



Sandscript

The Las Vegas Region - Porsche Club of America

December 2006

Owner Spotlight

930 Turbo

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Car Crazy? Not Even Close!

More 24 Hours of LeMons

Page 12



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Las Vegas Region - Porsche Club of America
December 2006

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On the Cover

Ken Briggs' 930 Turbo.

Photo courtesy of Richard McNutt.

Meetings

The Las Vegas Region Executive Board meets on the first Wednesday of each month at Gaudin Porsche on West Sahara. An informal breakfast meeting is held on the first Saturday of each month. Check the website at www.lvrpca.com for the location. 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.

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**.



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Publication Deadline

Material must be submitted to the editors by the **15th of each month** for the following month's issues. Please contact Robyn Gabe or Bobbi Miller if you would like to submit something.

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 issues. Notify the editors if you would like an ad removed or extended. For advertising information contact Robyn Gabe or Bobbi Miller. Placement of an ad is in no way an endorsement by this publication, the executive board, Porsche Club of America, or staff.

Advertising Rates

Business Card -----	\$12/mo -----	\$100/yr
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All ads are black and white except the back cover which is in color.

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If you would like to place a classified ad, please contact Robyn Gabe.



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12/06



From the Editor...

I would like to start off by wishing everyone a happy holiday and a happy new year. I hope that you find plenty of time to spend with your families and plenty of time to spend with your Porsches!

I have received several inquiries about the Owner Spotlight. If you would like see your car "in lights" please contact me at **robynag@cox.net**. I will be more than happy to feature you and your car.

I am also looking for photos. I would like to dedicate one page per issue to photos of members and their cars. Please send me your pictures from the race track, your favorite road trip, or any other event you and your Porsche attended. I'll also accept "proud owner" pictures. You know - the picture of you in your front yard next to your pride and joy! The more pictures the better. Hopefully you will see yourself in the next issue.

A new year means new changes for the Sandscript. Look for more technical articles, more pictures, and the addition of the Zone 8 calendar.

As a new editor I am always willing to hear from the members. I am learning as I go, so please feel free to e-mail me with questions or comments. I am open to suggestions. Also, if you, or anyone you know is interested in advertising with us please let me know. Advertising rates are published each issue.

Again, happy holidays and a happy new year. See you in 2007!

Robyn Gabe

Calendar of Events - Las Vegas Region

December

- 2 9:00 a.m./Brunch Guiseppe's
- 6 6:30 p.m./Executive Board Meeting
- 16..... 6:30p.m./Holiday Party @ Italian American Club

Calendar of Events - Zone 8

January

- 13-21 LA Auto Show
- 13-21..... Barrett-Jackson Auction, Scottsdale, AZ
- 14 Pomona Swap Meet
- 20 Zone 8 President's Meeting

February

- 3-4 SDR Zone 8 Time Trial

March

- 3-4 Arizona Region Club Race/SDR Time Trial
- 4 Pomona Swap Meet
- 10 LA Lit & Toy Show Porsche/Vintage VW
- 11 LA All Euro Swap Meet and Auto Sale
- 14-17 ALMS 12 Hours of Sebring
- 30-4/1 Zone 8 Speed Festival, California Speedway
- 30-4/1 ALMS St. Petersburg Grand Prix

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Deb Bieniek

My last word.....

The year passed so quickly and I find it difficult to believe that my tenure is over. While this position proved challenging at times, there are many wonderful memories that I will take with me.

I will never be the best driver in the club, but I think I had the most fun. I encouraged all members to take advantage of the opportunity to lead our club and it's future activities. I am sure that you will see me participating in activities where we all share our Porsche enthusiasm.

Soon the new board will be in place and the planning will begin for next year. I look forward to the new activities that are on the agenda. Moreover, do not hesitate to share your ideas. We can always use volunteers and are always looking for new ways to bring our members together.

Happy New Year!

Deb Bieniek

Look for the following events in 2007:

Three new Driver's Education weekends

New driving tours

2007 Porsche Parade in San Diego

Club Race at the Las Vegas Speedway

New Members:

Please be sure to join us for all of our activities. We are truly looking forward to meeting you and welcome any input.

Hope to see you soon!

Current Members:

Please continue to attend events and activities. The more participation the better! As we have many new members, please take the time to welcome them to our wonderful club!

