



Sandscript

Las Vegas Region -Porsche Club of America

January 2008



Member Pictures

Pages 6 and 11

Project 911T Part VI

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
January 2008

President

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

Vice President

Soloman Braun

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

Andy McArthur

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
bevfromh@yahoo.com

Inside This Issue

From the Editor	5
Calendar	5
Santa's Toy Run	6
Owner Spotlight	8
New Members	10
Member Pictures	11
Project 911T VI	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:

Tony Zito's 2003 Twin Turbo.
Photo courtesy of Tony Zito.

Porsche Enthusiasts and Owners • Porsche Groups and Clubs
Your members, families and friends are welcome!



Largest Porsche Event in the West!

7U]Zcfb]UGdYYXk Unj AebhUbU75
5df]`(!*ž&\$\$,

The California Festival of Speed, with its PCA Club Race and the many other events that make up the Festival, is a great opportunity to see the most fabulous collection of Porsches you'll find anywhere on the West Coast.

Join us for some of the best Porsche racing in North America!

FEATURING:

- PCA Club Race
- Enduro
- Yokohama Drive Cup
- Time Trials
- Autocross
- Vendor's Row
- Lunchtime Track Tours

For more info on attending or participating, please visit

www.CalFestival.org

email: info@CalFestival.org



Additional West Coast PCA Club Races:
March 7-9 • Phoenix International Raceway
May 2-4 • Las Vegas Speedway



PCA Zone 8

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...

The new year promises even more activities for the club. Take advantage of member breakfasts, rallies, out of town drives, and our latest and greatest wine tastings. Every time you attend an event you have the opportunity to meet someone new or get to know someone "old." It is a great way to welcome others and to build spirit within the club. If you know someone who has just joined, please be sure to invite them to our many events.

As always, member input is welcomed. We also need an Owner Spotlight for February. Please feel free to contact me anytime.

Robyn Gabe



Joe Haas Insurance Agent

FARMERS
JOSEPH 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



8.08

ABBOTT TROPHIES

Awards & Recognition Specialist

Michael & Joyce Mayer

Owners

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

(702) 735-4995
Fax (702) 735-6199
abotrophy@aol.com

Las Vegas Region Polo Shirts Now Available!

After a two year wait, the Las Vegas Region polo shirts are now on hand. These are 100% cotton pocketed polo shirts with our incomparable 10" logo reproduced on the back.

Just \$20 each.
Sizes S-M-L-XL.



Pick one up the next time
you visit Carl's Place or
call Ed Pasini at 361-0113.

Calendar of Events

January

- 5 Member Breakfast @ Ace's Bar and Grill
- 19 Zone 8 Awards Banquet
Le Mesa, California
- 26 Visit Nethercutt Collection/Peterson
Auto Museum
- 31 Wine Pairing and Dinner @
Flemings Prime Steakhouse
West Charleston Rd.

Las Vegas Region

Calendar of Events

January

- 19 Presidents Meeting and Award Banquet

February

- 23 LA Literature and Toy Show for Porsche
and VW
- 24 Porsche Swap Meet

Zone 8

Santa's Toy Run



17 Porsches
2 Ferraris
1 Mercedes

The Las Vegas Region should be proud
of their participation in this event!

Our job next year will be to challenge
other clubs to support the toy run.

Way to go LVRPCA!



Photos courtesy of Jeff Wenger.



PCA Club Racing at LAS VEGAS MOTOR SPEEDWAY May 2nd, 3rd and 4th, 2008

On-Line Registration for the Club Race is at www.clubregistration.net.

Details at www.lvrpca.com/racing.html.

All registration and safety inspections will be at the track. The track will be open Thursday, Friday, and Saturday evenings, 5:00 PM – 7:00 PM for drop-off, registration, and tech. Gates open at 7:00 AM Friday-Sunday.



Race HQ Hotel: To make reservations, telephone directly to the Golden Nugget Reservation Department at **(800) 634-3454**. In order to receive the group rate, callers must identify their affiliation with the **Porsche Club of America, Las Vegas Region**. The reserved block will be held until the cut-off date of **March 1st, 2008**.

