



Sandscript

Las Vegas Region - Porsche Club of America

November 2007



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Project 911T Part IV Page 12

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Las Vegas Region - Porsche Club of America
November 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.

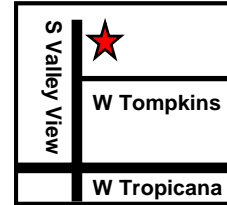
On The Cover:

Roger Montgomery's
2006 911 Carrera.

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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.

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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.

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Pricing for color ads is available upon request.



From the Editor...

I would like to start out by saying congratulations to our newest board members: Saloman Braun, Vice President; Randy Gabe, Treasurer and Andy McArthur, Secretary. The club welcomes the opportunity to work with you.

Please make a note that our Club Holiday Party will be on Saturday, December 8, 2007. Scott Fritz has generously donated his house for the festivities. Thank you!

Be sure to stick around after our monthly breakfasts as many members have made it a new tradition to take a leisurely Sunday drive.

Enjoy your Thanksgiving and the rest of the holiday season!

Robyn Gabe



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Calendar of Events

Las Vegas Region

November

3 Member Breakfast @ Giuseppe's

December

1 Member Breakfast @ Giuseppe's
8 **Holiday Party**
15 Santa Toy Run with Las Vegas Cruisin' Association

January

26 Visit Nethercutt Collection/Peterson Auto Museum

Calendar of Events

Zone 8

November

1-4 Rennsport Reunion
9 AZ Phoenix Flight Welcome Party
10 Presidents Meeting
10 AZ Concours
11 AZ Autocross
11 SGVR Autocross - Cancelled
16-18 SDR Performance Driving School
17 OCR/GPX Rally

December

1-2 SDR Time Trial - Buttonwillow

January

19 Presidents Meeting and Awards Banquet

President's Message

Tony Zito



The cooler weather has finally arrived marking the end of another all-too-short fall here in Vegas. While fall seems to pass in a blink of an eye, the Club made sure to put those days to good use.

During the last month or so, we held our first Wine Tasting and Dinner at Rosemary's Restaurant. Twenty two members enjoyed an incredibly succulent four course dinner matched with spectacular wines. Kudos to our very own Debra Bieniek for making the event happen.

The club also took its turn and hosted the 6th annual Rally in the Valley. Each year during the fall, most of the major car clubs in Vegas get together and compete against one another in a road rally with the proceeds from the event donated to a needing charity.

Over the last few years the event has been a "gimmick" rally to help make the rally both fun and safe for all. Last year's rally, won by the Mercedes Club, was a "poker run" (participants drew poker cards at each stop and tried to make the best poker hand at the end of the run). This year's rally coordinators, Jeff Wenger and Tony Zito, came up with the idea of a scavenger hunt/trivia quiz. Hosted by both Norm Baker Motors and Tuscany Golf Course, 75 entries from 14 different clubs and several independent marques spent the day navigating over 100 miles around the valley while gathering items and answering the 100 questions along the way.

This year's Rally winner was our very own Porsche Club with Deb Bieniek placing first overall with a high score of 81 points. Second place was awarded to Ford GT owner and driver Stevan Dana, and third place was secured by one of our newest members, Mark Marciniak. In the end, almost \$1,000.00 was raised for the Nevada Diabetes Foundation.

This fall also held our last Driver's Education of the year. Those members that participated had a chance to experience first hand why the slogan "Porsche, There is No Substitute" is so accurate. There is no better or safer place to truly appreciate the capabilities of our cars than on a track. If you never had the opportunity or never understood what all the excitement is about, you should make it a point to come out just once. The experience will keep you coming back.

I was asked to use part this month's message to talk a little about the "proposed" Club Race in May 2008. I use "proposed" because even as I write this the club has not yet finalized the Track Rental agreement, nor has our application to PCA National to hold a club race been approved. The topic of holding a club race goes back about a year or so, and Dr. Bob Mohan was asked to fill the role of Race Committee Chair.