Owner Spotlight

Ken Briggs

Randy Gabe

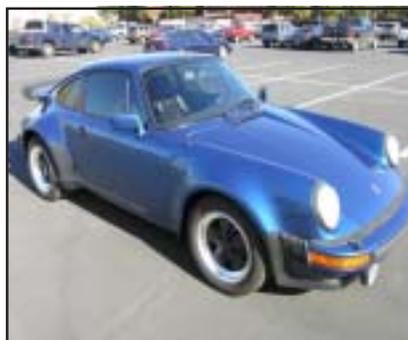
I've heard people describe driving the 930 Turbo as boredom interspersed with moments of sheer terror. The early Turbo, with its sudden onslaught of raw power, is certainly a far cry from the fierce but refined modern twin turbo. In the hands of an unskilled driver, the 930 Turbo could be a real handful. Mash the accelerator pedal, count to three and hold on as the boost kicks in like a sledge hammer between the shoulder blades. In the dark ages of the 1970's this car was the high watermark of performance in the US. I vividly recall posters of a red Turbo adorning my bedroom wall. My mom would not let me hang up Farah Faucet. But that's another story.

This month we are proud to feature this all-original Bahama Blue 1979 Turbo belonging to Ken Briggs. While in his early 20s Ken was fortunate enough to purchase the Turbo brand new from Carlson Porsche Audi in Palo Alto, California. Lets check out the specs: 265 horsepower, 291 ft lbs of torque, 7:1 compression and one huge turbo charger with intercooler. Zero to 60 in 5.4 seconds and a top speed around 153 mph. Stopping power comes from four 12-inch disc brakes. Electronic engine management and stability control – you wish. These numbers not blowing you away? Just bear in mind that the mighty Ford Mustang in 1979 had a whopping 170 horsepower from a 5.0 liter V-8 and it was the “muscle car” of the day.

Ken's Turbo has less than 30,000 original miles, but don't get the impression it's a garage queen. It's his daily driver – now. After enjoying the car for several years, Ken placed it into storage for 15 years and focused his attention on family and other important matters. About six years ago he retrieved the car from storage and had Carl's Place get it back in running order. It's been driven regularly ever since.

Ken is no stranger to Porsches and other high-performance rides. He owned a 1974 911 Carrera and a 1976 Turbo, the first year the Turbo was imported to the US. Oh yeah, he also had an original 427 Cobra and raced open-wheel cars in Formula Atlantic and CanAm Formula 5000. Cool.

After owning the car for nearly 28 years, Ken has no plans to sell. When you own an icon like the 930 Turbo, why settle for anything else?



Photos courtesy of Richard McNutt. If you would like to contact Ken, please email robynag@cox.net.

Membership

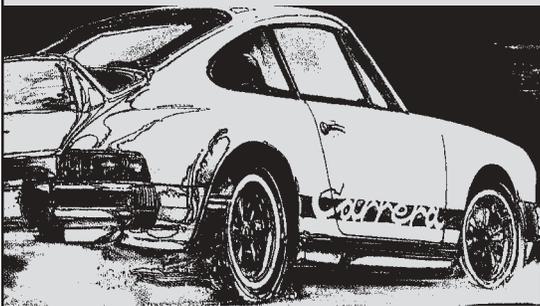
A big welcome to all of our new members. Please join us at one of our many events. We host socials, tech sessions, rallies, driver's ed events and member breakfasts.

We encourage your involvement and input. This is your club, and we welcome your participation and ideas.

Along with local events, please be sure to check out the Zone 8 calendar on page 5. There are many other events going on in our zone.

Please look for our calendar in each issue of the Sandscript, or log on to www.lvrpca.com for more information.

We hope to see you out and about and look forward to meeting you!



Welcome New Members!

Bruce Bertram
1999 911

Jon Ringland
1996 993

Pamela Tipton
1980 911

Total Members: 503

What does LVRPCA have to offer?

Socials - Join us for one of our many social events. From cocktail hours to our annual Pig Roast stop by and say hello and get to know your fellow members. Log onto www.lvrpca.com for an up to date calendar.

Tech Sessions - Experts from local Porsche shops guide members through technical aspects of their Porsches. Topics include suspension, tires, brakes, and mechanical components.

Rallies - Buckle up and enjoy the ride! Join us on some very fun and unusual road trips. Road trips have included a beautiful drive through the Valley of Fire and the gorgeous scenery of Utah. Come out and enjoy a great day with your friends.

Driver's Ed Events - Driver's Ed events are held at Spring Mountain Motorsports Ranch in Pahrump. Driver's spend time in the classroom as well as on the track. Instructors are provided to make the most of this day. Don't worry if you are not an expert, this event is made to accommodate all levels of driving. This is a fun and educational day.

