



# *Sandscript*

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Las Vegas Region - Porsche Club of America

August 2007

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Las Vegas Region - Porsche Club of America  
August 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 generally held on the first Saturday of each month. Check the website at [www.lvrpca.com](http://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

Earl Leeper's 1971 911T.  
Photo courtesy of Randy Gabe.



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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 editor 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...

If you are in the mood to get behind the steering wheel and “Get Out of Dodge” then this column is for you! There are so many road events coming up, that I thought I’d highlight a few.

The Eureka Rally, Lake Arrowhead Village Porsche Timeline Exhibit, Day Away From Work Autocross, and the Phoenix Flight 30 will take you out of town and away from your everyday routine. These events are a great way to spend time with your car and a great way to socialize and meet new people. The dates, cities, and contact information are listed below. Be sure to check them out and get ready to ask your boss for that well needed day off!

**Robyn Gabe**

**Lake Arrowhead Timeline Exhibit** Saturday, September 29, 2007  
Lake Arrowhead, CA  
Dave Yertzley 818-845-6373  
daveyertzley@gmail.com

**Eureka Rally** Sunday, September 23, 2007  
Starts in Mission Hills, CA  
Jeanne @ 310-372-7168  
eureka.smscc.org

**Day Away From Work Autocross** Monday, October 8, 2007  
Long Beach, CA  
Suesan Way 619-992-4287  
SuesanWay@pobox.com

**Phoenix Flight 30** Friday, November 9-11, 2007  
Phoenix, AZ  
Concours/Autocross  
PhoenixFlight30.org

## Calendar of Events

### August

4 Member Breakfast @ Giuseppe’s

### September

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

### October

6 6th Annual Rally in the Valley  
18-21 Crocktoberfest  
20-21 LVPCA and SCCA Driver’s Ed Track Event @ Spring Mountain Motorsports Ranch

Las Vegas Region

## Calendar of Events

Zone 8

### 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

### October

5 GER CA Challenge Party  
6 GER Concours  
6 GER Rally  
6-7 Coronado Historics  
7 GER Autocross  
7 SDR Hospitality @ Coronado Historics  
8 GPX Autocross  
13 LVR Driver’s Ed - Spring Mountain  
14 SBR Concours  
28 CCCR Coucours

### Club Activities and Upcoming Events ....



Let's start with July. The club did an overnight run up to Mammoth Lakes, CA. For those who made the trip, they got to drive some of the best back roads that one can find in the area.

They were treated to cool temperatures, beautiful scenery, and tons of fun. A very big "Thank You" to Ed Pasini for helping lay out one of the best routes one could ever hope for. Check out the photos on our award winning website [www.lvrpca.com](http://www.lvrpca.com).

If you missed out on the Mammoth Lakes Drive, this year's Fall Colors Run up to Cedar Breaks isn't that far off. Start planning to join in now.

The end of July found club members gathering for an evening of live Jazz under the stars at Lake Las Vegas. Marc Robinson took the lead and helped ensure everyone had a good time. The Club hopes to hold another "Jazz Night" in the near future so keep an eye on the club website.

August's calendar looks a little empty right now, but the club is in the middle of finalizing a wine tasting and dinner social. As soon as the date is confirmed, we will post a flyer on the website and send out a broadcast email. We are also completing the contract negotiations with the West Charleston Branch Library to hold our general membership meeting there. The meeting will most likely be held during the last week of August. As soon as we are sure of the day/date, everyone will be notified via email.

Finally, Club elections are coming up.

The offices of Vice-President and Treasurer are up for election and each holds a two year commitment. Also, since the Secretary office is vacant, we are holding a special election. When elected, the Secretary would fill the remainder of the existing term (1yr). Here is your chance to become more involved with the club and help shape where the club goes in the upcoming years. If you are interested in running please submit your name to the Board so that we can get everyone's name on the ballot come election time.



The Mammoth Lakes group stops to take a photo along the way.

### Election Notice

Send nominations for  
Vice President, Treasurer and  
Secretary to Tony Zito.

Ballots will be mailed to  
members in the fall.

