



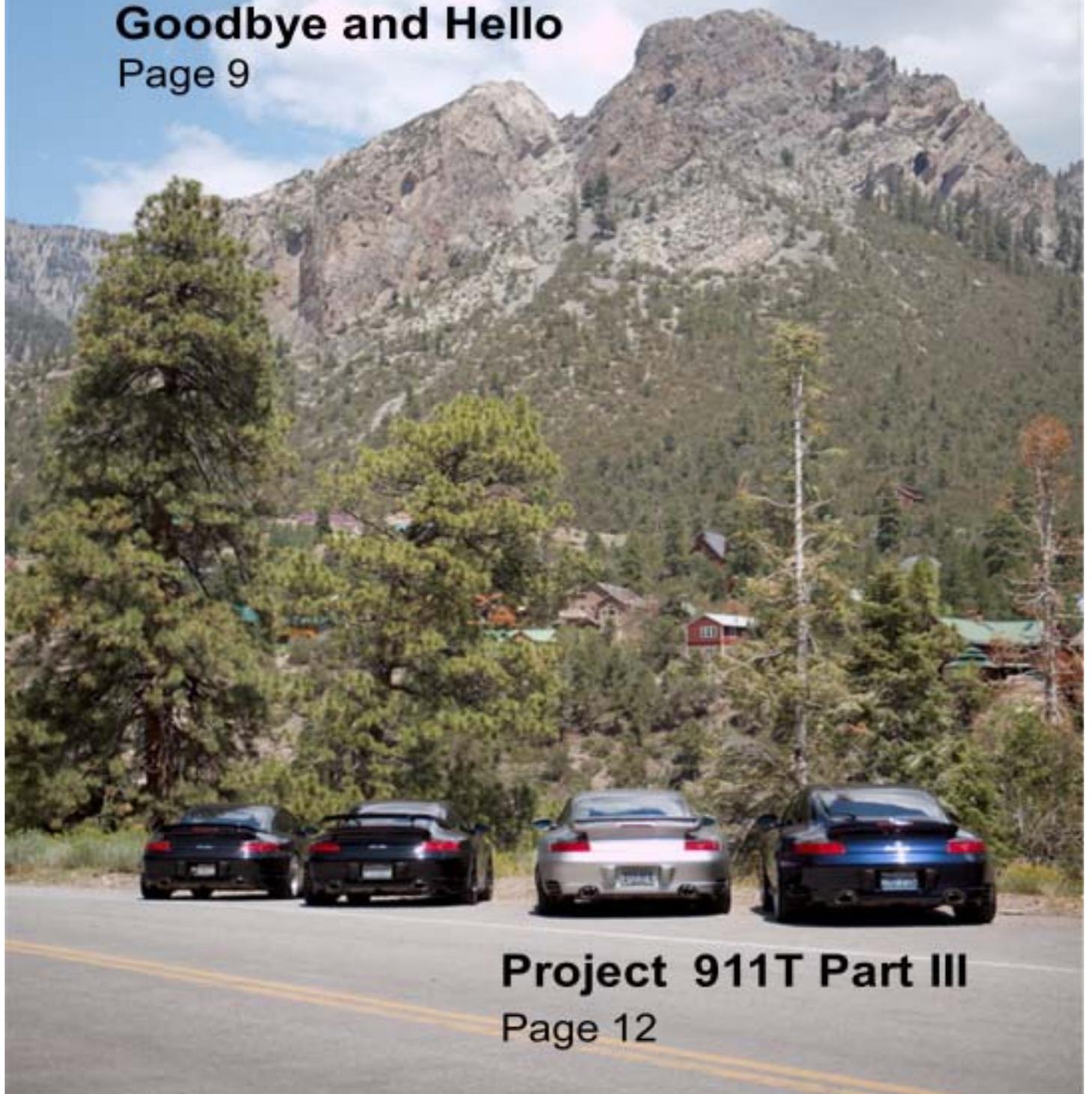
Sandscript

Las Vegas Region - Porsche Club of America

September 2007

Goodbye and Hello

Page 9



Project 911T Part III

Page 12

Premier Sportscar Service Inc.

4005 W. Dewey Dr. Las Vegas, Nevada 89118

(702)649-8267

Repair, Service, Tuning, and Track preparation of **ALL** years, models, and styles of Porsches.