Initially a 2007 race date was discussed, but it was determined to be too aggressive of a timeline for the club, so the date was moved out to 2008. The 12 member Club Race committee started in May developing a project plan that included: budget and cash flow projections and staffing and safety requirement. While the Club Race committee didn't always see eye-to-eye, the group's final plan was presented at the October Board meeting. After an in-depth question and answer period between Board members and race committee members, the Board voted unanimously to approve the Club Race Plan and move forward with the next phase. As the Club Race plans continues to progress, I will update the membership on the Club Race status. If you are interested in being involved with the Club Race please contact myself (Silver_911@Bigfoot.com) or Dr. Bob Mohan (Robert.Mohan@Suddenlink.net).

Santa's Toy Run



On Saturday, December 15, 2007, the Las Vegas Cruisin' 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!

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Thank you

Tony,

What can I say besides THANK YOU! I had an absolute blast driving Spring Mountain. I am really glad I had the chance to drive that track. It is wonderful. It was also extremely organized - kudos to the Porsche Club for all you guys did. Thanks again.

Sincerely,

Mike Perger
SCCA
2004 Jaguar S Type R

Change of Address?

If you have a change of address, name change, or know of someone who is not receiving the Sandscript please contact PCA National at www.pca.org.

Changes are not made by the Editor.

Once a change has been made it will be sent directly to the Editor.

Owner Spotlight

Roger Montgomery

Randy Gabe

When asked why Roger selected this beautiful 2006 911 Carrera, he simply responds, "It's my lifetime favorite car." Indeed, the cobalt blue metallic bombshell featured this month is the culmination of many Porsche experiences that began over 30 years ago. When ordering this car back in April 2005, Roger selected a host of options including the Sport Chrono Package Plus, Power/heated seats, PASM, Bi-Xenon headlamps, six-speed manual transmission, and a sea-blue leather interior. After waiting patiently for six months, he took delivery of his favorite car in October 2005 from Porsche of North Scottsdale. Over the last two years, he has racked up just over 7,000 miles of weekend pleasure drives and commuting to and from the office two or three days a week.

Like many PCA members, Roger was bitten by the Porsche bug early in life. He was introduced to Porsches by a friend who had a 912 and he became hooked. While living in Salt Lake City, Roger visited the local dealership and was taken by a silver 914 2.0 displayed in the showroom. He recalls paying around \$8,000 for the car and driving it right off the showroom floor. As this was his only means of transportation at the time, when he moved to Vegas he made the trip from Salt Lake with most of his possessions packed in the car and his golden retriever in the front seat serving as his co-pilot. He finally sold the silver 914 some seven years later after he received a company car that had air conditioning.

In 1998 Roger again indulged his Porsche habit when he bought a 1997 Boxter.

Convinced by a few friends that a Tiptronic was the way to go, he opted for an automatic. He really loved the car and praised its great handling and mid-engine design. Although the Tiptronic was smooth and easy to drive, when he took a another Boxter for a spin that was equipped with a manual transmission he realized he missed the involvement of shifting his own gears. After four years he sold the car intending to get another Boxter equipped with a 5-speed. By the time he was ready to buy another car, the new 997 model Carrera made its debut and the rest is history.



Photos courtesy of Randy Gabe.

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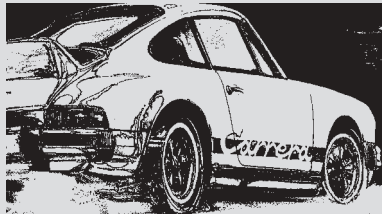
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**Welcome
New and Transferred Members!**

Robb Bonanno	1997	911
Jim Busted	1984	911
David Greenman	1979	911SC
Jacob Leslie	1982	911SC
Bjorn Losnedahl	2001	966
Alex Seda	1997	Boxster
David Tonapetyan	2008	Carrera 4S

Transfers

Edwin Lorse 2001 911 Gold Coast



Total Number of Primary Members: 298

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 - October DE Event/Rally in the Valley



Photos courtesy of Randy Gabe and Tony Zito.

Project 911T Part IV

Dr. Robert Mohan

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 described the first step in the conversion of a street car to a racecar: installing safety equipment. In part IV, I will discuss the first of the performance upgrades: brakes, wheels, and tires.