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# Owner Spotlight

Earl Leeper

Earl Leeper

The “Yellow Pearl” is a 1971 911T with a 2.2liter engine. Options include a five-speed gearbox, S instrumentation and steering wheel, vinyl interior, tinted glass, ¾” deco trim, 14x5.5 Fuch alloy wheels, Blaupunkt AM/FM radio and signal yellow paint. Upgrades include hydraulic chain tensioners, Koni shocks, K&N air filter, stainless steel brake flex lines, quartz iodine headlights and fog lights, carpet floor mats, and a leather covered shift knob. Other features are polished wheel lips and center caps with painted crests.

I am the original owner, having purchased the car from Sunland Motors, in Las Vegas, on January 4, 1971. A month before delivery, I received orders from the Air Force to ship out to Vietnam on April 7, 1971. With a somewhat uncertain future, I figured I’d better enjoy the car while I could and had accumulated 12,474 miles on the odometer when I left the car with my brother for the duration of my war games excursion. I returned to Nellis Air Force Base and Las Vegas in April 1972 and quickly resumed the Porsche experience.

One Day I was following a white 356 coupe with a small funnel cloud and white tornado painted on the door. We came to a stop light and suddenly the driver jumped out, ran to my open window with an application in his hand and said “Hi, I’m Carl Young. Come join the Porsche Club of America.” Then, without another word, ran back to his car and roared away. That was my introduction to Carl and the PCA – an association that has endured ever since.

At that time, the car was my daily driver and not a weekend went by that I wasn’t on the road sight seeing or visiting family in Southern California. The miles quickly added up and in June, 1979, the odometer read all zeros for the

100,000 miles. Currently it reads 40,753 on its second time around. The car has not been restored in the usual sense but instead is preserved. Many hours of TLC have been lavished upon it to keep ahead of the aging process. I’m able to accomplish most of the maintenance required with Carl’s Place as my choice for the major repairs.

The new cars are so much more technical and mechanical marvels , but I’m quite content with my early model as it harbors few mysteries, lends itself to hands-on wrenching, delivers a satisfying ride and has become unique as a preserved survivor. Over the past 36 years I’ve turned down some interesting offers to buy the car. I can’t imagine not having it to drive or work on. Besides, it has become like a family member.





## LVR History

Carl Young

The LVR was chartered in 1974 and began track events – a combination time trial and drivers education right away. Throughout the 70's and 80's the LVR DE/TT thrived, as did the Zone 8 series, on great attendance and reasonable profit for LVR.

The PCA National Club Race program began in 1991 on the east coast. In '93 the LVR, in partnership with the Intermountain Region (based in Salt Lake City), secured the dates of 16, 17 April 1994, for the first PCA Club Race on the west coast.

That alliance came about because the two clubs had worked together via IMR support of the LVR track events for many years. Both clubs had an enthusiastic core of 12 or more active DE/TT drivers and even more, very experienced track event workers and leaders. Many of the LVR members had 15 or more years experience working together at track events in Las Vegas.

The responsibilities were divided up between the two regions. Because of the 20 consecutive years of experience running the DE/TT events, the LVR had responsibility for organizing the track happenings; scheduling, grid, race chair, while the IMR took over the administrative tasks; advertising, registration and SPONSORSHIP.

The IMR secured B & B Fabrication of Phoenix as the primary sponsor. (At that time B&B fabricated and marketed performance exhaust systems for Porsches.) Several local Las Vegas companies added to the sponsorship financial pot. At the same time, the LVR lined up volunteers to "work the event." The biggest of the volunteer groups was the 15 – 18 timing and scoring crew. The corner workers, about 12 or 15 experienced folks from the LVR were complimented by a group of volunteer SCCA friends. PCA National provided the Chief Scrutineer (tech chairman) and all of the helpers had to be "certified" by National. The Race Steward was also provided by National. There were 6 – 8 experienced LVR members who handled the pits, start/finish grid, the tower, flags and race control. Ambulance, tow truck, track gate guards and lunch arrangements were also provided by LVR.

Race headquarters was a hotel near the track at Craig Road and LV Blvd. N. Registration and tech, plus free beer and snacks from LVR, were held there Friday night.

Bright and early Saturday morning, tech and

registration were open at the track. LVR had free coffee and donuts for everyone. The day went smoothly, filled with practice time, a few practice race starts and some short races. By track closure everyone was more than ready for free beer and "war stories" followed by a free German dinner arranged by LVR and sponsored by the Porschaus. (Prior to the name change to Carl's Place, Inc.)