- Oil Service
- Tune Ups
- Fuel Injection Systems
- Electrical Systems
- Extended Warranty Work
- Shocks
- Brakes
- Alignments
- Air Conditioning
- Clutches
- Transmissions
- Engine Rebuilds
- Tuning Kits
- Complete Analysis

www.premiersportscarservice.com

Sandscript

Las Vegas Region - Porsche Club of America
September 2007

President

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

Vice President

Tony Mazzagatti
702-876-7982
Carline@intermind.net

Past President/ Membership Chair

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

Treasurer

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

Webmaster

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

Newsletter Editor

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

Secretary

Vacant

Club Racing Chair

Bob Mohan
702-306-4338
robert.mohan@cox.net

Driver's Ed Chairman

Scott Mann
805-857-4001
scott@renegadehybrids.com

Historian

Carl Young
young@intermind.net

Zone 8 Representative

Beverly Griffin-Frohm
760-727-6068
bevfrohm@yahoo.com

Inside This Issue

From the Editor	5
Calendar	5
Concours D'Elegance	6
Classifieds	8
Goodbye and Hello	9
New Members	10
Member Pictures	11
Project 911T Part III	12



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 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

Picture from the Mt. Charleston Drive.
Photo courtesy of Rob Hatrak.



Book Your Summer Vacations Now!

Porsche club members will receive additional amenities when booking with FROSCH

ALASKA CRUISE/TOUR aboard *Pacific Princess*

Aug 5, 2007 sailing with Princess Cruises

- 3-night land tour visiting Fairbanks, Denali, & Mt. McKinley
- 7-night Glacier Cruise
- Exclusive \$50 Shipboard Credit per couple

10 nights from \$2399 per person

HAWAII CRUISE Round-trip Honolulu aboard *Pride of Aloha*

Aug 5, 2007 sailing with Norwegian Cruise Line

- Visiting Oahu, Kauai, Hilo, Kona, Maui
- Special reduced fare

7 nights from \$899 per person

MAUI AT THE RITZ The Ritz-Carlton, Kapalua

Valid for travel through 12/20/07

- Garden View accommodation
- FREE night
- \$250 food & beverage credit
- Avis midsize car rental

6 nights from \$1206 per person

More specials than we can print! Call us for other destinations, resorts & cruises

Call your local Classic Vacations expert Cyrene' Iler, CTC, DS for information:

(702) 610-2066 ~ 7324 W. Cheyenne Avenue, Suite 6 ~ Las Vegas, NV 89129

Offers valid on new bookings only. Prices shown are per-person, based upon double occupancy and do not include air. Offers are subject to availability at time of booking and may be changed or discontinued at any time without notice. Blackout dates, minimum night stays, minimum stay requirements on air, seasonal surcharges, resort fees (if any), and other restrictions may also apply. Cruise fares do not include government fees and taxes. For complete terms and conditions, please call us. NV# 2005-0076, NV # 2004-0144

11/07

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.

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**.

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 months. 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.

Ad Rates

Business Card	\$15 mo. / \$120 yr.
1/4 Page	\$30 mo. / \$340 yr.
1/2 Page	\$60 mo. / \$700 yr.
Full Page	\$100 mo. / \$1,000 yr.
Back Cover	\$120 mo. / \$1,200 yr.

Ad rates are based on black and white printing except for the back cover which is color.

Pricing for color ads is available upon request.



From the Editor...

I had a chance to make it to the September breakfast and I was happy to see everyone there.

We have some great events coming up, one of which is dinner and wine tasting at Rosemary's Restaurant (a personal favorite of mine for years). Put on your best clothes and join us for a glass of wine and a gourmet meal.

I couldn't attend the general membership meeting, but I was happy to hear that everyone was pleased with Sandscript and that it will continue to be a printed publication. The key to its success will be to keep our advertising. We have many advertisers who welcome your business, so please be sure to support them.

Robyn Gabe

THINK ABOUT CHRISTMAS NOW?

On Saturday, December 15, 2007, the Las Vegas Crusin' Association will hold their annual Santa's Toy Run.

Purchase a new unwrapped toy (suitable for a boy or girl) and cruise to Robert Taylor Elementary School where Santa will collect and distribute the toys to underprivileged children.

Last Christmas the Ferrari Club outnumbered the Porsches 3 to 1. Plan in advance to make sure this doesn't happen again!

