

# *Sandscript*

Las Vegas Region - Porsche Club of America



**Owner's  
Spotlight  
pg 10**

**President's  
Message  
PG 6**

**Will Your GT3 Really  
Go 190mph?  
PG 8**

**My Own 911...Finally  
PG 15**

**April '09**

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Las Vegas Region - Porsche Club of America

April 2009

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## INSIDE THIS ISSUE

From the Editor.....	5
President's Message .....	6
Will Your GT3 Really Go 190mph.....	8
Owner Spotlight .....	10
Porsche Club of America Escape .....	12
My Own 911...Finally.....	15

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## On The Cover:

Scott Fritz's 2008 Twin Turbo.  
Photo courtesy of Randy Gabe.



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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 Michelle at [lvrpca-editor@yahoo.com](mailto:lvrpca-editor@yahoo.com) if you would like to submit something.

## From the Editor...

We're back...finally and in an all new digital format! I'll be tweaking it a bit the next few issues so I would love to hear anything you have to say. Please e-mail me at [lvr-pca-editor@yahoo.com](mailto:lvr-pca-editor@yahoo.com).

This issue has been a long time coming but with your help the next one will be right around the corner... **To put it simply, we need your articles, photos, classifieds, etc.** I can't guarantee everything will make it into the newsletter but I promise to do my best.

Please make sure to check out the events calendar on page 13. Opportunities abound to see your friends, meet new one's and have some fun. I hear 3rd Tuesday's are a blast!!! To check out an event simply go to the calendar and click the event of your choosing. The link will take you to the club's website where you can find the details of each event.

Have you been outside lately? Beautiful!!! Before long we'll all be complaining about the heat so get out there and enjoy your spectacular Porsche's.

Have a beautiful month,  
Michelle

p.s. Need a laugh? Make sure to read Diana Mazzagatti's article on page 15.



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# PRESIDENT'S MESSAGE

The New Year has begun with a flurry of activity. We began meeting at O'Aces Bar and Grill on the west side every other month to accommodate our members living nearby. Rio Secco Country Club will be the setting for our east side members. We hope you join us at both locations and exercise your P-Car. After all, the 215 becomes the Vegas Autobahn on Saturday mornings. We have also begun to meet on the 3rd Thursday of the month for an evening social at various locations around town. Our 1st soirée was celebrated at the beautiful Fontana Bar overlooking the stunning Bellagio Fountains and the Paris Hotel's Eiffel Tower. If you weren't there, you missed a fabulous event. Come out and join us for the next evening social happening in February at Sedona Bar and Grill on West Flamingo. Many members have been getting together on Saturday mornings at Cars and Coffee Las Vegas to feast their eyes on the many eclectic vehicles that show off their glistening chrome and shiny paint. A few of us have gotten together for impromptu rides behind Lake Mead and enjoying the majestic views.

As you can see, your club has lots to offer the many tastes and likes of the different members. Whether you are a track junkie, a social bee, or a driving fool, we have something for all. If you have some ideas that you think others might enjoy participating in, please feel free to approach me or any of the other members of your board. There are many other rides, meets and track events coming up soon. Please take advantage of the good times to be had and meet others that enjoy your enthusiasm for our potent, capable and beautiful Porsche cars.

Here's to a happy and healthy 2009.

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# Porsche Says An '04 911 GT-3 Will Go 190 MPH...

## Will It Really?

by Roger Greene

I have had the pleasure of owning what many feel is the finest performing Porsche ever built, a 2004 911 GT-3. I purchased this car new from Gaudin Porsche here in Las Vegas. I became interested in the car when I saw a description of it and its performance in a car magazine, along with its price. My thoughts at the time were this is a lot of car for the price.

After calling Gaudin and asking how I could get one of these cars, I was told come over and put down a few dollars and you will be #2 on the waiting list. I asked how many cars you expect to get. I was told only 1. Hmmmm. About 4 months later, the dealership called and asked me to come over and spec the car. The first person on the list declined. Lucky me. Carol and I went over and spec'd the car, put down some more dinero and began the long wait. Porsche has a manufacturing tracking system so that you can follow its progress thru the factory once a manufacturing order has been released. FINALLY, the manufacturing order was released and the car was shipped. I am sure it went via Hong Kong or at least on the slowest boat in the entire world.

