



The Nugget

Porsche Club of America--Golden Gate Region

October 2006

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Quick Links

Dear John,

Welcome to the November issue of The Nugget. We're very grateful this month to have a number of contributions by the members and have run these as feature articles. Plus some coverage of Porsche news--along with the usual GGR sections.

One of the virtues of an email format is that we have room for all these, which was not the case with the printed version. Still, we're experimenting with what to run. Do feel free to send an [email](#) about what you like and don't like, and thanks for reading.

Place d'Église

Diesel Sounds

--by Claude Leglise, GGR President

It was the summer of 1979. My uncle had recently bought an Oldsmobile station wagon with a diesel V8, and I was going for a test drive. Starting the beast was not a simple task; it was a ceremony. Turn the ignition key part way, watch the idiot light come on, wait until the glow plugs (or whatever thingamajigs were in there) warm up, turn the ignition key some more, and hope for the best.



Once started the thing leaked, stank and sounded like it was permanently on the verge of falling apart. That Oldsmobile lived through several Massachusetts winters and died a salty and rusty death. There was no proper funeral and certainly no mourning. My uncle, I and just about everybody else in America concluded that diesels were best left on board freight locomotives, ocean-going vessels and back-up power generators.

Fast forward to Saturday October 21, 2006 at Laguna Seca. It is a fine fall day in Northern California. There is not a cloud in the sky, the sea breeze keeps the temperature in the high 70s to low 80s on the hill above Turn 2, the track is a little dusty, but the tires have good grip. The American Le Mans Series is in town for the season finale, and Audi is attempting to win and complete a glorious season where the marque won every race in North America, and Le Mans too, with diesel-powered cars. The two Audi R10 prototypes are running like clockwork. They are so quiet that they could probably pass the sound check on a Time Trial week-end.

Laguna is a hard track for heavy cars, and horsepower rules from Turn 4 to the crest of Turn 7, and then again from Turn 11 to the braking zone of Turn 2. The R10s are not the fastest on the track, but in the end they win because of fuel

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Upcoming Events

- **Nov. 4: Moonlight Monte Carlo Rally**
- **Nov. 11: DentPro Day**
- **Nov. 17: Friday Night Social**
- **Proposed 2007 Rule Changes**

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economy, hence fewer pit stops. Wow! German engineering sure has improved the diesel engine since that horrible Oldsmobile.

Now don't misunderstand me, I hope no one in Weissach wakes up in the middle of the night with the idea of building a Boxster or 911 diesel -- and if anyone does, I am certainly not running over to Carlsen to put my name on the waiting list, but those Audis are impressive.

The main attraction at Laguna, though, was not the Audi but the Porsche RS Spyder. The ALMS paddock was a friendly affair, opened to mere mortals who could meander among the fancy hardware and the famous drivers. The Penske Racing area attracted a small crowd, and there they were: 3 Spyderys and a whole lot of spare body parts. The bright yellow paint celebrated DHL's sponsorship, but the red stripes were reminiscent of the 550 Spyder that raced in the Carrera Panamericana in 1954 and won its class. Darwin would have been proud.

Out on the track, the RS Spyderys were wickedly fast. I spent time watching Sascha Maassen go through Turn 4, and I know I could improve my lap time by about 10 seconds, in that turn alone, if I could drive as he does. Best of all, the RS Spyderys sound like race cars. No one will ever think there is a wheezy vacuum cleaner under the hood. Just standing trackside for 4 hours, I got my fix for the next week, at least. 159 laps later, Porsche claimed the victory in LMP2 and celebrated the end of the season with the LMP2 and GT2 titles.

A great week-end indeed, which could only be improved if Porsche built an LMP1 car and beat those pesky diesels outright. That, however, is another story.

In addition to the fantastic action on the track, the Porscheplatz offered preferred parking for Porsche owners, comfortable chairs, cold drinks and a chance to meet with fellow PCAers. A good number of GGR members were there, and participants and volunteers all had a grand time. Take a look at the pictures on the website.

And this leads me to the topic of the November elections. Don't forget to cast your vote for the GGR club officers. If you are not running for an elected position, there are many other opportunities to volunteer to organize club activities, so join us.

Claude

Letter from the Editor

Member submissions! I'm so happy.

Welcome to the November issue of The Nugget. As I mentioned in the introduction, we're very grateful this month to have a number of contributions by the members and are running these as feature articles.

