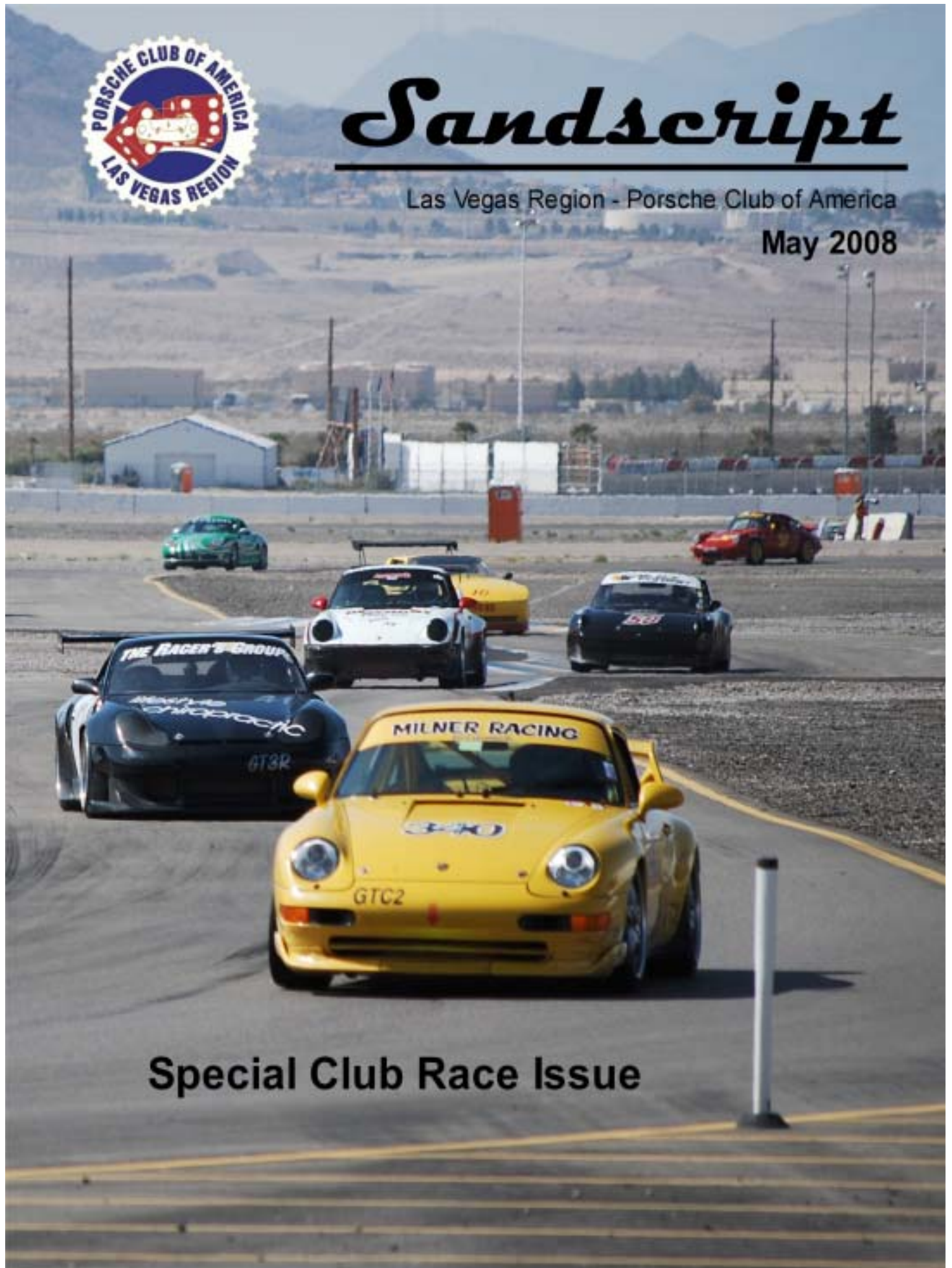




Sandscript

Las Vegas Region - Porsche Club of America

May 2008



Special Club Race Issue

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Las Vegas Region - Porsche Club of America
May 2008

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Meetings

The Las Vegas Region Executive Board meets monthly on the first Wednesday after the member breakfast. 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:

Racers driving through the chicane at the Club Race.

Photo courtesy of Charles Gajda.

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Contact Gary Schivo at 702-682-9119.

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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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.
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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...