Once it reached the port of San Diego I expected to see it momentarily. WRONG. I was told it would not arrive until a full truckload of cars was heading this way. Of course, no one knew when that would be. I offered to drive to San Diego to get the car, to rent a truck and go get it, only to be told that the dealer must be the one to hand the car over to me. RATS.

That all happened in 2003. I took delivery of the car in early Sept of that year. I have been enjoying the car ever since, putting 37,000 miles on it.

Now to the question at hand. Porsche says this car has a top speed of 190 MPH. Knowing how inaccurate the speedometer is I wondered what the real top speed actually was. Many of you know I enjoy the sport of Open Road Racing. I have been competing in the top speed class of my division for several years now. I am not going to spend the money to build a car for the faster classes, so my brother and I have to find other ways to amuse ourselves in our current class.

At the 2008 Pony Express 130, held in late August out of Battle Mountain, NV, I decided to take advantage of the rule that says you if you exceed your target speed by 10+MPH on either leg of the race you will be disqualified. The first leg is 83+ miles and the second leg is 46+ miles. My brother and I decided to see if we could run the first leg at 164.9 MPH. We had no idea if we could do this but, why not try? If successful, we would have to run the second leg at about a 139 average. We asked for and were granted the #1 grid spot so no one would be in front of us.

Off we went. Things were going great, we were actually ahead of the 164.9 plan when about 30 miles from the finish line my GPS crapped out. I use the GPS as my speedometer as the factory unit is in a very poor location requiring me to take my eyes off the road and is incredibly inaccurate. At a GPS speed of



168 MPH, the speedometer reads 178. Remembering this, I had to use the car's speedometer for the last 30 miles and backed off a little. We finished at an average speed of 164.5 MPH. The little old 3.6 liter, 6 cylinder normally aspirated engine never missed a beat, complained or balked once. The temperature gauge moved up one needle width.

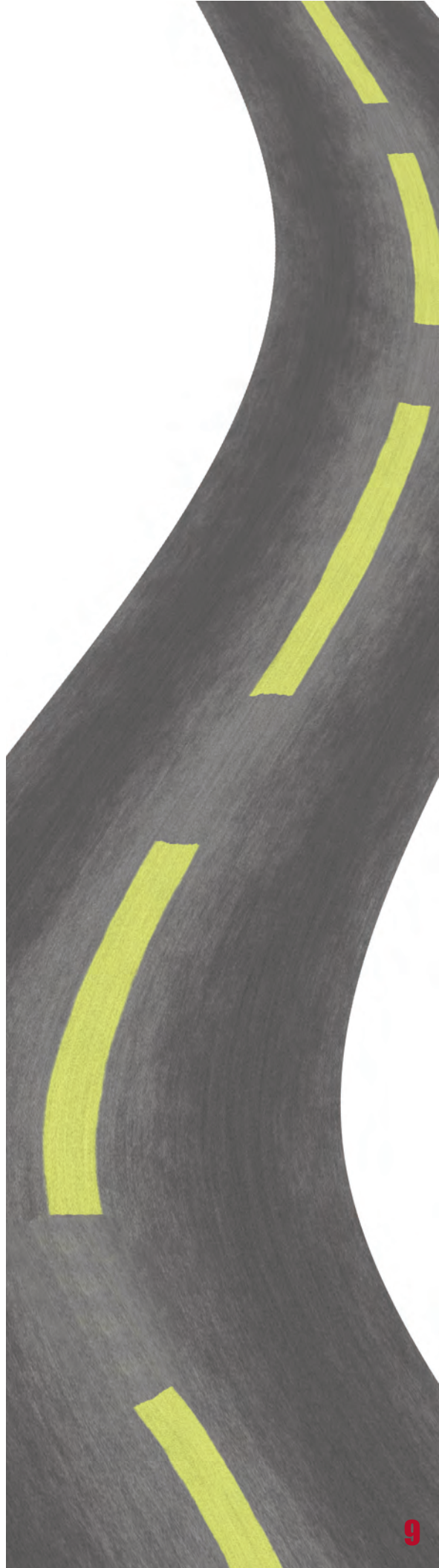
We arrived at the turnaround spot about 9 AM and were called back to the grid about 12:30 PM. Needless to say the car was hot and we were in double layer Nomex. I got all suited up and had a friend help me belt in. My brother got himself suited up and was getting in the car when he announced he was over heated and needed to get out ASAP. Friends pulled him out of the car, got his helmet and HANS device and poured cold water down his driving suit. All the time the course workers are screaming at me to get to the grid. My brother poked his head into the car and said he felt it best he not go back as he was just way too hot. I said I would stay also and he said no, to go make the run, Medical personnel would take care of him.