Member Breakfast's - Member Breakfast's are held once a month at Guiseppe's at 6065 S. Durango. The cost is \$15.00 per person

Member Pictures - Spring Mountain Racetrack Pahrump



Photos Courtesy of Jeff Wenger

The following article is from a series reprinted from the Chicago Region PCA. You'll find many tips and strategies that will help you to become a better driver. Look for more helpful tips in the next issue.

Seating Position

Nothing is more important than the correct seating position. We must convert the driver from a piece of freight to a constituent, integral part of the car. The driver, in order to control a car, must react to certain signals he receives from the car. This feedback of vehicle behavior is transmitted in many ways: through the steering wheel, brake pedal, through the seat and by sight and sound. It is important that the driver be sensitive to these signals.

Most drivers sit too close to the wheel because they think they can see better. This restricts the arms' freedom of movement, because the hands must be held too high on the wheel and the elbows touch the seat back. The thighs lack support and the knees interfere with the wheel when shifting.

Most Porsche drivers, on the other hand, sit too far from the wheel, probably emulating the classic straight arm driving position. This, however, frequently causes the driver to lean forward out of the seat back in order to turn sharply or to shift. This causes a tendency to use the wheel as a brace during hard cornering introducing unwanted steering movements.

The body is constantly displaced sideways on cornering, forward on braking and upward over bumps. No matter what happens, it is essential that the driver remain firmly in the seat.

The correct seating procedure is as follows:

1. Dig yourself into the seat back by pushing with your feet. Don't sit on

the seat - sit **in** it - become part of it.

2. Adjust the distance of the seat from the wheel so that you can reach its most distant point (i.e. right hand nine o'clock - left hand 3 o'clock) without leaning (breaking contact with the seat and shoulders) forward. Your arms should be just slightly bent.

3. Check your reach to the shift lever. Again, don't lean forward.

4. Check your feet. You should be able to push the pedals down firmly without leaning forward and your knees should not interfere with the steering wheel.

5. Adjust the seat back angle, and/or seat distance if necessary so that all of the above are achievable.

6. Tighten the seat belt as tight as you can without cutting off circulation or causing discomfort. Shoulder harnesses, if you have them, help provide the lateral support necessary. Seat belts are very important because they keep you in the seat, behind the wheel ready to control the car instead of being controlled by the car.

Steering Wheel

Holding the steering wheel is just like catching a baseball. One hand for the bush leagues and two hands for the pros. The hands are held in the nine and three o'clock position. If the steering wheel allows, hook the thumbs over a spoke. This allows you to know your exact hand position without looking.

The wheel should never be gripped tightly. Your fingers should curl around the wheel lightly, the same way your

fingers hold the shaft of a golf club. Don't hold the wheel with the palm of your hand: it is less sensitive than the fingers.

Any change in steering wheel rotations is called lock: i.e. left lock or right lock. It does not necessarily mean turning the wheel as far as it will go. From a correct hand position the wheel can be turned almost a full half turn without moving the hands or crossing arms. This is adequate in a Porsche for most corners.

If, however, a sharp turn is expected, the hands should be moved on the rim **before** the corner. This allows the wheel to be turned over a larger area than normal and still keep the hands in a nearly normal position.

If a very sharp turn (hairpin) makes it necessary to move the hands on the wheel during the turn, always turn the wheel over the largest possible area in one single and continuous stroke.

Avoid crossing the arms in a corner because a steering correction calling for more lock can't be accomplished; the arms are as far as they will go. One exception is a hairpin when the wheel is already turned as far as it will go.

When approaching a corner, the wheel is turned sharply but smoothly. Exiting the corner calls for deliberately turning the wheel back to normal position. **Do not let go of the wheel at any time** - since this leads to a time loss and the car becomes momentarily unstable.

Pedals

There are four pedals in your car which you need to know about. From the right they are:

The **accelerator pedal** is quite familiar to all drivers and needs little discussion at this point.

The **brake pedal** is by far the most important and sensitive pedal in the car. Much more about it later.

The **clutch pedal** is used to disengage the clutch while shifting. You should know exactly at what point the clutch grabs and develop a precise touch. Riding the clutch is a definite no-no.

The **dead pedal** is positioned at the far left side and is used to provide the driver with lateral support while cornering. If you don't have one - make one - it's a good place for your left foot and will keep you from riding the clutch.

Shift Lever

The shift lever must be treated as if it were made of thin glass. Although the big plastic knob and thick shaft look sturdy, they are connected to delicate, breakable internal parts of the transmission.