Well, this is officially my last issue. I'd like to say what a joy it was to get to know everyone in the club and what a great club I think this is. There were so many people who helped me on a monthly basis with the newsletter and I would just like to let everyone know how much I have appreciated your pictures, articles, and input. I couldn't have done it without you! Thank you!

We have found a new editor, and I will be working with her to make sure there will be a smooth transition. The Sandscript should be up and running again in no time!

Our region hosted the Club Race at the Las Vegas Motor Speedway with rave reviews! Thank you Bob Mohan and all of the volunteers for running such a successful event. And, I actually got to attend the Annual Fire to Water Run and had a blast! It was great weather and great fun. Thank you to Salomon and Jackie Braun for coordinating everything. A job well done!

Enjoy your summer!

Robyn Gabe

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"Visit us at the Las Vegas Motor Speedway"

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Calendar of Events

June

27-29 Mesquite Open Road Race
Car Rally and Car Show

July

4 4th of July Party
Hosted by Scott and Jennifer Fritz

September

27-28 Fall Colors Tour Featuring Bryce
Canyon and Utah's Red Rock
Country

Las Vegas Region

Calendar of Events

June

1 OCR Autocross
7 SDR Rally
8 LAR Concours
27-29 Mesquite Open Road Race
Car Rally and Car Show
28-30 53rd Porsche Parade - Charlotte

July

1-3 53rd Porsche Parade - Charlotte
12 SDR Autocross Qualcomm
Southeast Lot
27 SDR Autocross

Zone 8

Las Vegas Club Race

Randy Gabe

The 2008 Las Vegas Club Race was an unqualified success – almost. On May 2 – 4, for the first time in over 15 years, the region hosted a PCA National Club Race at the Las Vegas Motor Speedway. Incorporated into the race schedule were generous test-and-tune and open lapping sessions. Whether you were a racer or lapper, there was plenty of track time available for everybody.

The weather cooperated all but for the last ½ day on Sunday afternoon when the wind kicked up with a vengeance. In addition to the track activities, several vendors were on hand to show their wares. In the paddock were Premier Sportscar Service with a cadre of ultra-awesome GT3s and GT3 Cup cars, Gaudin Porsche Jaguar, and Norm Baker Motorcars with a pair of Lotus Exiges. (What is the plural of Exige anyway?) Gaudin generously donated a gorgeous “GTS Red” 2008 Cayenne GTS to use as a pace car for the event and our own Debra Bieniek was the official pace car driver! I guarantee that Cayenne will need a new set of tires before it can be sold. Way to go Deb.

Throughout the event there was a continuous air show overhead courtesy of nearby Nellis Air Force Base. To keep everybody informed and entertained, a low-power FM transmitter was set up for announcements and offered a blend of music. KPCA was a huge hit and really made the event special. Having music in the background, either via the radio or over the PA system, made the weekend seem like a festival and not just another day at the track.

On Saturday evening the racers were treated to a dinner at the recently opened Shelby Café. Named after racing and car building legend Carol Shelby, the café was filled with his news articles and memorabilia from the last five decades. Courtesy of Chuck Gajda, a slide show of over 800 pictures from Friday and Saturday was displayed on the café’s many flat screen televisions. After the dinner and awards banquet, which was MC’d by our own DJ cum Chief Instructor Scott Mann, the group was treated to a private tour of the Shelby Factory and Museum. On display were a jaw-dropping display of authentic Cobras, Shelby Mustangs and Shelby’s own Series One. In the factory we were allowed to see where regular mustangs are beefed up to become Shelby Mustangs. In another area, we could stand next to a half-dozen continuation Cobras in various stages of assembly. Let’s face it, at heart we are all car crazy and whether your brand is Ford, Chevy, Porsche, BMW, or Honda, we all get excited around performance cars.

Club Race Chairman, Bob Mohan and the Club Race Committee were organized and on top of everything. The event went off without a hitch. All of the team leads knew their jobs and had the resources to make sure things happened smoothly. Every volunteer had bright yellow “staff” shirts for easy identification and team leaders had their name and specific responsibility embroidered on the front. Racers were given red shirts and instructors wore green. This simple system worked very well indeed. I was assigned to

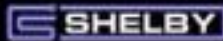
Continued on page 9

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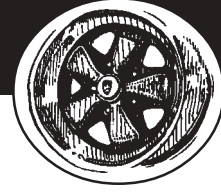
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For Sale: 1990 928 S4. Rare vintage "Autobahn Cruiser." Showroom condition. Pristine exterior is original Porsche Grand Prix White. Flawless midnight blue leather interior. 43K mi, automatic, loaded with options. Always garaged, never track or road raced. Maintained by certified Porsche technicians. \$24,500.00 OBO.