Now here I am with no notes and little hope of making my target speed of 155 MPH. I decided to just have a nice high speed run on the second leg and stay out of the way of the competitor behind me. Good plan, EXCEPT here I am all alone in the car, no cars in front of me and with little chance of winning. So, as I leave a section of the course called the "Canyon" with about 9 miles to the finish line I ask myself, "I wonder how fast this car will really go."

I planted the accelerator and held on. I must tell you that the car was absolutely hunkered down with no front end lightness and no wandering. It was just planted to the road. My GPS showed 188, 189 190 and then 191. I found myself thinking "Come on 192!" I lifted slightly thru a left hand sweeper and then gave it all she had again. I still could not coax 192 out of the car. I can honestly say that Porsche does not lie about the top speed of this car. My GPS showed 191 MPH.

This was all done on 91 octane gas, at an altitude of 4500 feet in temperatures of 102-103 degrees, AND I had 500 RPM left to red line. Now maybe with 104 octane, a little lower altitude and somewhat cooler temps...

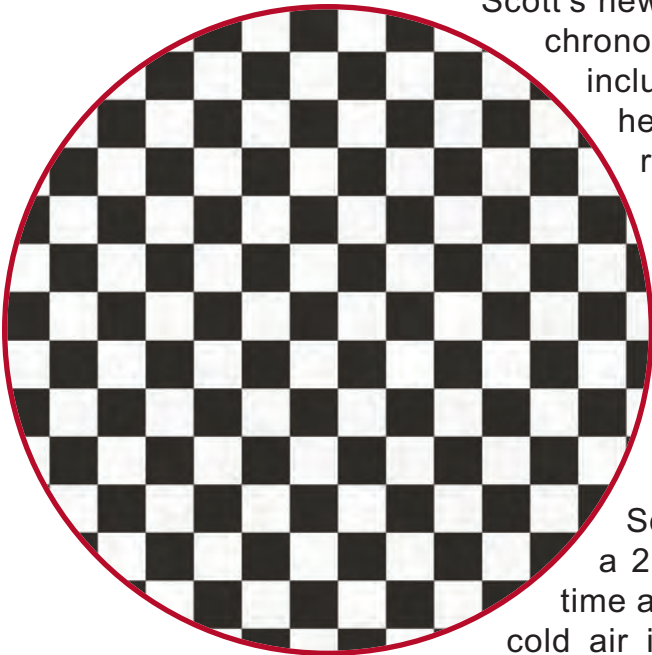
Now folks, I need to tell you I was disqualified for exceeding my tech speed of 172 MPH. That was the correct thing to do. I did not plan on doing what I did, but I did. It was wrong and irresponsible for me to blatantly break the rules. The rules are made for the participants' safety and should NEVER be broken.



