



Sandscript

Las Vegas Region – Porsche Club of America

October 2007



Owner Spotlight

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Desolation Highway

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Las Vegas Region - Porsche Club of America
October 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 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:

Charlie Koster's 1990 928 S4.
Photo courtesy of Randy Gabe.



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12/07

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.

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...

Greetings once again! I am very pleased to hear that members are taking advantage of all that our club has to offer. The event at Rosemary's Restaurant was a huge success - twenty-one members came out for an evening of food and wine. Thank you Deb Bieniek for organizing the event. Everyone had a great time!

There are many more events to attend, so please check our calendar. The DE Event is scheduled for October 20-21. With the weather cooling off, this would be a great weekend to take your car for a spin around the track. Please check our website for registration information.

Robyn Gabe



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Calendar of Events

Las Vegas Region

October

- 6 Sixth Annual Rally in the Valley
- 18-21 Cayman Register Croctoberfest
- 20-21 LVPCA and SCCA Driver's Ed Track Event @ Spring Mountain Motorsports Ranch

November

- 3 Member Breakfast @ Giuseppe's

December

- 1 Member Breakfast @ Giuseppe's
- 15 Santa Toy Run with Las Vegas Cruisin' Association

Calendar of Events

Zone 8

October

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

November

- 1-4 Rennsport Reunion
- 9 AZ Phoenix Flight Welcome Party
- 10 Presidents Meeting
- 10 AZ Concours
- 11 AZ Autocross
- 11 SGVR Autocross
- 17 OCR/GPX Rally

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IN THE NEXT ISSUE:



Project 911T Part IV

New and Upcoming Events

More Member Pictures

New Owner Spotlight

If you have pictures of an event please send them to robynag@cox.net. You may see your pictures featured in the next issue!

Election Notice

Ballots should be in your mailbox by the end of October.

Be sure to cast your vote for Vice President, Treasurer, and Secretary.

Ballots will be counted at the November breakfast.

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Classifieds

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

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.

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. \$26,500.

Contact Steve at (702) 565-1767 or judyakenning@msn.com.



Owner Spotlight

Charles R. Koster

Charles R. Koster

I first became interested in Porsche back in 1999. My wife and I were at a good friend's home for a dinner party and he asked me if I would be interested in helping him drive his 1983 Porsche 911SC Cabriolet to Phoenix, Arizona. He was retiring to Arizona and didn't want to drive the distance alone. We left in early October and traveled approximately 2,650 miles in just short of 2 1/2 days. During the trip, he educated me on his 911 and by the end of the trip I was so impressed I asked him if he wanted to sell it. He told me no, but as a gift he gave me a copy of the *Porsche 911 Story*, which I soon found myself engulfed in on the flight back home. After I arrived home, I kept hoping my friend would call me on the phone to tell me he reconsidered, but that call never came.

My wife Gail and I moved to Las Vegas shortly after my retirement in March 2001. In early February 2002 I happened to see an ad for a 1983 911SC Cabriolet. This was to be my first Porsche, but this story will be told another time.

Fast forward to April 2003 during the third annual Zone 8 Concours and Autocross hosted by the Las Vegas Region. The concours was held on Fremont Street in downtown Las Vegas. I happened to be parked next to a 1985 or 1986 Porsche 928S. I was admiring the car and I introduced myself to the owners, Bud and Carolyn Ewbank. At the time, Carolyn Ewbank was the National Membership Chairperson of the Porsche Club of North America and both she and Bud were representing Zone 8 from the Santa Barbara Region of California. She helped in judging cars, while Bud and I had a nice conversation about Porsches. I asked him many questions about his 928S and was very impressed with his knowledge about the history of the car. I was so impressed that I became interested in owning his car. I asked him to consider giving me the first right of

refusal if he ever decided to sell his car. I later learned that Bud had passed away. Both Bud and Carolyn were very friendly to me that day and truly educated me on his 928S. I cherish that memory to this day. One of the benefits I enjoy as a PCA member is meeting and sharing friendship with other club members.

Fast forward to December 2006. While perusing the Review Journal, I noticed an ad for a 928S4/GT. I told my wife about it and recalled her saying, "Why do you need Porsches?" I said something to the effect that I would sell the other one. I called the owner and set up a time to view the car. I discovered, over the phone, that he was a member of the LVRPCA and that his name was Johnny McDaniel. I arrived at his house and took the car for a test drive on the 215 beltway. He told me that when I reached 60 mph to put my foot to the floor. I felt the suspension adjust, lowering the car in preparation for increased speed. The car had some kick and before I knew it we were going over 90 mph. After the drive, I told him I needed time to consider the purchase and I would get back with him in a couple of hours. I no sooner left his gated community when I called Gail and told her about the car. She said if I really liked the car I should buy it. What a sweetheart! I called Johnny and told him I was coming back. He graciously invited me into his home, introduced his wife and over tea we discussed the sale and settled on a price. We then went for brunch and exchanged stories from our time in the Navy and had lots of good laughs.