Sunday was a full day of more practice, qualifying and wheel to wheel racing. As had been the 20 year tradition of the LVR, the weekend came to an end with an "It's All Over Party" for everyone who helped make the event a success.

The IMR went on to hold yearly races in Las Vegas but the LVR made that first west coast PCA the last race by LVR. Without delving into the details of that decision, it was a consensus vote of the membership that the gratification and rewards were outweighed by the work and the risk.

## Classifieds

**Contact Robyn Gabe at [robynag@cox.net](mailto:robynag@cox.net) to place a classified ad.**

**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.

**Contact Steve at (702) 565-1767 or [judyakenning@msn.com](mailto:judyakenning@msn.com).**

**For Sale: 1997 993 Carrera Cabriolet.** Ocean blue/tan. Six speed. Daily driver. Mechanically sound. Top end rebuild and clutch at 55K. New pads and rotors. No leaks. Some chips and dings. No body work. 86,000K. Would prefer to keep it but don't have room. Asking 30,500.

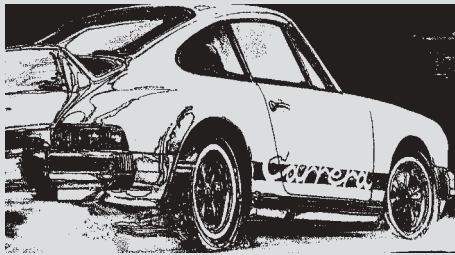
**Contact Mike Sullivan at (702) 821-7563 or (702) 837-7689.**

**Welcome  
New and Transferred Members!**

Jim Crockett	2006 911	
Andrew Inskeep	2006 911S	
David Lipson	1987 911	

**Transfers**

Hanny Hassieb	1997 993 2006 Cayenne T	San Diego
Donald Klahre	1996 911T 1989 911	SE Michigan
William Lang	2006 911	Potomac



**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 - Gambler's Run Twin 50/Porsche Parade



Photos courtesy of Salomon Braun, Jeff Wenger, and Gene Bussian.

## Open Road Racing - MKM Racing Promotions - Gambler's Run Twin 50

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Jeff Wenger

Open Road Racing evokes many thoughts. The first being, "Boy I'm being BAD!" The second, "What am I Doing?????" And, the third, "WOW! We did it, and we're still ALIVE!!!!"

There are probably other events with a higher fatality rate, like maybe the Pikes Peak Hill Climb where one miscalculation sends you flying off into oblivion with no guardrails, hundreds of feet above the valley floor. But, the Gambler's Run Twin 50 takes a close second! This is where the highway patrol sections off a stretch of regular rural highway in northern Nevada, and you drive for 100 miles as fast as your car will go. It just proves that anything goes in Nevada!

Roger Greene is the man who encouraged Tony Zito and I to try open road racing. There are only a few people in our club who have undertaken the extreme challenge of this type of racing. The slogan is, "Anyone Can Enter! 95-200+ MPH Legally!" At the Bonneville 100 in Wendover on June 9th of this year our own Debra Bieniek took 2nd place in the 115 MPH class. Her top speed was 142. After encouragement from Debra and assistance from Roger, and after studying everything at [www.openroadracing.com](http://www.openroadracing.com), I began to realize how much I did not know about this unique sport. For one thing, I didn't know my blood type. Driver and navigator blood types must be printed on your driving helmet and fire suit. That is a safety requirement that reflects upon the inherent danger of this sport. After donating blood for the first time, I now know that I am A+.

Besides Roger and Debra, I learned that Fred Wagner has also participated and done extremely well at these events. I was encouraged to hear that Fred would also be going to Elko. Many of us know that Carl and Ellen Young experienced a horrific crash at a speed of approximately 180 mph not too many years ago. Like most mishaps, that accident was caused by tire failure. Safety equipment requirements increase with the target speed you decide to run. So, Tony and I made sure we had more safety equipment than required, including 6 point harnesses and arm restraints.

Thursday morning at 6:00 I picked up Tony Zito at his house in my Ferrari 308. I left my Porsche at home as the camber on my Porsche 944 Turbo S is very extreme. That much camber is great for the short track at Spring Mountain, but a little experimentation revealed that it made the car a handful at prolonged straight line runs of 130 mph and more. So instead we took my 82 Ferrari with it's neutral highway camber setting. Unfortunately, it wasn't very long before I began to miss the wonderful ice-cold air conditioning of my 944.