# Owner Spotlight on Scott Fritz

by **Randy Gabe**

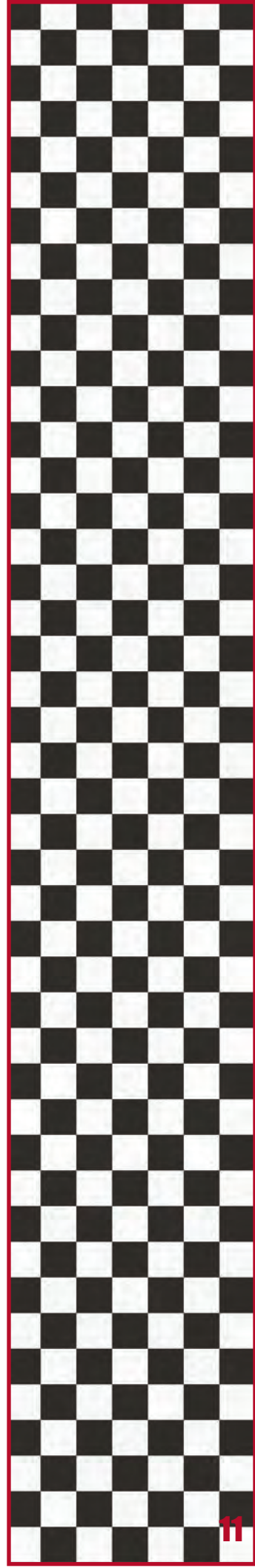
**F**eatured this month is Scott Fritz and his 2008 Twin Turbo. Scott, his wife Jennifer and two daughters Dannon and Bailey have lived in Las Vegas for six years. He joined the PCA in 2006 and was also a member of the local BMW club. Scott is very active in the club and the Fritz family has generously opened their home to the club for the 2007 Holiday Party and most recently the Fourth of July party.



Scott's new toy is a black-on-black Twin Turbo equipped with the chrono package and Tiptronic transmission. Other options include red seat belts and stitched Porsche crest in the headrest. We all know Porsches look great, but they really shine when driven. This car is his daily driver and often makes trips to Southern California and Arizona. Even though Scott is fortunate enough to work from home, he has already rolled up 5,000 miles on the odometer. Scott has attended many of the club's touring drives and he plans on participating in one of the club's Drivers Education events and get the car on the track.

Scott purchased the Turbo to replace his first Porsche, a 2007 Carrera S Cabriolet. After spending considerable time and money getting everything just right with an aero kit, cold air intake and other modifications, he sold the car four months after he bought it. A close friend saw the car in the garage and just had to have it. A deal was made and Scott upgraded to the Turbo.

Recently, Scott agreed to serve as the region's advertising chairman. Building upon experience gained from other successful organizations, Scott has put together a sponsorship program designed to encourage participation from the city's many businesses. If you would like to participate or know of a business that may be interested in the program, please send Scott an email or call 702/869-4256.



# Porsche Club of America Escape

## Albuquerque, NM

### September 2008

by Ed Pasini

**W**hen the Porsche Club of America annual Parade is held on one coast or the other, an event called "Escape" is held somewhere on the other side of the country. With the Parade in Charlotte, NC, Escape this year was held in Albuquerque. Disappointingly, only 3 cars went from LVRPCA, the Bussian's, the Burrows and the Greene's.

The events activities started mid-day on Thursday so we left on Wednesday. After a leisurely drive to Kingman only interrupted by a highway closure to pull some new overhead wires across the road, we had a wholesome breakfast of biscuits and gravy at the Cracker Barrel. After getting petrol in Flagstaff it was off to Albuquerque with a lunch stop somewhere in Arizona at a local "joint". Good food and nice folks. After we parked on the street the folks in the restaurant suggested we might want to park in the lot as it had been known to have a Native American fortified with fire water come along and hit a thing of two. Albuquerque is 650 miles from Henderson and we made it in 6.5 hours including stops. Only kidding.

As we arrived at the host hotel in Albuquerque, a Marriott, we saw the parking lot reserved for our Porsches and a rather large number of police officers. After parking and getting registered I wandered over to chat with one of the officers in a patrol car. I thanked him for protecting our cars and he said he wasn't there for that, he was there to protect who is now President-elect what's-his-name. I said "YGTBSM". No he said he and his entourage were due in around 10 PM. I asked the officer if he knew what to protect if there was any danger around? He said, "Of course, the Porsches." Good man, that officer.