Contact Information

Club Race Event Chairman: Bob Mohan
(702) 306-4338
Robert.mohan@suddenlink.net

Club Race Event Registrar: Deb Bieniek
(702) 497-8195
Deb_bieniek@yahoo.com

PCA Club Race Program Coordinator: Susan Shire
(847)272-7764
clubrace@pca.org



Owner Spotlight

Tony Zito

Randy Gabe

Porsche has a history of making exciting cars, but there is something almost mythical about the Turbo. When the first 930 Turbos were imported to the US in the late 70s they were not for the faint of heart. When the boost kicked in, the sudden burst of power could catch the unsuspecting driver off-guard - especially if you were in the middle of a turn. The word macho comes to mind. While the Turbo is still an automotive icon, the modern examples are more refined and significantly more powerful. Featured this month is Tony Zito's midnight blue 2003 911 Twin Turbo. Purchased in January 2007, Tony has racked up 16,000 miles in the last year. Who says Porsche owners don't drive their cars?

Before the Turbo, Tony owned a 944 which he bought in '90. With less than 30,000 miles on the odometer, the 944 tested his loyalty to the brand. Within the span of two years he was subjected to an engine fire, busted timing belt, and ultimately the car was stolen and chopped up into tiny pieces. This experience turned him off Porsches until 2005 when he bought a silver 2002 911 C2. The modern 911 offered an entirely different experience. After upgrading the suspension and taking the car to the track several times he was ready to upgrade to the Turbo.

By any measure, Tony is a true car enthusiast. He has had a variety of sports cars but they were all stepping stones to the Turbo. In his own words, "The Turbo is always the car I wanted. After all, doesn't every kid want a Turbo?" Indeed. No stranger to the track, Tony has made several upgrades to the car and plans on completing the metamorphosis to a streetable track car. The suspension has been treated to Cross coilovers and GT3

swaybars. The engine has a K&N air filter and has had the ECU reprogrammed for additional performance. Future additions include lightweight seats and a full roll bar. As a training tool for improving lap times, Tony installed a Traqmate GPS Data Acquisition System which gathers data about vehicle and driver performance as the car moves around the track. When Tony purchased the Turbo he set a personal goal of turning a lap times in the 2:30s at Spring Mountain's long track. He met this goal in December by achieving 2:39 and he now has his sights set at 2:36.

When he's not at the track, Tony makes time in his busy schedule to serve as the President of our region. He attends almost all of the events and has been very active on the committee for the May 2008 Club Race. If you haven't already, check out his car at the next member breakfast. Better yet, ask to go for a ride!



Photo courtesy of Randy Gabe.

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

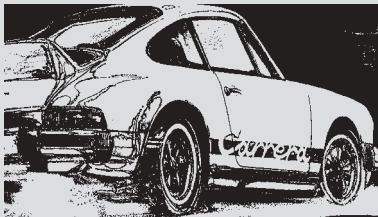
6175 West Sahara Ave., Las Vegas, NV 89146

**Welcome
New and Transferred Members!**

Sannene Garehime	1996	911
Michael Johns	1978	930
Gary Stanton	1984	911

Transfers

Stanley Manske	1990	928S4	Nord Stern
Jason Shih	1991	911C4	Chicago
	1986	944	
	1994	928	



Total Number of Primary Members:



Jim Amadio
Golf Shop Manager

901 Olivia Parkway
Henderson, Nevada 89015
Phone: (702) 951-1500

Cell: (702) 281-8029
Fax: (702) 932-5312
Toll Free: 1-866-TUSCANY

jamadio@tuscanygolfclub.com

Scottrade

DEBRA L. BIENIEK
Senior Branch Manager
8901 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

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 - Holiday Party



Photos courtesy of Jay Veneaux, Jessie Broadway, and Robyn Gabe.

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 discussed performance upgrades to the brakes, wheels, and tires. In part V, I covered the performance improvements to the suspension. In part VI, I will talk about performance improvements to the engine and body.

As always, we'll start with a perusal of the PCA rulebook, to determine what's allowed and what's not. In the stock classes, engine and transmission modifications are strictly limited. No modifications of the gearbox are allowed, to include a limited slip differential, transmission oil cooler, transmission oil pump, or a short ring and pinion (unless these were standard features installed at the factory). Any of these changes will bump the car up to the prepared class. A change to any gear ratio would bump the car all the way up to the modified class. Fortunately, the stock 901 transmission in the 1969 911T has a magnesium case for light weight, a 7:31 ring and pinion set, and a tall fifth gearset (Z) suitable for long tracks such as LVMS and Willow Springs.

With regard to the engine, no modifications are permitted after the air filter or before the exhaust flange on the cylinder heads. Effectively, this makes air filters, exhaust systems, and mufflers "free." A '69 911T comes stock with Weber 40IDTP/3C carbs, a very large, bulky air cleaner housing, and a small central air filter. My first order of business was to replace the air cleaner housing with a pair of K&N air filters and watershields from PMO. The K&Ns allow the carbs to breathe free, they have a lifetime warranty, and they take up less space in the engine bay than the factory air cleaner. They do, however, have some minor drawbacks. You have to exercise

care when washing the car, and avoid driving in heavy rain, as the watershields offer less protection from water ingestion. They also offer less efficient oil tank scavenge of fumes.