Contact Charlie Koster at 702-304-0780 or email gfkcrk@cox.net.

For Sale: 2002 Boxster S. White with navy top and navy/black/grey interior. 6 speed, 55K miles. Fully optioned except navigation. Gaudin just did inspection and replaced rear main seal and valve cover gaskets. Almost new P-Zeros on 17s with Big Reds. Owned 2 years, drove it 7K miles. A marvelous, no issues car. \$22,500.00

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For Sale: 1983 Targa 911sc. Purchased from a certified Porsche mechanic in 2003. 2nd owner. Have all service records. 141K miles, rebuilt gear box, tensioners installed , new tires, reconditioned wheels, front end torsion bar, re-skinned top and carpets. \$15,000.

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help with tech inspection for team leader Brad Zucroff. Also on the team were Bob Kotchkowski, a fairly new PCA member, and Lamar Warren who has participated in many of the PCA DE events. Bob is very active in the Vietnam Veterans Association and managed to get four of his fellow veterans to help out with tech. Never has tech ran so smoothly.

There was one rookie candidate at the race looking to get his official racing license. The young and up-and-comer was none other than Tony Mazzagatti, owner of Carl's Place and the famous #37 featured in the February edition of the Sandscript. Congratulations Tony! Another success story was Bob Mohan who won his class during the race. Way to go Bob!

Thankfully there were no injuries and only one incident involving contact. The event staff received many kudos from the racers throughout the event. John Crosby, the PCA national race steward, noted in his official report, "The Las Vegas Region was one of the best organized and best staffed groups of volunteers that I have ever seen in a club race. Bob Mohan did a great job of

delegating duties and everyone on his team came through." Since the event, Bob has received numerous telephone calls and email messages from racers expressing thanks for putting on a great event.

Why then was the race *almost* an unqualified success you ask? Simple, we didn't get the racer turnout we expected. The financial forecast called for a minimum of 65 racers, we had somewhere in the neighborhood of half that number. Event volunteer Allen Waldrop summed it up best when he said "I feel like we hit a home run but the stands were only a third full." When all of the bills and revenues were tallied the region lost about \$19,000. Not a trivial sum for a region as small as ours. Are we bankrupt? No, fortunately our reserve has allowed the club to carry on however make no mistake - this was a big hit to the treasury. The national PCA office has encouraged our region to keep this race going in an effort to develop more racing on the west coast. Without greater support, it seems impossible to do this next year. At least our first, and possibly last race, was almost an unqualified success.



Photos courtesy of Charles Gajda.

Annual Fire to Water Run

Randy Gabe

The third annual Fire to Water Run was held April 19. The weather was absolutely perfect with sunny skies, a slight breeze and temperatures in the 70's. As a special treat, this year we were joined by eleven cars from the Orange Coast region. All in all, there were 35 cars who participated in the drive. Organized by Salomon Braun, participants met at Gaudin Porsche Jaguar for coffee and pastries. Gaudin's parking lot could barely contain all of the cars! From there, drivers were instructed to follow Salomon to the truck stop at the Las Vegas Motor Speedway. After a quick stop, the cars were staged for the last run on I-15 on the way to the Valley of Fire exit. While touring through the

park the group stopped at several locations to gather the cars together. As always, the scenery was breathtaking. Etched by the elements over millions of years, the red cliffs and rock formations provided the perfect backdrop for a spirited drive through the park. Unlike the ranger "escorted" ride last year, this time we were on our own. At the end of the tour, the gang headed over to the Lake Las Vegas Resort for lunch. We were treated to an excellent dining experience at the Luna Rossa restaurant, in the MonteLago Village Resort, who provided a special lunch menu for the club. Once again, this event has proven to be the perfect half-day drive and a great way to kick off the summer driving season.



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Member Pictures - Fire to Water Run



Photos courtesy of: John Burrows and Robyn Gabe

Many of you know I get the opportunity to amateur road race with a number of clubs and racing organizations across the country. I thought I'd reflect on the great weekend I enjoyed with the LVR-PCA organization at the LVMS (Las Vegas Motor Speedway) outside road course.

I've raced with SCCA, POC, NASA, HSR, and other car marque-specific organizations at various venues on the east coast and west coast for the past decade or so. Except for my very early racing schools, I can't remember coming away from a racing weekend feeling so tired and so good than the weekend with LVR-PCA. Furthermore, I can't remember going through so much fuel and so many tires than I did with the PCA Club Race weekend. This is the best quantitative analysis of just how much track time we got with racing with PCA. Friday, Saturday, and Sunday I fell asleep before 9pm, I was that tired.