More information at
www.lasvegascarshows.com



Calendar of Events

September

- 1 Member Breakfast @ Giuseppe's
- 9 Mega Party and Car Show
- 15 Second Annual Fall Colors Run to Cedar Break, Utah
- 27 Dinner/Wine Tasting @Rosemary's Restaurant

October

- 6 Sixth Annual Rally in the Valley
- 18-21 Crocktoberfest
- 20-21 LVPCA Drivers Ed Track Event @ Spring Mountain Motorsports Ranch

November

- 3 Member Breakfast @ Giuseppe's

Las Vegas Region

Calendar of Events

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 Motorsports Ranch

October

- 5 GER CA Challenge Party
- 6 GER Concours
- 6 GER Rally
- 6-7 Coronado Historics
- 6-7 Hospitality at Coronado Historics
- 7 GER Autocross
- 8 GPX Autocross
- 11-14 PCA Escape
- 14 SBR Concours
- 18-21 Cayman Register Croctoberfest
- 20-21 Driver's Ed - Spring Mountain
- 28 CCCR Concours

Zone 8

31ST ANNUAL CONCOURS D'ELEGANCE BY THE SEA

PORSCHE CLUB OF AMERICA, SANTA BARBARA REGION

Sponsored by

Sunday, October 14, 2007

- Concours** Pre-Registration: \$55.00 (\$65.00 postmarked after Oct 4 and On-Site Registration). Includes one buffet Lunch ticket.
- Display Only** Pre-Registration: \$30.00 (\$40.00 postmarked after Oct 4 and On-Site Registration). Includes one buffet Lunch ticket.
- Lunch** Buffet Style Lunch \$12 if not registered (BBQ Chicken, Tri Tip, beans, salads, bread, beverage)
- Location** Santa Barbara City College, 721 Cliff Drive, Santa Barbara, Ca. (For driving directions please visit <http://www.sbccc.edu/about/index.php?sec=6>)
- Schedule** 7:00 am Car Placement; 10:00 am Judging Begins; 2:15 pm Awards Presentation

SANTA BARBARA
AUTO GROUP

CONCOURS DIVISION	STREET DIVISION	WASH & SHINE DIVISION
C-1 All closed 356s	S-1 All closed 356s	W&S-1 All 356s
C-2 All open 356s	S-2 All open 356s	W&S-2 911-912 (65-73) 911-911 Turbo, 930, 912E (74-83) (G Series), 914-4, 914-6
C-3 911-912 (65-73)	S-3 911-912 (65-73)	W&S-3 911-Carrera & Turbo (84-89) (Type 964), 911-Carrera & Turbo, (90-98) (Type 993)
C-4 911-911 Turbo, 930, 912E (74-83)	S-4 911-911 Turbo, 930, 912E (74-83)	W&S-4 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
C-5 911-Carrera & Turbo (84-89)	S-5 911-Carrera & Turbo (84-89)	W&S-5 All Boxsters, Caymans, 996s, 997s, GT2, GT3, Cayenne
C-6 911-Carrera & Turbo (90-to present), 89 C4 Carrera, GT2, GT3	S-6 911-Carrera & Turbo (90-to present), 89 C4 Carrera, GT2, GT3	UNRESTORED DIVISION
C-7 Boxster, Cayman	S-7 Boxster, Cayman	UR-1 All 356
C-8 914-4, 914-6	S-8 914-4, 914-6	UR-3 911/912 (65-73)
C-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S & 968	S-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S & 968	UR-4 911/911 Turbo, 930 912E (74 83)
C-10 Special Interest, Current Competition Limited Production	S-10 Special Interest, Current Competition Limited Production	UR-5 911/911 Turbo (all air-cooled 84-94)
C-11 Cayenne	S-11 Cayenne	UR-6 911/911 Turbo (all air-cooled 95- Y-10)
		UR-8 914/914-6
		UR-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
		UR-10 Special Interest, Current Competition, Limited Production.

Name: _____
 Phone: _____
 Street: _____
 City: _____
 E-mail: _____



Porsche Model: _____ Body Type: _____ Year: _____ Class Entered: _____
 Concours fee \$55.00 (postmarked after Oct 4 \$65.00), Display Only fee \$30.00 (postmarked after Oct 4 \$40.00)
 Lunch only \$12.00 (each) TOTAL CHECK AMOUNT INCLUDED _____

Concours Questions ~ Carolyn Ewbank at (805) 496-5213 or bcewbank1@verizon.net

To Register: Please download the registration form at www.pcasb.org, fill in, make check payable to PCA-SBR, and mail to Bob & Jeanette Bassett, 6143 Armitos Dr., Camarillo, CA 93012



Home of LOTUS of Las Vegas

NORM BAKER

Motor Company

Distinctive Motor Vehicles

Speedster
Restoration

SHELBY



Superformance

ROUSH
Performance

Mercedes-Benz, BMW, Lexus, Corvette, Porsche, Custom Bikes... and More!