The next day we learned the hotel had to clear the 10th floor of all other patrons for BHO. As we lingered in the lobby, I asked the hotel manager if she would mind if I held up my McCain/Palin signs as he left. She begged me not to, she just wanted him out of her hotel. There were about 30 motorcycle cops and several police cars as well as what's-his-name's busses out front that morning.

After registering, we decided to take the tram up to the top of Sandia Mountain. A fun trip truly worth the time as the views are spectatular. Later that afternoon, the car show was held on a golf course. Met a guy with a brand new 2008 GT-2, who also had a 2008 Cayenne GTS. His lady friend owns an auto repair shop. Perfect!

Friday was our first group trip. Escape is simply a social event there are no competitions as there are at the Parade. This trip took us to Santa Fe. Sadly, our tour leader got us all tangled up in construction so the 90 minute trip to Santa Fe took nearly 2 1/2 hours. We decided to go into town and park our cars. Big mistake, there is little to no parking in downtown SF. But our intrepid tour leaders knew of a secret parking lot. Wrong, it was full, the next one was also full and finally after about an hour we found a lot that had some spaces. After a nice lunch and wandering aimlessly thru artsy cutesy craftsy junk stores we headed back to the hotel.

# Calendar of Events

Please remember to check out the calendar at [www.lvrpca.com](http://www.lvrpca.com) for times, locations and updates.

			1.	2.	3.	4. Members Breakfast at Rio Secco Golf Course
5. Police Benefit Car Show @ Sunset Park	6.	7.	8.	9.	10.	11. Las Vegas PCA & SCCA Drivers Ed Track Event
12. Las Vegas PCA & SCCA Drivers Ed Track Event	13.	14.	15.	16. 3rd Thurs. Happy Hour @ Bertolini's Italian Restaurant	17. Porsche Corral @ the Long Beach Grand Prix	18. Porsche Corral @ the Long Beach Grand Prix
19. Mother's Exotic Car Paddock @ the Long Beach Grand Prix	20.	21.	22.	23.	24.	25.
26.	27.	28.	29.	30.	31.	

## April '09

						2. Members Breakfast @ O'Aces Bar & Grill
3.	4.	5.	6.	7.	8.	9.
10.	11.	12.	13.	14.	15.	16. Miller Motorsports Charity Drive
17.	18.	19.	20.	21. 3rd Thursday Happy Hour!!!	22.	23. Gasoline Alley's 10th Annual Birthday Bash Event
24. Gasoline Alley's 10th Annual Birthday Bash Event	25.	26.	27.	28/29.	30/31.	

## May '09

## Porsche Club of America Escape Cont...

Dinner that evening was held at the Hot Air Balloon Museum. On hand also were several 2009 Porsches, the first look many of us had had of the new models. Dinner was a buffet, just what we Las Vegans wanted!!! Sadly for a crowd of several hundred they had only one bar set up.

After our difficult experience with Friday's tour, we decided to go off on our own on Sat. to Taos. Now I figured Taos was in the mountains, wrong. Taos is in the high desert, with the mountains behind it. We had a nice lunch, toured more artsy, etc shops and headed home. On the way home we saw a Boxster pulled over to the side of the road. We stopped. He said he was overheating, had called AAA and everything was fine. As we pulled away, another Porsche stopped. At the banquet this gentleman told the audience that not one Porsche went by without stopping. Pretty cool.

The final banquet speaker was Vic Elford. He regaled us with stories of his Porsche driving days. Very interesting stuff. He recalls boogeying down the Mulsanne straight at 250MPH before they put that "mickey mouse" chicane in the middle of it. He told a great story about Le Mans when the rules did not allow the replacement of the generator, just its repair. Early in the race his generator failed. He pulled into the pits, the mechanics removed it and dropped it into bucket of water to cool it off. The reached in to the bucket pulled it out, made a minor "repair", reinstalled it and off he went. A sharp eyed French official went over to the bucket, reached in and pulled out the faulty generator. Yup, they were DQ'd.

A unique poster of Vic Elford in a 908 coupe at Waktins Glen was auctioned off. Interestingly, the photo was taken by a member of the Road Runner region when he was 13 years old. He jumped the fence, took the shot and jumped back to safety. The winning bid was \$1500 and Vic autographed it for the winner.