Speed shifting or slamming the shift lever home is a foolish bit of exhibitionism and a waste of time. The shift lever is not held in the hand - rather it is cupped in the palm of the hand. The lever is used smoothly, delicately, precisely and slowly. If it's not going into gear or if it's grinding a gear, there is a reason. Don't force it. Be sure the clutch is all the way in and the engine revs are right. With practice and a light touch, shifts will come very quickly and effortlessly. If you're grinding trying to get into first or reverse - try putting it in fourth or fifth with the clutch disengaged and then sequentially moving

the lever down through the gears. When you're not actually shifting - keep your hands **off** the shift lever. Riding the shift lever is a no-no.

Acceleration

Time lost at the start is never made up. A timed run requires the best possible initial acceleration. There is a procedure for drag race starts or maximum acceleration. You should remember, however, that maximum acceleration starts put a great strain on the clutch, transmission, transaxle and tires. We recommend that you learn how to do a drag start - practice it here - and then save it for when it's necessary.

When accelerating, braking, or cornering, there is a limit as to how fast we may go. This is called the traction limit and is determined by the car's weight and tire contact patch. More about this later. Right now, you should know that maximum traction for a given weight occurs when there is a 15 to 20% wheel spin. That is, the wheels are turning slightly faster than they would ordinarily, leaving a faint gray line on the road. You can hear a faint squeal. If wheel spin is excessive, the tires will screech loudly and leave a dark black rubber streak. Definitely a no-no.

If you have a very powerful car (or very skinny tires) all you need to do is step on the gas and try not to spin the wheels excessively.

If you have a Porsche - then it's another matter. Porsche's don't waste anything - certainly not power and it becomes difficult to get correct wheel spin without certain steps:

1. First you will need your owner's manual. Turn to the page that shows the engine power curve.
2. Make note of the RPM at which the engine produces its maximum torque. Also note that the horsepower and torque values change as the RPM's change but not at the same rate. More about that

later.
3. Now our procedure is simple. Immediately before the flag falls, wind the engine to just slightly above the RPM which corresponds with maximum torque and hold it there.

4. Now let the clutch in slowly until you can feel the clutch just beginning to grab. Adjust your RPMs to maximum torque, while the car begins to move forward. Your wheels should be spinning slightly and you should hear a faint squeal from the tires. You may have to slip the clutch slightly so that you don't lose engine RPMs. Don't let the engine bog down. Don't permit excessive clutch slippage, (or very high RPMs) or excessive wheel spin.

5. The clutch should be engaged all the way before 2/3 of the RPM limit is reached. Accelerate at full throttle up to the rev limit.

6. Most cars are designed so that maximum acceleration is obtained by winding out first gear to the red line. A word of caution. In a low gear, the engine winds to red line very quickly and it is easy to over-rev the engine. You should try to upshift at 500 revs **before** red line. Over-revving an engine is usually slower (because power falls off) and is the easiest way to break your toy.

7. Cars with powerful engines that produce lots of torque do not require slipping the clutch. Also an engine whose maximum torque is in the lower RPM ranges should not be revved to red line.

Always exercise great caution when performing any aggressive maneuvers with your Porsche. Remember, there is a difference between driving your car in a sporting fashion and abusing it.

Check out the next issue for tips on :

- Braking
- Tire Adhesion

Car Crazy? You're Not Even Close!

Ed Pasini



Photo Courtesy of Ed Pasini

You own a Porsche, maybe two, three or more. You autocross, you club race, you vintage race, you concours and tour. Your garage is heated and cooled. You have more money invested in tools than in your kid's college education. You think you are certifiably car crazy? You aren't even close!

At the end of July, Roger Greene and I attended the Volunteers of America auction on Boulder Highway, where we joined with Dean Smith, an open road veteran, Chris Willett, President of the local BMW club, aka Dr. Bondo. We purchased a 1990 Buick Estate Wagon for \$250. That seems to border on eccentric and crazy. Not yet.

The reason behind our purchase was the "24 Hours of LeMons" an endurance race for cars costing \$500 or less. We bought the Buick to enter an endurance race. Getting closer to crazy.

In August and September we prepared the car. Wheels, tires, roll cage, and fire suppression equipment were exempt from the \$500 limit. In early September the car was towed to Carl Young's yard where Carl, assisted by an overweight, mechanically challenged, retired CPA who shall

remain nameless, tacked in the roll cage. Dr Bondo, donated an aluminum racing seat, which was also installed.

On, Friday, October 6th, the Buick was loaded on a trailer and hauled to Tracy, California. The following morning the team (five drivers and three non driving pit crew members) met for a "planning" breakfast at the local Denny's, next door to our operations base the Motel Six. After breakfast we towed our "race car" to Altamont Motor Sports Park to sign in and register.