Bottom-line, I want to say THANK YOU to all the organizers and volunteers that made this weekend so very enjoyable.

I'll only thank one person individually because I'll be sure to miss others if I try to go through everyone. That one person is Bob Mohan. Without his dogged determination, efforts, and leadership, the PCA Club Racing weekend would not have gotten off the ground. Bob made it happen and I want to thank him for the weekend's results!

As with any weekend of so many moving parts, I'm sure there was some last minute scrambling behind the scenes that we racers never saw. We racers had the opportunity

to participate in four, 80 minute Test and Tune sessions on Friday. Yes, that was over 5 hours of potential track time in one day to do whatever you wanted to do. Test, Tune, Learn the track, Learn different lines, whatever... I only made it through one 80 minute session. The LVMS outside road course is very demanding with lots of turns and requires a constant focus. (Except for the front straight, where you can watch a wide variety of warplanes landing at Nellis Air Force Base just a short distance away — oooppps, back to turn one and stop watching warplanes...) Saturday, we had two more practice sessions, a qualifying session, and rather than practice starts and fun race in the afternoon, we had a real race. Sunday, we had a warm-up session and then two sprint races with all racers combined. Again, just an outstanding amount of track time for everyone! As a racer, that's what I like; more track time than I can use!

The weekend's weather was fantastic staying in the low 80's. The wind stayed away until Sunday afternoon. We even had a short, very light sprinkle of rain early Sunday morning.

Let's try to go through the specialties and describe what was so effortless to a club racer.

- Registration was so smooth. No lines. Everything well documented and professional. The registration staff was friendly and really seemed to be excited to be there. The stuffed bears, cooler with LVR-PCA logo, and shirts were a very pleasant surprise.
- Paddock organization was great. Paddock maps were available and the

- the racers lined up and created their own mini-village for the weekend.
- Driver meetings were informative, low key, and very interactive. None of the “heavy-handed” stuff I’ve seen with other organizations.
- Tech / Scrutineering was efficient, friendly, well staffed, knowledgeable, and easy to get through.
- Gate security was great. Two lines, one for new folks, another for people with credentials. Super smooth, no waiting for folks with credentials.
- Sponsors were present with plenty of goods on display. Very well organized.
- The PA system was used in concert with a low-power FM station so you could listen on your personal radio. Music and radio spots with KPCA on FM 93.5 were used all weekend. An outstanding professional job!
- Grid was well organized. Grid spots well numbered. Things were intuitively easy to follow!
- Flaggers were fantastic all weekend. Since we had combined groups there was a large speed differential. The flaggers did a great job with passing flags and keeping the racers informed. The black flag station ended up being hard to see because of the location and background clutter; that was a small nit...
- Timing & Scoring were efficient and timely. Plenty of results sheets on colored paper were available to the racers.
- The announcements were easily heard over the PA and radio system. Sometimes it seemed that we were getting calls to the grid every two minutes, but maybe it was just because the time was going by so quickly. One, maybe two calls are enough for me, but maybe others need more reminders...
- Emergency Services was available and invisible until needed. They were supplied by the LVMS organization. Communication seemed to be good as they were dispatched

- in a timely manner.
- Stewards were friendly, informative, and willing to adapt the schedule to meet the poor turn-out of racers.
- Saturday evening dinner at Shelby Café was great! We received a private tour of the Shelby museum. The margaritas were excellent and disappeared very quickly.... Mmmm good... Plenty of good Mexican food.

My biggest complaint would have to be with the many potential racers that didn’t show up. We could have seen bigger fields, more competition, and the many volunteers would have enjoyed themselves much more. Since all the volunteers were in yellow shirts, it seemed as if there were more volunteers than racers.

In closing, I’d like to thank the Las Vegas Region Porsche Club for hosting the event. They most likely lost money on the weekend because of the low racer turnout. And an EXTRA SPECIAL THANK YOU to all the VOLUNTEERS that made the weekend one of the best I’ve ever enjoyed at the racetrack.

If someone would ask me for anything they could have done better... *I wonder if we can get scantily clad umbrella girls for the drivers while they’re on grid....* Maybe that’s just asking for too much.... Thanks again.

Fall Colors Tour
September 20th, 21st, 2008

The route has been planned and a dry run has been driven. The roads and the scenery are spectacular.