There are two reasons why I chose to start the improvement process on these items. The first is these are the areas where you can get the most performance improvement for your racing dollar. The second is, with limited resources, these are the items you want to invest in to get the best quality you can afford. Because unlike engines and transmissions; brakes, wheels, and tires are the things that will get you injured or killed if they fail. The same goes for service as well as parts. At a race in Mexico a long time ago, I learned the hard way never to trust my brake work to anyone who isn't willing to be in the car with me.

Let's start with the brakes. Once again, we'll turn to the rulebook for guidance. PCA Club Racing regulations require stock class cars to use stock rotors, calipers, and master cylinder. The overall brake system must be of stock design, so changes like dual master cylinders, power boosters, and adjustable bias are prohibited. What this leaves for improvement is brake fluid, pads, and lines. There are three brake fluids that I like: Ate Super Blue, AP 550, and Castrol SRF. All three have dry boiling points over 500 degrees F and wet boiling points over 400 degrees F. The dry boiling point applies to brake fluid fresh out of the bottle. The wet boiling point applies to brake fluid which has been in the system for awhile and exposed to moisture in the atmosphere, which brake fluid has

an affinity for. I keep a supply of Ate Super Blue, which went for \$10 per liter from several advertisers in *Panorama*; and AP 55 which ran \$7 per half liter. Castrol SRF sold for \$70 per liter, so it wasn't really a consideration for this project. All three fluids are specified as DOT 4, which is higher than DOT 3, the minimum standard for use in the U.S.

Selecting brake pads is another one of those processes requiring compromises and decisions about street and track applications. With the advent of Club Racing, *Panorama* now advertises a veritable cornucopia of performance brake pads. I personally have had good experiences with Ferodo, Cool Carbon (now out of production), Performance Friction, Porterfield, and PowrPad. But technology changes quickly in this area, and competition brings better and cheaper products to market continually. After consulting with the POC racers, who have some of the fastest and best-prepared Porsches in the country, I found the current preferred brake pad was Pagid, which also happens to be the preference of the Porsche factory race teams. Pagid makes many different compounds in two different categories (race and sport) for different applications. The race pads are: Black (RS 4-2-1) for light track use, Blue (RS 4-2) for rally and club racing, Blue (RS 5) for medium racing, Orange (RS 4-4) for medium track use and club racing, Yellow (RS 19) for endurance racing, Yellow (RS 29) for sprint/endurance racing, Black (RS 14) for high friction full race use, and Gray (RS 15) for very friction, sprint racing, and heavy use. The sport pads are a high performance compound with low fading characteristics and high cold-friction. The green pad (no longer available) was a street/track pad with moderate grip and no squeal/low dust characteristics. In keeping with the car's street/track theme, I opted for the Pagid Greens at \$74 for a full set. If I had a later model car ('89+) with

quick-change aluminum calipers, I would seriously consider having two sets of pads, one for street and one for track, which I would change whenever I swapped street and track tires.

The final brake improvement is an upgrade to the brake lines. Stock rubber brake lines are very durable and flexible, but the rubber expands under pressure, which deprives the calipers of some of that hydraulic pressure generated when you step on the brake pedal, requiring you to press that much harder. Most race cars use nylon brake lines wrapped in braided stainless steel. The nylon is even more durable, and the stainless steel braid prevents expansion. They are less flexible, however, and therefore require more frequent inspection for wear from other nearby suspension components which may rub on the lines. A set of four stainless steel brake lines cost \$40.

When I purchased the 911T, the previous owner mentioned that he had done a brake job sometime during his 5-year ownership. Upon inspection of the calipers, I found eight functional pistons, new dust boots with no tears, and no fluid leaks; confirming a recent brake job. However, while changing the brake lines, I noted that the old rubber lines were dated 1968, indicating they were the original lines. With some Armor-All, I was able to make them appear brand new, and I found no surface wear or abrasions on the outside of the lines. But brake fluid penetrates rubber and causes it to swell over time, so rubber lines wear out from the inside out. I cut one of the lines in half and was mildly surprised to find what appeared to be a solid piece of rubber. The rubber had swollen so much over 28 years that the inner "line" was indiscernible to the naked eye. Obviously, much of the brake pedal pressure was being wasted forcing the fluid through these badly swollen lines.