Specifically, thanks to Howard Yao for writing up his two-wheeled lap experience at Infineon, to Mike Sherman for telling us about his trip to the F1 race in Monza, and to the Spiva family for sending something in from their family trip to Porscheplatz at Laguna Seca. All it takes is a paragraph or two and a few photos and voila: we have something to share with the members.



In this issue, we're also including some news from Porsche Motorsport kindly forwarded by Suzan Bowman. Good to know what the folks with truly inspiring parts budgets have been up to.

That's on the content side. On the technical side, I am hopeful that we've sorted out most (if not all) of the technical issues and glitches that arose from the September issue. If you're having any continuing problems viewing this email on your computer, please do let me know. So far, everything has been fixable.

I believe that we've also resolved the technical issues with archiving copies of the electronic Nugget on the web site. The problems stemmed from trying to create a PDF file in which all the links worked. After many attempts at various methods, I finally hit on saving the email from a browser to a web page, which created a file called Nugget.jsp.html. This probably means something to somebody. I then opened this with the full version of Acrobat and saved it as a PDF.

On my computers at least, this file seems to work with all the links active. I apologize in advance if it doesn't behave as nicely on your computer and, again, please drop me a line if there are problems. We'll try to fix those for December.

Let me also offer a special thanks to those members who've helped out in sorting out these technical questions. Some folks actually went so far as to suggested HTML coding solutions, which was especially helpful since I'm entirely new to coding in this language. Anybody remember APL? All the suggestions and help were greatly appreciated.

Lastly, at the November board meeting we're scheduled to take up the question of whether to continue in email form or go back to printing. If you've already sent in your yea or nay on this question, thanks very much. I've saved all of these and will bring them all to the board meeting. If you still have an opinion or suggestion to share, it's not too late. All views will be considered.

Let me offer my summary of the matter in a nutshell. The printed Nugget takes one month between the submission deadline and when members begin to receive their copies in the mail, content is limited by the page count, and each issue costs \$4,000 to print and mail. Historically, this cost has consumed all the members dues remitted from PCA National plus requiring an additional \$10,000 contribution from the time trial and autocross series.

This email Nugget arrives within minutes of being sent out, has room for anything we want to run, and costs \$35 per month for the hosting service. Plus, if we start selling ads (which we may), it will actually contribute funds to the club along with freeing up \$20,000 per year in member dues for other uses.

And, no, I don't get a vote in the matter! :)

Thanks for reading.

Board of Directors

Meeting on September 19, 2006

Call To Order

Vice - President, Susan Angebrannt called the meeting to order at 7:25 p.m. on September 19, 2006 at the residence of the Louise Sousoures, Redwood City.

Board Members present were Bill Benz, Susan Angebrannt, Laura Mercier, Tracey Morris, Louise Sousoures, David Leong, K. C. Sharp, and John Celona: also present Andrew Forrest, Larry Adams, Doug Ambrisko and Rob Murillo.



Agenda Changes

1. None

Calendar Changes

1. David Leong confirmed the Rules meeting has been cancelled.

Approval Of Minutes

Approval of the Minutes from the Board of Directors meeting July 2006 was unanimous as written.

Postmortem Of Events

1. July 21: Friday night social ñ attended by approximately 10 people
2. July 22-23: Zone Autocross School: excellent turnout, very hot, the net for this event was \$600 ñ Monster Park requested GGR to adjust the autocross school schedule to accommodate a soccer event that was to take place Sunday afternoon/evening. Monster Park stated the September 30, 2006 Autocross fee would not be charged because GGR arranged the schools schedule on the 23rd for a soccer game scheduled Sunday afternoon/evening; it was noted insurance for September 30, 2006 was not completed yet.

Doug Ambrisko noted he and Dana would not Chair the 2007 Zone Autocross School but were willing to come back in 2008 for two-three years. Discussion ensued about work load and other regions chairing and leading the school. KC Sharp agreed she would talk to Larry Sharp, Zone 7 Rep about this event.

