights inoperative	remove*	\$0
glove box light inoperative	repair	\$0
Left license plate light inoperative	repair	\$0
Right Front running lights inoperative	repair	\$0
turn signal indicators intermittent	repair	\$4
ignition switch loose	adjust	\$0
radio inoperative	remove*	\$0
steering column cover cracked	replace	\$15
cigarette lighter relay inoperative	replace	\$10
glove box latch mis-aligned	adjust	\$0
clock lens scratched	replace	\$20
fan belt worn	replace	\$4
engine lid T-handle broken	replace	\$5
shifter bushings worn	replace	\$17

DISCREPANCY (continued)	FIX	COST
clutch cable stretched	adjust	\$0
front hood shocks worn	add dual shocks	\$4
rear window defroster relay inoperative	replace	\$10
brake/fuel vent hoses brittle	replace	\$6
driver window clamp loose	adjust	\$0
Right inside door handle broken	replace#	\$2
door pockets broken	remove#	\$0
window crank knobs broken	replace	\$24
floor carpet pieces worn	replace#	\$179
heat/vent controls sticking, hoses brittle	repair/replace	\$14
throttle linkage loose, bushings worn	repair	\$7
seat rails sticking	repair	\$0
seat belt latches sticking	repair	\$0
Left Rear taillight lens cracked	replace	\$25
Incorrect battery installed (1)	replace~	\$43
Left battery hold-down missing	ignore~	\$0
jack & jack handle rusted	remove*	\$0
spare tire missing	ignore*	\$0
tool kit missing	ignore*	\$0
TOTAL		\$463

Notes:

* Optional equipment or accessories not needed for this application.

The interior will be replaced with a lightweight carpet kit and door panels.

~ The serial 6-volt batteries had been replaced with oversize 12-volt batteries wired in parallel. The batteries fit snugly in the boxes without hold-downs.

Second Annual Fall Colors Run to Cedar Breaks, Utah
September 15, 2007

Take this picturesque drive to Cedar Breaks, Utah
home of Zion National Park.

RSVP to Deb Bieniek at 932-137 or 497-8195.



General Membership Meeting

Plans are being made for this important meeting.

The meeting will work as a "town hall" where on-going club issues can be addressed as a whole group.

Members will be emailed meeting information as soon as a date and time are secured. You may also contact Tony Zito.



Classifieds

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

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For Sale: 2002 Boxster S. Marvelous car in exquisite condition. Classy color combo of white exterior with navy top and interior. Fully optioned except navigation. 17s with new P-Zeros. Will have it inspected where you want at your expense. This is a "no issues" car. 52K miles. \$29,500.

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2nd Annual Croctoberfest



October 18th - 21st

This event is packed full of fun for Cayman owners and Porsche enthusiasts. You do not need to own a Cayman to participate.

Thursday, October 18th - Arrival day/social in Planet Hollywood Ballroom

Friday, October 19th - Car show, luncheon, and rally.

Saturday, October 20th - Day 1
Driver's Education @ Spring Mountain Raceway.

Sunday, October 21st - Day 2
Driver's Education, free time in Las Vegas.

For more information log on to:

www.smiley.net/croctoberfest.htm
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