I had the inspection done at Premier Sports Car Service, Inc. at 4004 W. Dewey Dr. The proprietor, Kent, checked it over very thoroughly, answering all inquiries to my satisfaction. He suggested what should be changed and/or repaired and then gave me a computer print-out of every item he inspected and what he found.

For those of you who are not familiar with the 928 S4, this was the car the world was waiting for.....the 5.0 liter 32 valve 928 Series 4. Boasting 316 HP, redesigned front and rear fascias (it takes a very sharp eye to see the rear section was elongated slightly to improve airflow), as well as updated interior trim, the 928 S4 was the fastest 928 yet. Numerous other aerodynamic subtleties were employed to lower the body's coefficient of drag.....the front spoiler was redesigned to allow air to pass smoothly under the car with the aid of a new aero belly pan; a set of grill flaps opened and closed depending upon speed and driveline temp. Radiator cooling was serviced by a dual infinitely adjustable electric fan set. Porsche created controversy again with the S4's foldable matt-black rear wing spoiler. On later cars the spoiler was fixed in place. Astute observers will note the S4 features wider rear rims than before measuring 16 x 8.

Computerized driver readouts were placed in the gauge binnacle in 1989 and reported on various operating stats such as fuel consumption and estimated time before empty. I do believe the driver and passenger under dash parcel trays were deleted beginning with airbag equipped S4's. Rear passenger AC was another available option as before. The S4 driveline was upgraded with a larger diameter single disc-clutch replacing the sometimes problematic twin-disc unit of the 928 and 928S. The 928 S4 also featured upgraded brakes using four piston Brembo calipers, even larger rotors and pads, as well as ABS. One ride in the S4 and you'll see the need for such massive stoppers.

On January 4, 2007, I took title and possession of my new purchase and drove it home. After a few days of the 928 sitting in the garage, I knew I had peaked Gail's interest when she asked me when I was going to sell "Anabelle," the name she attached to my 911. I told her that I wanted to wait a while and become familiar with our new car "Heidi", or "Snowbelle" as my granddaughter calls her. Well, nine months later and I still have both cars. My wife is more than just a sweetheart. She's a saint to put up with me!



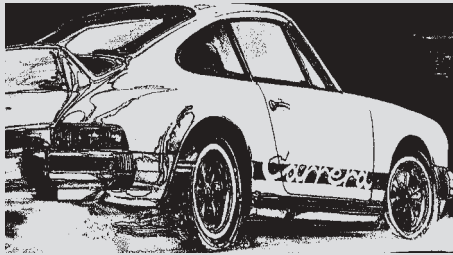
Photos courtesy of Randy Gabe.

**Welcome
New and Transferred Members!**

Robert Kotchkowski	1983	911SC
Greg Linderer	2008	997T
Randy Schaefer	2007	997TT
Brian Vanderburgh	2007	Cayman S

Transfers

John Lewis 2007 Cayman S Oregon



Total Number of Primary Members: 293

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.

Rallies - 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 - Fall Colors Run



Photos courtesy of Soloman Braun.

Desolation Highway - Porsche Style

Mike Newlon

Mike is a PCA member and freelance writer in the Los Angeles area. He retired from the corporate world in 2005 and simultaneously pulled his 912 out of storage (where it had been for 25 years) for a complete overhaul and modernization. The car was finished in late 2006.

He made his first post-retirement long-distance trip (Los Angeles, California to Joplin, Missouri, on US Hwy 60) in January of 2007. The Hwy 95 trip from Mexico to Canada, and through the Las Vegas Region was in April of 2007.

Mike enjoys traveling in his vintage 912 because he can see the country from the road. He enjoys visiting local museums and taking in the sights of small towns. He also likes to take photos of his travels which he shares in this issue.

Mike is also publishing a coffee table book about this 1,574 mile trip and another book about his return from Canada to Southern California on US HWY 395. They will be available next year.

Earlier this year my 1969 912 Coupe and I drove through the Las Vegas Region on our way (northbound) from San Luis, Arizona **(photo 1)** to the Canadian border at Eastport ID on US Hwy 95, aptly nicknamed “Desolation Highway.”