The drive up to Elko took us about 7 hours driving at a moderate speed with stops only for gas. Rookies must arrive a day early for practice and qualifying. Although often referred to as a race, it's actually a time trial, a high speed timed event. We passed through a few very small towns and also passed the Extraterrestrial Highway on the way up. The landscape was pretty barren most of the way, but we passed by some of the highest mountains in the state. Many still showed patches of snow in mid-July.

Not knowing exactly what to expect, we were pleasantly surprised to see that our reasonably priced lodging at the Red Lion Inn was quite respectable. The Red Lion has a modest pool, a casino with two bars, a sundry gift shop, a cafe, and a very nice restaurant. That afternoon and evening we met a number of great people from all over the country and Canada. Talk about colorful characters! There is no doubt about it, this event is as much about the people as it is about driving the cars.

Car inspection was set up out front of the hotel in the parking lot, so we were able to get the car and safety equipment inspected Thursday afternoon. A meeting that evening for rookies prepared us for the anticipated practice runs and qualifying on Friday. We learned that the practice consisted of an 8 mile run along a section of the actual 50 mile stretch of highway that we would undertake on Saturday.

Friday morning the rookies met in the Red Lion parking lot and drove up together to the practice

point. Unfortunately, the short drive north of town took forever as we fell behind a wideload modular home crawling at a snail's pace along the very serpentine road. We finally made it to a tiny watering hole and the drivers were paired up with their own experienced instructor. There was some concern that none of the Open Road instructors were short enough to fit in the cramped cockpit of my 25 year old Ferrari. Fortunately, one of the experienced guys, an instructor by the name of Will, not only fit the size requirement, he was also (quite by chance) a Ferrari mechanic by profession! I hoped that we would not have to seriously test his mechanical skills over the weekend.

Soon it was our turn to test my driving abilities, and to check the stability of the Ferrari at speed. I had explained to Will that the 308 was a 1982 model with fuel injection and that it was bone stock except for modern wheels, tires, racing seats and 6 point harness. The 308 has an integrated rollcage construction. It never really had working air conditioning, but you can't run air conditioning during the speed we would be running anyway. I later realized however that lack of AC does greatly affect your comfort level at all other times. My Ferrari came with factory air, but evidently the factory air knob is primarily for appearances sake as it never worked more than marginally at best. Most Ferraris do not have cup holders either.

Will asked me a few more questions about the car and how long I've had it. I got it about 7 years ago and immediately had all the suspension bushings and bearings replaced. I tracked it numerous times on tracks on the east coast as well as in Vegas and Pahrump. Nothing quite prepared me for this however. Although I've had it up over 140 mph on occasion, I've never driven it at those kinds of speeds for more than a couple of minutes at a time.

Soon it was our turn. We were strapped in and checked our in-helmet communicators. Navigators waited this out, trying to find some shade, back at the watering hole. The flagman waved us off. Instructor Will had me bring the car up to 100 mph and then 120 mph and then 130 mph until we reached 140 mph at 6,800 rpm in 5th gear. He had me hold the 140 mph as the Ferrari screamed through the rest of the 8 mile

run with the tach needle straining at almost redline. The run seemed to just flash by almost instantly. We passed a series of yellow and then red flags and then we braked hard and slowed to a near stop as course workers directed us to turn into a rancher's driveway. What a RUSH!!! So THIS is what it's all about! There we did a Y-turn and waited in line for a few minutes and made the return run. Evidently Will was satisfied with me and the car. He asked Roger, the Head Instructor, to sign off my rookie card back at the watering hole.

Now it was time for Tony, my navigator, to join me for a few more high speed runs. This stretch of highway was perhaps the straightest section of the following day's race course. It still provided some up and down terrain and some sweeping curves. Going down a racetrack straightaway at 140 mph is one thing, but driving down a highway centerline and coming up over blind hills and around sweeping corners at speeds approaching 140 mph is an entirely new experience. Just before we took off, a warning was passed along to each of the drivers. Mormon crickets were sighted swarming over the road at one of the hilltop turns. Don't worry, they won't be a problem; they just make the road kind of slick. We had heard stories. They invade like locusts and can cover the road up to three inches thick. They smell horrible, and if you run into a cloud of them, your car will stink for months.