The stock '69 911 exhaust system is composed of a pair of stainless heat exchangers, 3-into-1 equal-length tuned headers, and a dual-inlet, single-outlet muffler. 1969 is ancient history compared to the era of thermal reactors, catalytic converters, EGR valves, and smog pumps; so none of these cruel, power and life-robbing devices were installed on the car. The headers/heat exchangers are ideal performance parts in stock form and are, in fact, popular upgrade parts for later 911s (1975-1983). The stock muffler was more restrictive than necessary and, in this case, rusted beyond repair. I replaced it with a modified factory stainless steel muffler, which had been converted to sport muffler specifications. This involves welding up the original single outlet, installing two new outlets beneath the license plate, and removing some of the internal baffles. The sport muffler allows the engine to breathe freely while keeping the motor quiet enough to be street legal and legal on noise-restricted race tracks, such as Laguna Seca.

The Weber carbs that come stock on the '69 911T have a lot of growth potential for performance applications, and are suitable for mild race motors with up to 3.0 liters of displacement. So they were definitely up to the task of supplying fuel for the minor increase in airflow achieved through the new air filters and muffler. No modification or tuning was necessary.

There's another class of modification that is growing as the population of Porsches ages: update modifications. These are modifications that are allowed by exception when an item becomes No Longer Available (NLA) from Porsche or the factory Original Equipment Manufacturer (OEM). Such is now the case for a component found on 1969 911s and 914-6s; the Marelli distributor. Marelli stopped

producing distributor caps and rotors many years ago, and the world's supply of this wear item is effectively depleted. In order to enable these cars to continue to compete in the stock classes, PCA has approved an update modification to a Bosch distributor for select years and models. So, I sourced a used Bosch distributor from an early-70's 911, with the same vacuum advance feature and a similar advance curve, and a new cap and rotor, which are reasonably priced and readily available. I also replaced the Bosch capacitive discharge system (CD box) with a Perma-Tune CD box, with the integrated coil. While these changes did not improve performance, they greatly enhanced reliability, as well as my ability to fire the engine on cold mornings.

With engine modifications complete, it's time to proceed with shaping the body to that of a racecar. A brief consultation with the PCA rulebook revealed that the chassis must remain undisturbed. The outer body panels must remain of the type and material delivered with the car. That is, the roof, doors, hood, fenders, and quarters must be made of steel for the 911 to remain in the stock class. The front and rear bumpers may be fiberglass or carbon fiber. The rear decklid may be fiberglass or carbon fiber *IF* it is integral with a rear spoiler of the same material. So, if the spoiler/decklid is a single piece, it does not have to be steel. If the spoiler is bolted to the decklid, the decklid must then be steel. The rulebook permits "minor" trimming and rolling of the fenders to allow added clearance for wider wheels and tires. Turbo fender flares, slant noses, and wings (spoilers with leading edges) are all grounds for progression to the prepared classes.

I undertook changes to the bodywork with two goals in mind: reducing weight and better managing the airflow. In part IV of this series, I mentioned that the car was 53 pounds overweight. When removing weight from a tail-heavy car like the 911, it's best to remove it from the rear end. I replaced the three major pieces of steel which make up the stock rear bumper with a one-piece fiberglass replica of the Carrera RS bumper. I bought the car with an aftermarket fiberglass 911S front bumper already in place, so there was no weight savings to be gained there. However, the presence of that front bumper, with its integral front spoiler led to the next

modification and, in fact, effectively mandated it.

Spoilers get their name from their function, spoiling lift. Lift is an undesirable side effect of a low coefficient of drag, or Cd. Street car designers strive for a low Cd because it improves fuel mileage and the top speed possible for a given powerplant. However, with this low Cd comes laminar airflow across the car at high speeds, which results in aerodynamic forces lifting the body. This lifting removes weight from the suspension and reduces the size of the tire contact patches, resulting in poor handling at high speed. The end result is a low drag car which goes fast but handles horribly at the limit. The solution is the installation of spoilers. A front spoiler to spoil front end lift and a rear spoiler to spoil rear end lift. Installing one without the other results in light handling at only one end of the car, and the attendant understeer or oversteer. Since I didn't want an aerodynamic imbalance, I needed to add a rear spoiler to complement the front spoiler. The Carrera RS spoiler, commonly referred to as the "ducktail," is the rear spoiler designed to accompany the front lip on the 911S. The ducktail has some added benefits. It is the only spoiler designed by Porsche which does not increase the Cd on the 911, and the spoiler is integrated with the decklid to create a single fiberglass unit no heavier than the steel decklid it replaces.