3. July 29-30: Time Trial #4 ñ light attendance and weather was great.
4. August 18: Friday night social was cancelled due to Parade
5. August 19: Boxster Brunch
6. August 23: 55 people came to the event to hear Karl Ludvigsen author of iPorsche: Excellence was Expectedi ñ 23 books sold which the author autographed. He gave a 30 minute presentation. The event cost a total of \$2216.27 with PCA National paying for half. Rector Motor Company is splitting the other half with GGR leaving a balance for GGR of \$554.07
7. August 27: Autocross #6 (Zone Autocross #4) at Marina had 80+ cars - discussion ensued about comps versus this is a volunteer organization. The Autocross budget included a limited number of comps and it appears more comps are being given. It was agreed Autocross Chairs would be notified to keep to the budget for comps.
8. September 2: Ground School ñ 20+ attendees with high interest in Time Trial # 5
9. September 9: Autocross #7 ñ well attended 100+ cars
10. September 15: Friday night Social attended by 10 +

Directors Reports

President: Claude Leglise

1. None - absent

Vice President: Susan Angebrannt

1. None

Treasurer: Tracey Morris

1. As of 19 September 2006, PCA GGR Cash balance is \$27,370.11. Discussion ensued about GGR's Profit and Loss report for Autocross and Time Trial.
2. Approval of the Treasurer's report was unanimous as given.

Secretary: Laura Mercier

1. None.

Membership: Louise Sousoures

1. For the month of July, there were nine transfers in, fourteen transfers out giving a total membership count of 1652.
2. The Candy Store is holding a dinner on October 14, 2006 with Vasek Polak Jr. and is willing to hold 20 spots open for GGR members. After some discussion it was agreed this would be announced on GGR's web site.
3. Approval of the Membership's report was unanimous as given.

Competition, David Leong

1. Discussion ensued and it was agreed to take it off line about 5 rules proposal.

Social, K.C. Sharp

1. Three potential sites for Year End party tentative schedule is December 16, Sunday. The Year End Party would include awards for Time Trial and Autocross and act as the Holiday End Party.

Nugget Editor, John Celona

1. John distributed email campaign statistics for the September Nugget: 1336 were sent out successfully with 57.3 % opened.
2. He commented the bounce rate is comparable to the returned envelopes mailed first class containing the letter explaining the change to the Nugget going from paper version to electronic version.
3. The next step would be to contact advertisers for the electronic version - in fact this could turn into an income line for GGR. Previously the paper version required \$4,000 per month for print and mailing while the one expense for the electronic version costs GGR \$35 per month for the server.
4. It was requested that a link to Time Trial application be added.
5. John confirmed time required of him to produce the electronic Nugget took approximately 10% of the time he normally spent to produce a paper Nugget.

Web mistress: Susan Angebrannt

None

Major Topics For Discussion

1. Candidates for 2007

Four positions are open: Vice President, Competition, Social, and Membership.

Two candidates have shown interest in Vice President and Competition.

In addition, the 2007 Nugget Editor and Goodie Store positions are open. John Celona stated if the Nugget were to remain electronic he would continue to act as the editor.

Andrew Forrest agreed he would announce these openings during the Time Trial at Thunderhill next weekend. Louise Sousoures also agreed to write up a description of the positions for the Nugget.

After discussion of dates and costs the board agreed a separate issue for the candidates and ballots will be sent electronic October 31, 2006. Voters will need to download the ballot and send it through snail mail to Secretary Laura Mercier ñ the latest postmark on the ballot to be accepted is November 27, 2006 and ballots will be counted on November 30, 2006.

2. Red Book

The red book has been completed with the exception of the Nugget sections. After discussion amongst the board it was agreed to table the Red Book until the Nugget distribution method has been resolved and the book at the same time can be updated with 2007 officers and 2006 awards.

3. Updated Directory

After some discussion it was agreed by the board to table this to next month for further clarification of the Directory's purpose.

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 9:30 p.m. The next Board of Directors meeting scheduled for October 17, 2006 at the residence of Larry Adams in Foster City.

Please call the President at 310-418-0163 or email ggrpresident@gmail.com to add items to the agenda.

Respectfully submitted,
Laura Mercier
GGR Secretary 2006

GGR Board Election

...coming soon!

Very, very soon, an email will be arriving in your inbox with the photos and bios of the candidates running for the open GGR board seats. Those seats are: competition director, membership director, social director, and vice president. The email will contain a link to a PDF ballot you can download, fill out, and mail in. There's one vote for each active (primary) member, and one vote for each family member.



Last minute preparations are going on this very minute at the offices of the GGR National Committee. Rumors are flying about a possible write-in bid by Ross Perot. Jerry Brown swears he's not interested, and pundits are combing through Barack Obama's book for a clue to his intentions. The eventual contest is expected to be fierce.

