



Sandscript

Las Vegas Region - Porsche Club of America

February 2008



Nethercutt Collection

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Owner Spotlight

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Las Vegas Region - Porsche Club of America
February 2008

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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:

Tony Mazzagatti's
1982 911SC

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Additional West Coast PCA Club Races:
March 7-9 • Phoenix International Raceway
May 2-4 • Las Vegas Speedway
Links can be found on the Cal Festival website



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...

This month one of our founding members, Carl Young, passed away. I would like to send my condolences to his wife Ellen, his family, and his close friends. I was sorry to hear of his passing, as was everyone else. We are dedicating the March issue to Carl. If you have any stories or memories of Carl, please send them to me. Any pictures that you have would be appreciated as well. All memories will be published.

I would also like to let everyone know that I will be stepping down from my position as Newsletter Editor in July. If anyone is interested in taking over, please contact me and I will be happy to show you "the ropes."

Please be sure to come out for our next Driver's Ed event which will be held March 1st and 2nd at Spring Mountain Motorsports Ranch in Pahrump. You do not need to be a "professional" to enjoy the day. Whether you are a beginner or a pro, all drivers are welcome.

Robyn Gabe

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"Visit us at the Las Vegas Motor Speedway"

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Calendar of Events

Las Vegas Region

February

- 24 Death Valley Switchback Brunch @ Furnace Creek Inn

March

- 1-2 Las Vegas PCA and SCCA Driver's Ed Track Event @ Spring Mountain Motorsports Ranch

April

- 20 Long Beach Grand Prix

Calendar of Events

Zone 8

February

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

March

- 1-2 SDR Time Trial - Streets of Willow
- 1-2 LVR Driver's Ed @ Spring Mountain Motorsports Ranch
- 7-9 AR Club Race - Phoenix International Raceway
- 16 OCR Autocross

Tony Zito



Remembering Why

The other day I joined a few other LVR members for a drive through Death Valley. It was to be a reconnaissance drive for our February Sunday Brunch event at Furnace Creek Inn. It's pretty common for someone to drive the route for club events a couple of weeks in advance to ensure there are no issues, like construction along the way. It was somewhat of a spirited drive, which is something I tend to do a little more often than I should. The day was perfect, the air was cool, the sky was bright blue, big white clouds floating along, and there was very little traffic along the way.

During the drive something happened. While I was focused on enjoying the drive, undistracted by daily life's nonstop demands, I started thinking about the car. Thinking about driving it, I started to remember why I bought it in the first place. The feel of the car on the road, the way it seemed to turn every corner into a banked turn. How the harder I pressed on the accelerator, the firmer the car pushed me into the seat. The car made me feel like no task I asked it to perform was too hard, or too great. I started to remember why owning a Porsche is something very special, why kids dream about the day when they can have one of their own. It's a connection to the car, a feeling that this car is something more than just a way of getting around. Why truly there is "no substitute."

My Porsche is my daily driver, and I must admit at times I have taken it for granted. It's ironic that an LVRPCA member warned me about this very thing. Soon after buying my turbo,

he and I were talking about my new "baby" and he made a comment. More like gave me some advice of sorts. "Don't ever forget what an exceptional car you own, don't allow driving it every day to fade the fact that it is a true super car." It was good advice, great advice really, but I had lost track of it among all the many daily tasks and responsibilities that come with everyday life. But here on this drive, it was coming back to me. The excitement I had for my car when I first bought it, had come back in full force as our small group made its way to Furnace Creek.

As we sat down for lunch, I listened to the stories being told around a table of the day's drive as well as of past drives, reliving the experiences again and again, and I began to remember why I joined the club.

If you haven't been to a club event in a while, I recommend coming out for a drive and remembering why you own a Porsche !!

MARK YOUR CALENDARS:

March DE Event @ Spring Mountain Motorsports Ranch.

March 1st and 2nd

Information on page 15 or on the website at www.lvrpca.com.

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There is no point in trying to describe the Nethercutt Collection. Twenty eight intrepid Mercedes and Porsche owners braved the so called "worst California rainstorm in seven years" to visit the Petersen Auto Museum in Los Angeles and the Nethercutt Collection in Sylmar. If you want to learn about the trip, ask one of them at the next club meeting. Suffice to say the trip was great, the rainstorm was exaggerated, the Petersen was fun and the Nethercutt is beyond description.