Over 25 Years of Automobile Service



Hours: Mon-Sat (9am-8pm)

Consignment

Customization

Detailing

Financing

Lotus Apparel

Sales

Service

*The Best Provider of High-Line, Exotic,
Classic Automobiles and Services In Southern Nevada*

www.normbakermotorco.com

702.385.5511

6175 West Sahara Ave., Las Vegas, NV 89146

Scottrade

DEBRA L. BIENIEK
Senior Branch Manager

9901 W Charleston Blvd #2
Las Vegas, NV 89117-7520

702-932-1370
Toll Free 1-877-412-1980

Fax: 702-932-1374
Internet: www.scottrade.com
Touchtone: 1-800-906-SCOT

MEMBERS: NATIONAL ASSOCIATION OF SECURITIES DEALERS
SECURITIES INVESTOR PROTECTION CORPORATION

9/08

Classifieds

Contact Robyn Gabe at 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.



Marc Robinson, his girlfriend Charlene and her two children, Gabriela and Alivia, pose with Senator Hillary Clinton when she visited a local Smith's. (Photo courtesy of Marc Robinson).

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.



Please join us at Rosemary's Restaurant
for the gourmet experience of a lifetime.

Rosemary's, an award winning restaurant,
will host a three course menu with wine pairing.

Thursday, September 27, 2007

8125 W. Sahara

6:30 gather at the bar / 7:00 p.m. dinner

\$55 meal + \$30 wine pairing = \$85 plus tax and tip.

RSVP to Deb Bieniek at 497-8195 or 932-1370
deb_bieniek@yahoo.com

www.rosemarysrestaurant.com



Joe Haas Insurance Agent

FARMERS
JOE HAAS INSURANCE AGENCY

6345 S. Rainbow Blvd. #103 Las Vegas, NV 89118 Tel: 702-363-6900
Fax: 702-242-8920 E: JHaas@FarmersAgent.com www.joehaas.com



9/08

Goodbye and Hello

Ed Pasini

Early in April I sold my 1965 Porsche 356 SC Coupe. Why in the world would I sell a car that is getting more valuable every day? That question has come up frequently in the last few weeks so let me explain.

There are many reasons to own a vintage car. Some owners hop them up and turn them into high speed road or track machines. Some restore them to better than showroom condition and take them on the concours circuit and some just like to drive them.

I fell into the latter category, participating in several vintage tours. In 1999, I started my own three day, 1,000 mile event, the No Frills Iron Bottom Motoring Tour. The NFIBMT has become an unqualified success. This year over 70 pre 1976 cars participated. Porsches, Triumphs, Alfas, MG's, Citroens, Datsuns, a Corvair, a Miura a Bora and a Lagonda. The event has been written up in three national magazines and it has provided me with a fantastic automotive outlet in retirement. This year as a passenger I spent seat time in an Alfa Romeo Giulietta Spider and a Dustan 510 coupe. What has all this got to do with selling my 356? I felt that the car deserved to be driven and I knew that in my mid 70's I was not the guy to drive it. I sold it through a broker. A couple of weeks after the sale, I received a phone call from the new owner in Boston. He told me he was going to run the car in Canada at the Maritime Provinces Rally. Good show.

I also sold the Infiniti G35 that I had been driving for about a year and I bought a 2000 911 Carrera with 27K on the odometer and a tiptronic transmission. Sure a 3.6 with 320 HP and a 6 speed would have been more excitement, but with nearly 3/4 of a century on my own odometer, I figure 300

HP and an automatic trans are enough excitement for me.

You won't be seeing me in the silver 356 any longer. Look for an ocean blue metallic 996 with gray interior and three piece 18" wheels, driven by a smiling senior citizen listening to old f-r-ts music on his Pod.



The old 356 SC Coupe.



The new 911 Carrera.