Stay tuned...

DentPro Day

Saturday, November 11

DentPro facility at 3700 Thomas Rd., Santa Clara ([Map](#))

Please RSVP to Joe Ramos at jmramos@gmail.com

Time to get that sheet metal back to its pristine condition? Tired of looking at that door ding that ruins an otherwise clean panel? Here's a great opportunity to do that, and at a cost-savings, too.

Over the past 13 years, it has been my privilege to arrange these DentPro Days for the Bay Area RX-7 (BARX-7) Club of which I am also a member, and over the past two years have held joint PCA-GGR/BARX-7 events. Members of PCA-Loma Prieta and PCA-Diablo Regions were also invited, as they will be this year. For those who have attended, you know what a marvelous job the DentPro crew does.

For those unfamiliar with DentPro, they provide an excellent alternative to body repair shops. Taken to a regular body shop, a door ding can be an expensive proposition requiring not only the body repair, but also a likely repaint of the damaged panel. We're talking hundreds of dollars here. With DentPro, through the artistry of getting behind the dent/ding, they massage it out.

DentPro's normal pricing is \$89 for the first small dent in a panel, and \$45 for any others. Their pricing goes up to \$189 per 4" dent, so they can handle that softball dent. At this year's event, we will receive a 20% discount. In most cases, no repaint is needed. In each case, DentPro will examine your car, point out any blemishes that you may have missed (and I guarantee there will be some), and provide you an estimate before beginning work. You may opt out at that point.

To start the day, DentPro will provide bagels and smears, and coffee. They will also have drinks for us to soothe our throats as we bench-race and tell lies about our cars. At noon, a tasty lunch of burgers and dogs will be provided. And a Starbucks is right next-door for the caffeine-addicted.

This year's DentPro Day will be on Saturday, November 11, beginning at 9 AM at the DentPro facility at 3700 Thomas Rd., Santa Clara. This is immediately off 101 at Montague Expwy ([Map](#)) We will schedule in 3-4 cars per hour. However, you are welcome to come early and leave late, just hang out to see all the cars passing through.

Please RSVP to Joe Ramos **by email**, giving an idea of how much work needs to be done on your car (number/size of dents and location), and a requested time. If the time requested is filled, I'll provide alternative times. BTW, any and all cars are welcome, but priority will be given to PCA-GGR/BARX-7 Club members.

(I will be away from October 1 until October 14 on my honeymoon!!!!!!!, so will

not be able to confirm your appointment until after mid-month. However, I will book the appointments based on date/time of your email.)

Hope to see you there!

At the Races

--by Howard Yao, GGR Member

Location: Infineon Raceway at Sears Point

Laps: 8

Total Distance: 20 miles

Maximum Speed: 42.7 mph

Event Cost: \$15

Wheels: 2

Gearbox: 27 speed

Suspension: None

Horsepower: Barely

What the heck am I describing? There was a bicycle race series at Sears Point this last August; with three events, held there on the 10th, 17th, and 22nd. I participated in the last event on the 22nd, not to win the race, but to simply experience Sears at an excruciating low speed.