When was the last time you saw a half dozen Pebble Beach Concours winners in one place? Unless you've been to Sylmar the answer is never, because that kind of display doesn't exist anywhere else. Add to that a Wurlitzer Pipe Organ, with seven rooms of pipes, playing Chattanooga Choo Choo, with such realism that you expect a steam locomotive to burst through the theater walls, and you have just a hint of what you missed. Packard Motor Car Company had a slogan "Ask The Man Who Owns One." Well if you want to hear about the L.A. Auto Museum Tour "Ask Someone Who Went."



Photos courtesy of Ed Pasini.

Turn to **Page 12** for more pictures of the Nethercutt Collection.

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For those of you who wish to honor Carl Young please send photos and stories to:

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The March issue will be dedicated to him.

Owner Spotlight

Tony Mazzagatti

Tony Mazzagatti

I'm sure we all became hooked on Porsches in our own unique and individual ways. There probably wasn't a time when Porsches didn't intrigue me. However, part of it was hereditary. My parents weren't even aware of the existence of Porsches but were dyed-in-the-wool car nuts and I was almost born in a speeding police paddy wagon that was rushing my mother to the hospital. That fast ride probably set the stage for thousands of laps on racetracks and autocrosses looming heavily in my future. The more my parents took me along with them to the big parties that accompanied the introduction of new models each fall the more car savvy I was getting. My awareness of and appetite for Porsches slowly emerged as I soaked up magazine articles, followed races and saw celebrities from Ricky Nelson to Steve McQueen driving Speedsters.

Fast forward to 1967, Diana and I are married, I finish Air Force Tech Training in central Illinois and we're back in New Jersey driving a VW bug. Commuting 95 miles each way to and from Cherry Hill, NJ and my job in Englewood Cliffs along the NJ Turnpike in the VW was getting old in a hurry. Now you can't script a better scenario for a budding Porsche freak than the following. A classified ad in a Philadelphia newspaper listed the owner of a 1961 Porsche 356 seeking a trade for a VW Beetle. You wouldn't believe how fast a Beetle can get from Cherry Hill to Philly. That was the beginning of owning more than twenty Porsches including five Speedsters, 356 Coupes, Cabs, 912's and

all types of 911's. By far one of my current Porsches holds the record for being in my possession the longest.

The red '82 911SC with yellow wheels has become well known in numerous PCA Regions across the country. We've logged hot laps together at tracks including Lime Rock, Summit Point, Thunderhill, Buttonwillow, Sears Point, Laguna Seca, Las Vegas Motor Speedway and of course Spring Mountain in Pahrump. Since I provide a lot of the "Taste of the Track" laps at full speed during our Driver's Ed events many LVR members and others have received their first taste of what a Porsche can really do on the track in its right seat. Witnessing their reactions is just as enjoyable to me as it is an eye opener for them. Reactions run the gamut from screams of delight to just plain screams. Our Porsches have been in Concours, Tours and everyday beater duties but there is no more enjoyable environment for them than on the track. That's what they were really bred for.

This Porsche usually bears the number 37 in bright yellow on a black background. The colors numbers and stickers ensure that the police don't have to strain too hard to keep their eye on me. Yeah, I'm so stuck on this car that I keep it registered and street legal even though it has no a/c, radio, interior or sound deadening and you have to contort yourself through the roll cage to get in. On long rides I wear ear plugs and sometimes go to the track with my race tires on a roof rack. The door windows are plastic

and move up and down at the pull of a rope instead of an electric motor or crank. Anything to save weight...and look foolish at the same time.

The 3.0 liter engines in SC's are legendary for their reliability and long life if taken care of. Mine was just rebuilt this past year after 340,000 very hard miles. Only one rod bearing had failed and the Mahle pistons and cylinders were in such great shape that we just re-ringed them and pressed them back into duty. They're in there today firing like new. I fully expect the engine that Gary Stanton put together will go another 300,000 miles for me. Come out to one of our Driver's Ed events and take a ride with me.

Looking for even more driving events?

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PCA Club Racing @ Las Vegas
Motor Speedway
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Photos courtesy of Tony Mazzagatti.



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Member Pictures - Nethercutt Collection



Photos courtesy of David Hosford.