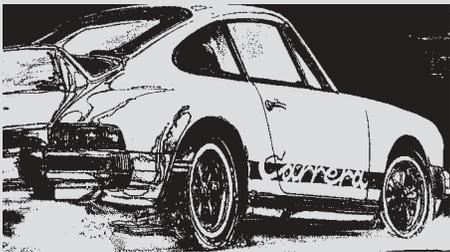
Photos courtesy of Ed Pasini.

**Welcome
New and Transferred Members!**

Joseph Haas	2003 996T	
Ashraf Salleh	1992 911	
Jose Sanchez	2001 Boxster	

Transfers

Richard Haley	1971 911T	Hawaii
Steven Ries	2006 Boxster S	Arizona



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.

RAPID COLOR PRINTING

Design ■ Full Color Printing ■ Delivery

*Porsche . . .
There is no substitute for deliveries!*



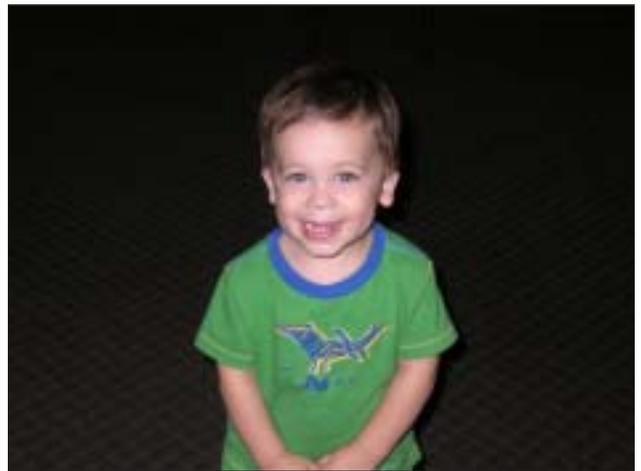
Yeah, we're THAT fast!

(702) 792-6055



rapidcolor.com

Member Pictures - September Breakfast



Photos courtesy of Robyn Gabe.

Project 911T Part III

Dr. Robert Mohan, PhD

In part I, I talked about the formative ideas which prompted this project; setting the goals, and the acquisition of the project Porsche. In part II, I discussed in detail the initial inspection of the car, the discrepancies found, and the beginning of the restoration. In part III, I will describe the first step in the conversion of a street car to a racecar. In the racing business, there is a catch phrase that prioritizes the tasks (and budget) of race car preparation: Safety-Reliability-Performance. What this means is, with limited resources, safety should come first, then reliability (in order to finish first, first you must finish), and if there are any resources remaining, then performance can be improved.

So, following the creed of racecar builders, I began the conversion process by installing all the necessary safety equipment. What equipment is "necessary?" Well, that depends on what you're doing (autocrossing, solo racing, wheel-to-wheel racing, etc.) and who you're doing it with (sanctioning organization). At this point we must return to our list of goals and decide which path we shall follow. Since it would be impossible to build a racecar that is "legal" for all venues and all race organizations, we'll have to determine our primary racing activity and build the racecar to those specifications. As I stated initially, the goal was to build a racecar legal for PCA Club Racing (PCR), so I used PCR's rules. One added benefit is that the Porsche Owner's Club (POC), another active Porsche racing organization in the Southwest, adopted PCR's classification rules. While their safety requirements are slightly more stringent, they are additive and not incompatible.

The PCR's safety requirements are as follows: a 4-point steel rollbar with a diagonal brace, a 5-point or 6-point harness with 3" belts, a seat compatible with the shoulder harness, a 10BC fire extinguisher, a window net, an electrical cutoff

switch, and steel lugnuts on the wheels.

I started with the rollbar. The minimum requirement is a steel, 1.75" OD, 0.12" thick rollbar. The rollbar can be welded in or bolted in. Aluminum rollbars are not allowed. Full roll cages are recommended, but not required, for stock class (lightly modified) cars, because of their modest speed potential. Full cages are now required in prepared (moderately modified) and GT (highly modified) classes. Because the 911T had quite modest speed potential, and because one of my goals was a user-friendly daily driver, I opted to go with the rollbar only. Of the steel bars, both mild steel and chromoly steel is allowed. Mild steel is heavier, but less expensive. Since stock class cars must meet a minimum weight, and cost is a concern, I chose a mild steel rollbar. I located a slightly used (1 season) Autopower 911 rollbar with a removable cross brace and removable harness bar in the Porsche classifieds, and purchased it for \$250. Autopower rollbars are inexpensive, well built and fitted, and are easy to install and remove (bolt-in). For installation, each of the 4 points of the rollbar must make metal-to-metal contact with the car's chassis, preferably a structural member. In this case, the contact points were the rear corners of the floorpan and the upper corners of the rear firewall. This required removal of the rear floormats, rear seatbacks, and the rear deck interior panel. Installation is straightforward: drill 3 or 4 holes through the body at each contact point, and bolt the rollbar to the body using 3/16" steel backing plates, 3/8" grade 5 bolts, and double nuts. With standard tools, this is a two-person job, with one wrench in the engine compartment and another in the passenger compartment.