We depart Saturday September 20, 2008, at 8:00AM, from the parking lot of the Iron Skillet Restaurant near the Las Vegas Motor Speedway. Saturday night we will stay in Torrey, Utah, at the Best Western Capitol Reef Resort. The resort is holding 10 rooms for the Las Vegas Porsche Club at the group rate.

Good until August 20, 2008. The cost is \$86.00 including tax.

Make you own reservation by calling them at (435) 425 -3761.

Saturday night we will enjoy a gourmet dinner at the Diablo Cafe in Torrey.

On Sunday, there will be time to visit Capitol Reef National Park before we start our return trip to Las Vegas.



To receive information on the event, including the route book and the Diablo Cafe menu, send your request to Ed Pasini at epas356@gmail.com.

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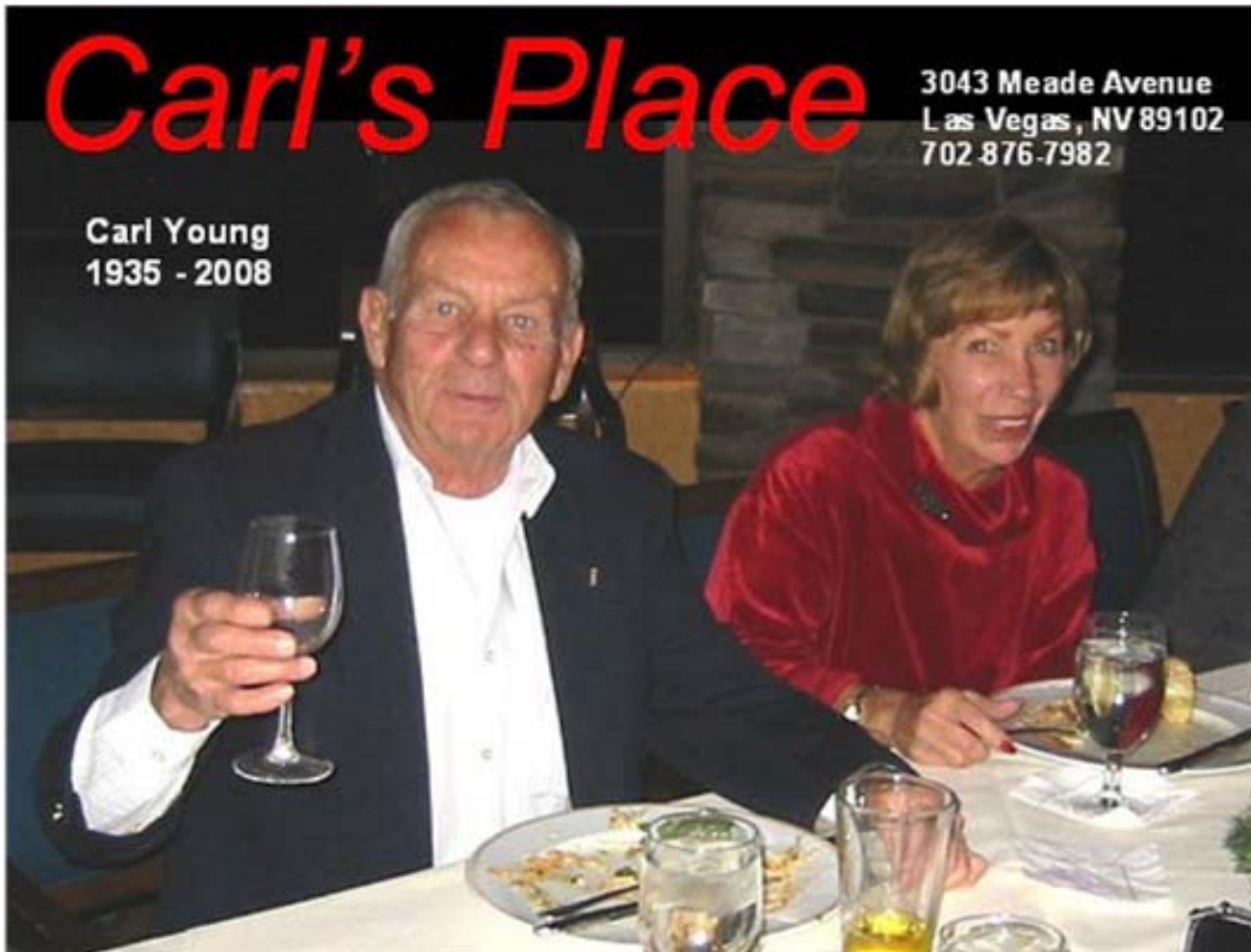
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