Deer in headlights or egg on face?

Scott Mann

With over 25 years of stage, club, and broadcasting experience behind me, I couldn't have been less prepared for the shock I recently experienced instructing for the PCA.

It's Scott again...your Vegas Chief Driving Instructor, proudly displaying the remnants of egg-on-my-face left over from a weekend in mid January. This story could either be considered therapy or masochistic...and I am not sure which. We'll let you decide!

A few years back, I had set my sights on the role of Professional Race Driving Instructor. Teaching has run in my blood for many generations and my ancestors always chose to teach what they were passionate about. I followed my passion and it has taken me for quite a ride.

Two big doors opened recently...first with Andretti, and more recently, the PCA. Pete Tremper, the Chief-Chief Driving Instructor at PCA Nationals, approached me to help teach the PCA Instructor Training Program offered throughout the country. I jumped at the opportunity as you can imagine. I had no idea that Pete was so well prepared until we started planning our first trip together.

The Diablo region in Northern California wanted to credential some of their candidates for "instructor" and enlisted Pete to do the honors. I am quite sure that he dragged me along for "entertainment" in retrospect, but Pete asked that I study up and help teach the class. This was my first opportunity to stand before another region and spew what knowledge (or lack-there-of) that Pete had packed into my brain. Yikes...

Due to some email confusion and software compatibility issues, I didn't seem to receive the weekend's lesson plan in advance as we originally intended. The Power Point presentation was literally introduced to me for the first time the evening before my debut...and I was doing my best to imitate a sponge. With Pete's charisma and wonderful story telling abilities, I found much of the presentation easier to digest than what I had expected. Four hours of one-on-one training with my new "boss," I felt like I could pick my way through the program without too much carnage.

The next morning, sun-up was witnessed from within the training tower at Thunder Hill Raceway 90 minutes North of Sacramento. Mr. Tremper and I blanketed the classroom with our learning tools and prepared for the pupils. He offered to instruct the first phase of four to get the momentum going, and then pass the baton to me for the final three. I agreed and attempted to use the time wisely to polish up on my 75% of the curriculum.

When his segment was concluded and the students and mentors took to the track with their assignments, we went over a few details, then waited for the second period bell to sound.

With a full classroom of students and mentors, and a pretty decent load of confidence under my belt (or was that the three cups of coffee?), I jumped right into the next segment without even a thought.

About (literally) six words into my lesson, four people entered that were not part of our class. To my surprise, Pete lit up like a

a light bulb and greeted them with great enthusiasm. As he turned to face the room, my heart encountered terminal velocity toward the floor when he said the following:

“Ladies and Gentlemen, may I please present to you your Diablo Region President, Mr. Steve Jones and his wife, and directly from the National office in Virginia, the Vice President of the Porsche Club of America, Kurt Gibson and his wife.”

This “family-oriented” publication could not print the adjectives that I was murmuring under my breath to describe my situation. Furthermore, Pete was seemingly glowing at the prospect of his young cocky new instructor he dragged in from Vegas, wetting his shorts before the “big wigs” and a classroom full of witnesses.

Dammit...I was going to dodge that egg coming toward my face no matter what it took. I was not going to let these very impressionable individuals that happened to have taken a comfortable seat at the back of the room, alter my success. Who the heck was I foolin’?

I think I sounded like a young, dyslexic boy, discovering puberty, reading the drivers

education handbook out loud, for the very first time. ...Or at least that’s how I sounded to myself as panic had taken over every square inch of my body.

About 10 minutes later (or seemingly 72 hours later), they got up, quietly walked out of the room, and disappeared down the stairway. The students, who instantly became my support group, had sensed my deer-in-headlights reaction to this display of power, and gave me a verbal slap on the back of encouragement. Their thankful display of camaraderie may have persuaded me to postpone Harry-Carry until another day.

It was later that afternoon that I, once again, came face to face with the VP and the other honored guests. To my surprise, they said, “Welcome aboard!” Those two words seemed to make most of the fresh, sticky egg dripping from my red face, slowly melt away.

I truly look forward to each and every time I instruct. To the Las Vegas Region of the Porsche Club of America, thank you for allowing me this fantastic opportunity.

We would like to thank the following sponsors for their support of the Club Race:

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