US Hwy. 95 is one of the few north-south routes in the 1926 US Hwy. system that extends from Mexico to Canada. With all of its history and scenery it remains a major piece of our transportation infrastructure. It is also one of the few US Highways not yet replaced in whole or in part by the Interstate Highway System. Except for two or three short stretches here and there

where it is cosigned with an Interstate. I have always been fascinated by the building of highways and freeways and enjoy taking my car on these long stretches of road.

Things are very different from the 1940’s and 1950s. One must often peel off several layers of “progress” to find historic highways in our urban areas. Las Vegas is no exception.

US 95 passes the sprawling Desert National Wildlife Refuge and Nevada Test Site. “Area 51” is reported to be somewhere in this huge tract. But, I didn’t stop to look for something that, of course, isn’t there.

Northwest of Las Vegas, my eager 912 enjoyed a wonderful stretch of absolutely desolate highway (all driven at legal speeds, of course) on a cool, cloudless day. **(photo 2)**

Unable to resist the scenery, I made a photo stop at Goldfield Pass (el. 6,097). **(photo 3)**

A trip highlight was historic Goldfield, once the largest city in Nevada but now little more than an urban curiosity in the desert. Steeped in history, many original Goldfield buildings still exist and, protected by the dry desert climate, are ripe for restoration. Thankfully, some have been. **(photos 4, 5, 6)**

PCA’s Las Vegas Region (Clark, Esmeralda, Lincoln, and Nye counties) contains enough entertainment, history and excellent highways to keep any Porsche enthusiast happy for a very long time. I’ll be back!



Southern terminus of US Hwy. 95 is Mexican border at San Luis, Arizona.



US Hwy. 95 north of Las Vegas is a Porsche owners dream come true.



I stopped to enjoy the brisk April air just south of Goldfield.



Goldfield's 1907 high school restoration is happening now.



Tonopah's historic 1908 Mizpah Hotel is on US Hwy. 95.



Open range is an effective highway speed control device.

“...But I’m a good driver officer. I have no idea what happened!”

Scott Mann

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Let’s put it another way.

Porsche - “*Porsh-ah.*” (proper noun) A German automobile manufacturer known for designing and constructing high performance sports cars.

average driver - “*av-er-age dri-ver.*” (adjective / noun) An individual that should not be piloting a Porsche more aggressively than a full size, 1975, Ford LTD station wagon (with wood paneling).

DE - “*dee-ee*” (abbreviation - proper noun) “D” and “E” are the two letters in succession that many car clubs use to describe an automobile training event. DE = short for ‘Drivers Education.’

Drivers Education - “*driv-ers ej-u-kay-shun*” (noun / noun - proper noun) A designated scholastic event, held by reputable car clubs, to educate the ‘average driver’ how to safely pilot a sports car, (example - ‘Porsche’) far beyond the limits of a full size, 1975, Ford LTD station wagon (with or without wood paneling).

And finally...

If you are reading this sarcastic conglomeration and wondering what point could possibly become of this gibberish, you probably own a Porsche. Quick question... Have you ever wanted to take *her* out on a race track...open *her* up...let *her* really show you why you chose the Porsche over the Ford? Now is your chance.

NOTE: (Females, please replace “her” with “him” in the paragraph above. Thank you!)

With all joking aside...

The Las Vegas Region of the PCA would like to welcome you to enroll in a “DE” (Drivers Education) event at Spring Mountain Raceway in Pahrump, Nevada. If you have never been...don’t worry, we have a school you can attend with some classroom instruction and lots of track time. This is included in your weekend’s registration fees!!!

Here is the really neat part! The weekend is not that expensive considering the track your driving on has been used by Chevrolet to help develop the Corvette, Dunlop and Goodyear to help develop several new tires, and by tons of big name professional drivers to help develop their skills...just to name a few! In addition, many of the PCA certified instructors have hundreds of hours of seat-time on this track...and that knowledge and experience is invaluable!

It’s easy...honest. There is no pressure for you to go any faster than freeway speeds. This is NOT a race! We even have a few exercises that you will participate in using a wide-open parking lot prior to your introduction to the circuit. Once it’s track time, one of our certified driving instructors will join you in the passenger seat so you can comfortably learn the correct “line” around the circuit.

All you need is your car that can pass a simple safety/tech inspection, a Snell SA2000 or better helmet, long cotton sleeves...long pants...and closed toe shoes, and the weekend of October 20th and 21st open. Be ready to devote some time exploring the capabilities of your car...AND the driver!

For further information, fees, or to register for this event, please contact the Chief Driving Instructor, Scott Mann at scott@renegadehybrids.com, or our LVRPCA President, Tony Zito at silver_911@cox.net. Better yet, log on to our web site at www.lvrpca.org. School starts on Saturday October 20th. Hope to see you there!

Gaudin Porsche

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