Next, I installed the seats. Because there are so many choices in this category, selecting the seats required a lot of research and a lot of thought.

A good race seat must have provisions for routing of the shoulder belts and the anti-submarine strap of the race harness. It must also provide good lateral support for the thighs and shoulders to keep the driver in the seat under cornering loads. Conversely, a good street seat must be adjustable for different drivers, allow access to the rear of the passenger compartment, and not be overly confining or thinly padded. These requirements eliminated the lightweight, pure race seats as well as all of the stock Porsche seats. Three companies make suitable dual-purpose seats: Corbeau, Recaro, and Sparco. I chose the Recaro SRD, and purchased a pair from Werks II, in Burbank, CA, for \$1300. The deciding factors, which favored the Recaros, were quality, reputation, colors available other than black, and compatibility with Porsche stock seat rails. Again, the installation, bolting the rails to the floorpan, was fairly straightforward. Care must be taken to keep the rails square to the car so the seat is facing forward, and square to each other to keep the fore-aft slides from binding. Spacers must be used under the corners of the rails to level the seat. In 2006, PCA changed the ruling on seats; making dedicated, one-piece racing seats required for the driver in all classes.

With the rollbar and the seats installed, I was ready to install the seat harnesses and a fire extinguisher. For racing, only a driver's harness is required, but for any driver's education event, a similar harness for the instructor is needed. In this case, I felt the increased usefulness warranted the added expense. I bought a pair of Autopower 5-point harnesses and associated hardware for \$200 from the same source that provided the rollbar. The harnesses had 3" shoulder and lap belts, a single 2" sub strap, and the more expensive but faster cam-lock. The harnesses were dated 3/96 on their SFI labels, leaving me with almost 4 years remaining of their 5-year lifespan. The shoulder straps are looped around the harness bar and "laced" through the bracket according to a pattern published by the SCCA. The lap belts and sub strap are bolted to the floorpan, with the bolts

backed by large diameter washers. By now, the bottom of the car looks like a pincushion, with 20 bolts from the rollbar, seats, and harnesses sticking through it. The required fire extinguisher must have a 10BC rating and be accessible to the driver when he is seated and belted in. Suitable locations include the center tunnel between the seats, the base of the passenger seat, the passenger footwell, and the rollbar. I attached the fire extinguisher to the lower half of the diagonal cross-brace on the rollbar, using sheet metal screws and the included bracket. This location does not interfere with the passenger's space, and keeps the driver's rear field of vision clear.

PCR rules specify that all Porsches must race with windows rolled down. This allows corner workers easier access to an injured driver in the case of an accident. A window net to keep the driver's arms inside the car in the event of a rollover must cover the driver's window. The net must be removable from inside or outside of the car to permit driver egress from a damaged car. Approved window nets are available at most race shops. I bought mine locally for \$20. The installation hardware can be found at any good hardware store for another \$10. The PCR rules show a recommended window net installation which uses removable brackets that loop around the window frame, and conceals drilled holes beneath the door trim. I modified the suggested design with brackets firmly bolted to the window frame. My installation is stronger, but less aesthetic. This is one of the many compromises an owner must make when building a dual purpose street car/racecar.

Next, I installed the electrical cutoff switch. The switch, or a connection to it (such as a cable or pull cord) must be accessible from outside the car to allow safety personnel to shut down the car. The switch must also be labeled with a standard approved decal, available from the SCCA and most racers' supply shops for less than \$2. The switch must shut off the engine and

and disconnect the battery from all electrical circuits. Cars with alternators (this includes almost all Porsches) require an added circuit in the switch which grounds the alternator. Again, the PCR rules provide a recommended installation, which is simple, and requires no modifications to the body of the car. The Porsche factory uses a more complex installation on its factory racecars, which provides dual remote switches to shut off the car from either inside the cockpit or outside the car. I opted to use the latter installation, and bought the switch and cables at a local auto parts store for \$25. The design required me to replace one knob on the dash (foglight) with the pull cable knob, and drill a hole in the cowl, near the windshield wiper arm, for the other pull cable knob. The switch itself is mounted on a bracket in the luggage compartment near the right side battery.