On the way home, Carol and I stopped off at the South Rim of the Grand Canyon for a quick visit. Gene and MariAn Bussian stopped at the same hotel in Williams. We had a delightful dinner outside at a BBQ place with a cowboy singer.

All in all, a lot of driving, about 1800 miles, but a lot of fun. Made some new friends, saw some beautiful country, ate decent food and would do it again in a heartbeat.

Next year's Escape is in Dayton, Ohio. Don't laugh, Carol and I lived there for 3 years. It will be held in August or September so the sun SHOULD be shining. Maybe we can get more than 3 cars to go.

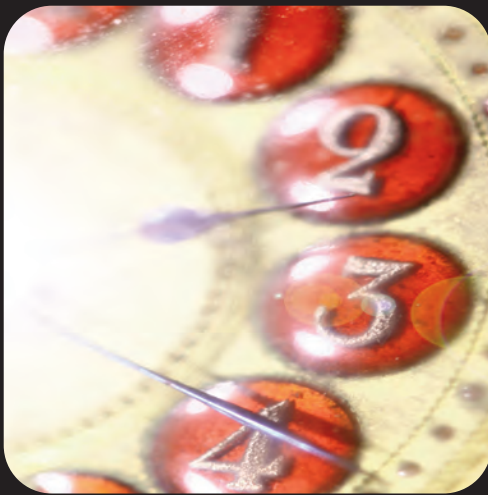
**FYI**

**If we are going to have a monthly newsletter I need articles, photos, classifieds, etc. E-mail your ideas to me at [lvrpca-editor@yahogroups.com](mailto:lvrpca-editor@yahogroups.com).**

# My Own 911...Finally.

by Diana Mazzagatti

The key word is “finally”. Tony and I have had 20 plus Porsches over a 41 year period. We found a blue 356 B coupe sitting by the side of the road in Sarasota, FL. A very nice lady was selling this Porsche for her son. To say the least, the price was right since she was “tired of it hanging around”. Since we lived close to Siesta Key beach, I made “beach” covers for the seats and didn’t seem to mind the humidity at all. My favorite was a bright yellow 356 C coupe with a dealer installed factory option A/C system. We found this one in Reno. The product of a bitter divorce, the car was his and the engine was hers. We bought the car and then convinced the ex wife that the ex husband would not benefit in any way from her selling the engine. This 356 C was delivered new in Las Vegas!



It had air conditioning! The cold air blew out of two gimbals built under the dash and the air was bone chillingly cold. You would actually have to turn it off at times so your sunglasses wouldn’t freeze to your nose. It had a Euro heater too, all original interior, original luggage rack with belts, disc brakes, and a really well running engine, etc. Note: Every bag-boy between California and Connecticut would volunteer to carry my groceries out to the car just to get a better look at “Old Yeller”. The move from California to Connecticut caused me to sell her on the east coast because running a Porsche a few months a year was just not going to cut it.

Naturally, we moved back to California about six months later. I was not a happy camper!

While I can lay claim to many of the 356’s we owned as my daily drivers, a 911 of my own had eluded me. Tony has the habit of bolting down his driver’s seat so it can’t move forward or back. Sitting on a telephone book with wooden blocks attached to the pedals is not my idea of a comfortable 911. While I can drive his old #37, I really can’t see out of the windshield. Not recommended. Now I have “Red Rider” and yes I name the Porsches I drive, don’t blame Tony. “Red” is my Guard’s Red 1987 Carrera coupe. A friend was selling his wife’s Porsche because of the heavy traffic in the Las Vegas area. I took one look at the car parked outside our shop and yelled for Tony. I found my Porsche. It was from Wyoming or Montana, someplace with cowboys. It had black leather seats with red piping and best of all, it came with an electrically adjustable driver’s seat. Now I can reach the clutch pedal and I can see out of the windshield! I am again the envy of bag-boys and may I say those “older” guys who can’t figure out what that “old” lady did right to get that 911. I’m smiling my head off as “Red” and I leave them in our dust. Yippee Iyo Kiyay!

*Sandscript*

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