As we claimed our pit spot we eyeballed the competition. It didn't take long to determine we had the heavyweight championship well in hand. Toyota's, Honda's, VW's and assorted three door econo-boxes dominated the field. There was white a Camaro entered by H8 racing that looked like it escaped a car crusher. Chris Bonk, one of my "No Frills" buddies was on that team. Team Ecurie Ecrappe, included Conrad Stevenson, one of the Bay Area's premier young vintage wrenches. There were a few "big" cars too. A Taurus, an Olds Aurora, a finnback Mercedes, a Volvo Wagon and a BMW 528. It's amazing what you can buy for \$500.

Before the 4 PM green flag, the cars had to pass a series of tests, and survive a BS questioning by the "judges." The first test was the "brick on the accelerator." Entrants were required to floorboard their cars for about 15 seconds. Next the cars were subjected to the "old lady mannequin slalom." Three female mannequins were placed on the track and the object was to speed through them without incident. After swerving through the ladies, the drivers were subjected to the "baby carriage brake test." A baby carriage was pushed into the path of the car, with the objective to stop without killing

www.lvrpca.com

the baby. Some cars failed, on purpose.

Upon stopping, the cars came under the scrutiny of three black robed, white wigged judges - one of whom looked a lot like the author. The teams had to defend the premise that their mounts did not cost more than \$500. Failure to convince the judges resulted in the assessment of "BS" penalty points. Each "BS" point cost the violator a lap.

At 4 PM the green flag waved. Every car in the 34 car field passed the Buick. By five minutes after four we were several laps down. We told ourselves this is an endurance race not a contest of speed. We soldiered on. Now we were getting really close to crazy. At 11 PM the race was halted for an overnight bacchanalia. Barbeque, and rock music blaring into the wee hours.

The second drivers meeting convened at 8 AM Sunday. One car, the 528, had been voted the participant favorite. The team lugged off the prize, \$750 in nickels. Then it was announced that the Aurora had been chosen to be crushed. The ladies of the "24", armed with pick axes and sledge hammers, attacked the car. Then a dozen young men overturned the car. Finally it was returned to rubber side town. The Olds drove off ready to race again.

At 9 AM the cars took the green, for the second day of competition. Around 1 PM we pitted with the overheat light flashing. The water pump, which had been suspect since day one, was going. Aluminum shavings into the radiator and back out on the track. After about 40 minutes the overheating got serious. The heat had melted a plug wire. Our intrepid mechanics fashioned a replacement. We were in the pits for over 30 minutes. We got the car cooled down and we were back on track. The next driver change required another 30 minute pit stop while we hosed down the radiator and added what seemed like 30 or 40 gallons of water.

The team captain, a non-driving accountant,

suggested staying in the pits until 3:50 PM, so we could take the checkered flag at 4 PM. The drivers said, "Hell no! We will drive until we finish or blow up." At 3:59 PM the leading car from "Team Corsa Uber Fantas" died on the track. Enter the hated Olds Aurora. In a "Speed McQueen" moment the Olds nudged up to the rear of the leader and, as the checkered flag waved, pushed him over the finish line. The winner had completed 1,189 laps, eleven more than the second place entry. The winners lugged off \$1,500 in nickels.

What about the Buick? "Sin City LeMons Racing" finished under its' own power in 13th place, with 860 laps, six laps behind the 12th place car and 34 laps ahead of spot number 14. I called the Youngs, Ellen answered and when I gave her the results she said "Well I'll be gawdanmed!"

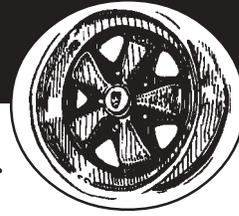
If you want to join us next year you too might qualify as car crazy. If not, you must remain a pretender.



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Classifieds



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FOR SALE

For Sale: 2002/05 RUF 3600S. Incredibly rare and fun seal gray RUF boxster converted to the 3.6L X51 motor with RUF exhaust (headers, sports cat, mufflers), springs, RUF aerokit, and more. Approximately 360 HP. This car is everything the boxster should be, and Porsche will never let it be. Easily outpace most 911's in this car, and enjoy the 2-seater, mid-engined RUF polished handling that goes with it. Less than 13k miles since conversion in early summer of 2005. Asking \$72,500 for what I think is the best roadster on the planet. **Contact Hill Bullock at 214-418-8329 or hill_bullock@yahoo.com.**



For Sale: Deck lid from an '87 Carrera. Guards Red with holes for a tail - \$50. **Please call Randy Gabe at 804-1669 or email randy.gabe@cox.net**

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Saturday
9:00 a.m. - 8:00 p.m.

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