OK then! What next? Well, our speedometer doesn't work. No problem! We had a GPS that reads out MPH. What we didn't realize is that there is no way the driver can see that little display while driving over a hundred miles per hour. So we decided that Tony would read the speeds to me over our in-helmet communicators. To Tony's credit, he seemed truly comfortable in our antique prancing horse at these crazy speeds. Tony read off the miles per hour to me over the communicator from the tiny GPS display, as the Ferrari speedometer is nothing more than a completely inaccurate dial on the dash.

Two more high speed runs with Tony were awesome, but we knew it was definitely time to get out of our incredibly hot 3-ply Nomex firesuits. The blistering noontime sun was too much, and all we could think of was getting back to the wonderful air conditioning of the casino for a cold one. First, we

needed more velcro for our navigator paraphernalia, and our stopwatches were not doing the job. One of our stopwatches melted in the heat! We found a store with stopwatches large enough to work with driving gloves and digital faces large enough to be read at 140 mph. After the velcro and stopwatches it was finally Miller Time.

It was another early morning wakeup call for the start of the event. No modular homes hindered our drive up to the starting point on the highway north of town. We lined up along both lanes of the highway. We felt we were as ready as we would ever be, but the start was delayed. A local resident needed an ambulance to take her to the hospital. Fortunately our race ambulance was already near the elderly couple's residence.

The main event finally started with cars taking off for the first 50 mile leg. A beautiful blue and orange 1969 Ford GT in the 150 Target Speed Class driven by John Tiemann and navigated by Cathy Cody of Austin Texas found themselves at somewhere between 150 and 170 mph as they came over a rise to see a "friggin" steer right in the middle of the road!!!

They squeezed through by only inches! The race course was red flagged, and everyone waited while the spotter plane figured out where the steer had come from, and sheriff deputies located the rancher. The cowboys came out in their cattle trucks and along with the department of highway workers, they rounded up the cattle and herded them back through the trampled fence.

Hours later we were all back in our cars suited up again waiting for our turn at the christmas tree starting gate. We were given the 3 minute warning and tightened our harnesses, but nothing happened. Finally we got out of our cars. No one knew what was wrong. Word came back to us that one of the course workers had just received some very, very tragic news. His son was in the morgue. Our ham radio operator who communicates with our spotter plane learned that his twenty year old son had just been killed in a single car auto wreck. It was unrelated to the race. His car missed a turn, and he broke his neck after going over an embankment on his way to work at the local mine. With very heavy hearts, we all waited for him to pass through our line of cars as he drove back to town.

Fortunately there were no fatalities in our group and no one in our group even suffered any injuries. There were no serious mechanical breakdowns either. A few cars did not start the race for various reasons. The cars experiencing difficulties on race day made it back to town under their own power. One rookie lost his radiator during qualifying, but another racer generously gave him the radiator out of his own Corvette after the the event finished, so he could drive it home.

The awards banquet Saturday night was our opportunity to learn our times and recognize the winners. In addition to individual efforts, contestants were grouped into several teams - The Corvette Team, The Porsche Team, etc. Special recognition also went to those that joined the 200 MPH Club that day. Several racers broke that barrier for the first time on Saturday. They all received a thunderous round of applause!

Tony Zito and I took third in the 120 Target Speed Class in the Ferrari at less than half a second off perfect time at .483 seconds from the mark. Since we were 18 seconds off the mark at the halfway point, we had to do the return leg much faster at speeds close to 140 mph. We had to be very careful though because if we went over 140 mph, we would have been disqualified. The Porsche Team took the Team Challenge with the best overall results. It was a tremendous effort, but all of the participants had a great time!

The ride back to Vegas was a challenge as we headed south into even more oppressive heat, but we managed to survive the blistering experience. The word for AC in Italian is "windows!"

Open road racing was a completely new experience to me. It's one thing to drive 140 mph for one or two minutes on a straight stretch of road. It's an entirely different thing to drive that fast over hills, through valleys, and around blind corners. It was the experience of a lifetime. It was totally awesome!

Roger already wants to know if I will be going on the Pony Run in August. I'm still trying to catch my breath!! I will do it again, but give me time to recover!!

# Gaudin Porsche

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