Let's move on to the wheels and tires. It's difficult to discuss one without the other, because trade-offs with one affect the other. In PCA club racing, the wheel type and style are "free," providing the wheel meets or exceeds the factory

safety specifications. Replica Fuchs are specifically prohibited because the casting process is not strong enough to support the Fuchs design. Forged wheels are stronger and lighter than cast wheels, so that narrows the search parameters rapidly. Fuchs wheels are one-piece forgings, while most other wheels are three-piece wheels, with a forged center and spun or stamped rim halves. The three-piece wheels are lighter still, but the rims give up some strength, and are not recommended for street use. Surprisingly, streets with potholes and speedbumps are harder on wheels than racetracks. Add to that the convenience of OEM wheels with the proper bolt pattern, offset, and backspacing, and Fuchs become the clear choice for wheels for Porsches built before 1990. The wheel width can be one inch wider than any originally supplied wheel. The widest wheel available from Porsche for 1969 911s was 6", so 7" wheels are legal in the stock class. Fuchs are available in 7"x15" and 7"x16" sizes. Which one you select will depend on which tire size you choose.

With regard to racing tire sizes, there are some basic rules of thumb: wider is better (larger contact patch), lower profile is better (more sidewall stiffness and better handling), and smaller diameter is better (quicker acceleration). With regard to width, 205s are the widest tires that can be shoe-horned under the fenders (PCA rules do allow some fender rolling and crimping), and wider tires on 7" wheels begin to bulge and sidewall stiffness is lost. PCA rules permit no more than a 3% reduction in tire diameter from the smallest originally supplied tire. The rules also specifically prohibit 205/50-15 and 195/50-15 tire sizes in the stock classes. These rules limit the selection to 60 series or greater for 15" tires and 205/55-16 for the only 16" tire available. Applying the rule that a lower profile is better, I chose the 205/55-16s. An added bonus is 16" Fuchs are cheaper than 15" Fuchs. I have a good selection of Fuchs left over from my 944 Turbo, including four 7"x16" wheels from Robert Wood, so there was no added expense; but solid, straight (if not pretty) 7x16 Fuchs can

be picked up at the Pomona swap meet for \$100 apiece.

There is still one decision left to make; which brand of tire. PCA club racing rules permit the use of any DOT-approved “road race” tire in the stock classes. They also permit DOT-approved street tires, but that is tantamount to competitive suicide in the PCA and POC clubs these days. Racing slicks and “autocross” compound tires are prohibited. The growth of grassroots racing in the US has made this decision tougher. When I began driving my Porsche on the track in 1989, there was only one DOT competition tire available. Now there are many more: Avon Tech R-A, BF Goodrich g-Force R1, Hoosier R6, Kumho VictoRacer V700, Michelin Pilot Sport Cup, Nitto NT-01, Pirelli PZero Corsa, and Yokohama ADVAN A048. Fortunately, there is a direct price-performance relationship and, as usual, the relationship is cubic: a 10% performance increase equates to a 33% price increase. I opted for BF Goodrich R1s at \$120 each because of the moderate price and good previous experiences with that brand. The hot setup at the Las Vegas PCA race was the new Hoosier tire (\$180 each), which is “street legal” in name only, with only a “printed tread” and no rain grooves at all. These tires were prohibited until Hoosier signed up as a national sponsor for PCA Club Racing. Hoosier now attends every PCA race in the country with new tires and mount/balance equipment. If the competition begins to heat up in J class, the Hoosiers would be my first choice for a second generation performance upgrade.

Because I was able to complete the racing safety modifications in due time, I took the 911T to the annual Las Vegas PCA Club Race that year for a technical inspection and classification. The car passed the technical inspection, was officially classified as a J class car, and received its racing logbook. I also took advantage of the PCA scales to weigh the car. It came in at 2,247 pounds with

a half-tank of gas. That’s 53 pounds over the minimum weight requirement, which I will address when I upgrade the 911T’s body. In part V, we will continue transforming the ’69 T into a PCA club racer by upgrading the suspension. In later parts, I will relate the continuing process of preparing a racecar: body, motor, and transmission.

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