Steel lugnuts are available from most of the advertisers in Panorama who specialize in racing. I purchased 25 from R&M Motorsports, in Escondido, CA for \$2 apiece. I know, I only need 20, but I carry spares because failing to pass the technical inspection for want of a lugnut would probably make me homicidal. I keep my race lugnuts with my race wheels and tires, which I'll discuss in my next installment.

As promised in part I, I performed some needed interior restoration while installing the rollbar and harnesses. I rebuilt the pedal cluster, replacing the 28 year-old worn plastic bushings with new bronze bushings. I installed a left foot dead pedal, which allows the driver to brace himself while cornering, and a 3/4" spacer on the gas pedal to aid heel-toe braking. I removed the original carpet, rear seats, and vinyl interior panels, and replaced them with a Carrera RS style lightweight carpet kit. Installing the carpet after the rollbar hid the contact points and presented a very clean appearance. Also, I removed the original door panels and pockets, and replaced them with lightweight door panels styled after

the RS America. The lightened interior helps to compensate for the added weight of the rollbar. Later, I'll tackle the engine compartment when replacing the muffler and air filters; and the underside while upgrading the brakes and suspension.

At this point, I'll take a moment to recap my goals, and check my progress toward them. I wanted to build a daily driver that would be legal and competitive in PCA club racing for \$10,000 or less. Right now, the car has been restored to the point that all the features function reliably, and the car is legal for PCA club racing. The total cost of Project 911T so far is \$6,583. This leaves me with \$3,417 to increase the 911T's reliability and performance under racing conditions.

In part IV, we will take the next steps toward transforming the '69 T into a PCA club racer: upgrading the brakes, and selecting wheels and tires. In later parts, I will relate the process of preparing a racecar: suspension, body, motor, and transmission.

ABBOTT TROPHIES
Awards & Recognition Specialist
Michael & Joyce Mayer
Owners

953 E. Sahara Ave, Suite A-32
Commercial Center
Las Vegas, Nevada 89104

(702) 735-4999
Fax (702) 735-6199
abotrophy@aol.com

Election Notice

Nominations are still being accepted for Vice President, Treasurer and Secretary.

Send nominations to Tony Zito.

Ballots will be mailed to members in the fall.

Gaudin Porsche

7200 W Sahara
Las Vegas, NV 89117

Clothing and Accessories SALE Still Some Items Left



In Need Of Tires? Give Us A Try, We Stock Factory Tires

(702) 221-4400 parts
(702) 221-4469 service

Parts Hours

Monday - Friday
7:00 a.m. - 6:30 p.m.

Saturday
8:00 a.m. - 4:00 p.m.

Service Hours

Monday - Friday
7:00 a.m. - 6:00 p.m.

Saturday
8:00 a.m. - 4:00 p.m.

Sales Hours

Monday - Friday
8:00 a.m. - 9:00 p.m.

Saturday
9:00 a.m. - 8:00 p.m.

Sandscript
Las Vegas Region
Porsche Club of America
3980 Rancho Niguel Pkwy.
Las Vegas, NV 89147

September 2007

PRSRST STD
U.S. POSTAGE PAID
LAS VEGAS NV
PERMIT NO. 660

Carl's Place Inc.



1955 Porsche 356 Speedster



Porsche 996

3043 Meade Avenue
Las Vegas, NV 89102
702-876-7982
Carlinc@intermind.net

Located:
Between Valley View & Rancho
just south of Sahara



1966 Porsche 912



1987 Porsche 911

We don't work on anything but Porsches.
Since 1974 literally thousands of Porsches have been serviced,
repaired or improved at Carl's Place. Yours can be too.

- 356 944 997
- 911 951 GT2
- 912 959 GT3
- 914 964 C2
- 916 968 C4
- 924 986 Carrera
- 928 987 Boxster
- 930 993 Cayenne
- etc.



Tony Mazzagatti, Owner

The ONLY exclusively Porsche service center in Las Vegas.
Complete repair, maintenance, performance, restoration & track preparation



PCA Member since 1967

Free Shuttle Service