I also took this opportunity to take care of some detail work. I did a tuck and roll on each of the fender lips to add some clearance for the wider wheels and tires. I also "shaved" the chrome and rubber trim strips from the rocker panels and front bumper to knock off a tad more weight. Since the new bumper and spoiler needed paint and the car was a rather un-racy dark gray metallic, I opted to re-paint the entire car a color more suited to motorsports: Speed Yellow.

Here's the final analysis of the project's targeted budget. The total cost of Project 911T at the end of Part V was \$8851. The installment of new performance parts throughout the project left used stock parts from the engine, body, and interior, which I was able to sell for \$580, leaving \$1729 in the budget. A used factory sport muffler cost \$175. New K&N air filters with watershields cost \$125.

A used replica fiberglass Carrera RS ducktail cost \$150. A used aftermarket fiberglass Carrera RS rear bumper cost \$175. The complete re-paint, including the bodywork, cost \$1050. The total bill for engine and body modifications came to \$1675, leaving \$54 to my \$10,000 budget. Just enough for some trick racecar vinyl graphics!

Epilogue: I acquired the 911T in 1997 and completed the project in 1998. I raced the 911T as a J-Stock class car for the 1999 season, winning the J-Stock class three times. In the winter of 1999, between the 1999 and 2000 seasons, I rebuilt and blue-printed the motor, and upgraded the front and rear brakes to 911 Turbo specifications, elevating the car to the I-Prepared class. I raced the 911T as an I-Prepared class car for the 2000 season, winning the I-Prepared class four times. I sold the 911T in 2001, after acquiring another race car.



PROGRESSIVE PLUMBING
LIC# 0063645
 BONDED + INSURED

IAN KEMPTON
 p: 702 566 5191

202 Glen Falls Avenue · Henderson, NV 89002 · progressiveplumbing@cox.net

ASE MASTER TECH I-CAR CERTIFIED
 COLLISION SPECIALIST



WINNER'S CIRCLE
 KUSTOM AUTOBODY, INC.
 (702) 643-9981
PETER KENNEY
 Manager

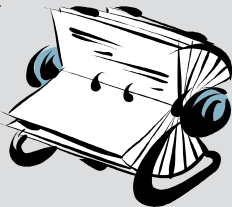
6879 Speedway Blvd., Unit V101 Phone (702) 643-9981
 Las Vegas, NV 89115 Fax (702) 643-5785
www.winnercirclekustom@earthlink.net
 "Visit us at the Las Vegas Motor Speedway"

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.



Flemings Prime Steakhouse

If anyone has pictures from this tasty event, please send them my way.

robbynag@cox.net



**PORSCHE CLUB OF AMERICA
LAS VEGAS REGION
LAPPING DAYS-2008**



Lapping Days at LAS VEGAS MOTOR SPEEDWAY
May 2nd, 3rd and 4th, 2008

On-Line Registration for the Lapping Days is at www.clubregistration.net.

Download a registration form and tech form at www.lvrpca.com/lappingdays.html. Mail the registration form in with your entry fee. Check or money order only. Inspect your car before the event and bring your completed tech form to the track.



Race HQ Hotel: To make reservations, telephone directly to the Golden Nugget Reservation Department at **(800) 634-3454**. In order to receive the group rate, callers must identify their affiliation with the **Porsche Club of America, Las Vegas Region**. The reserved block will be held until the cut-off date of **March 1st, 2008**.

All registration and safety inspections will be at the track. The track will be open Thursday, Friday, and Saturday evenings, 5:00 PM – 7:00 PM for drop-off, registration, and tech.

Contact Information

Lapping Day Registrar: Deb Bieniek
(702) 497-8195
Deb_bieniek@yahoo.com

LVR Chief Driving Instructor: Scott Mann
(805) 857-4001
scott@renegadehybrids.com

Helmets must be Snell Certified SA-00 or newer. No exceptions!
Long-sleeved shirts, long pants, and closed-toe shoes are required.

Registration opens January 1st. Lapping day availability is very limited, and is on a first-come, first-serve basis. No region or club will be given preference. Lapping day applicants must provide the name and phone number of their club/region chief instructor. The PCA LVR chief instructor will verify every applicant's eligibility to drive solo under PCA DE regulations.



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

January 2008

PRSR 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 968

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