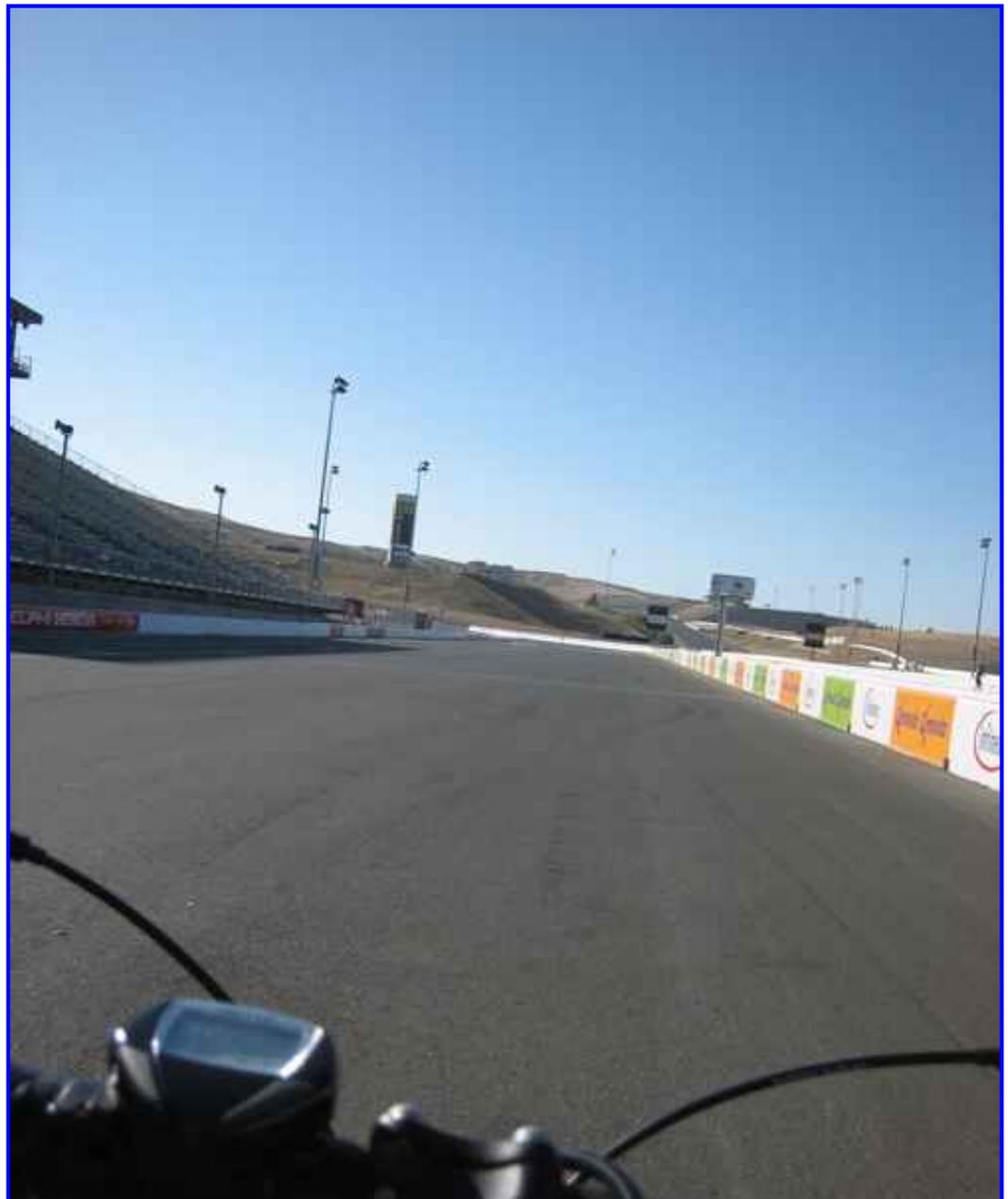


There were about 80 people participating in the event, most of them were members of local race teams and a few members from the UC Davis Cycling Team showed up as well. Then there was me, a car nut camouflaged in spandex, just hanging around for some iseat time.

So people start gathering around 5:00 pm on a Thursday. The sky was clear, the temperature was cool, and there was a pleasant afternoon breeze. I unload my gear and start riding around a bit to warm up. I chose the dragstrip as my warm up area. Riding down the dragstrip was pretty strange ñ all I could think of were the crazy top fuel cars that blasted down this sacred _ mile stretch of road at over 300 mph! But here I am, cruising up and down the dragstrip, doing less than 20 mph (I need to conserve my energy for the RACE). The road surface was really strange, VERY sticky. The road would literally grab my

skinny bicycle tires, trying to pull me to a halt. At one point, I thought I had a flat tire, because the bike just wasn't rolling right and the tires made the same sound as if it were flat. Like I said, the surface was VERY sticky.

So everybody assembles to the starting line and the announcer casually stays iGo. All 80 of us roll off and accelerate to cruising speed. For those of you that have driven your Porsches at Sears, turn one is just a late apex, up the hill, a gentle tap of the brake and into turn 2. On a bicycle, the turn one hill is alarmingly steep! So I downshift into a lower gear and grind my way up the hill. Made it to turn two, things level off a bit and my speed increases. Then comes turn three, another slight incline (did you guys even know there was an incline at turn three!!!!). Then the fun begins, upshift and blast down four, five, and through the Carousel. On the long straightaway leading towards turn seven, the terrain forms a valley and the afternoon breeze becomes a stiff howl ñ right in your face. So I put my head down, get in an aerodynamic tuck, downshift a few times, and crank away while trying to draft behind a few riders in front of me. Rounding the corner at seven, its time to get into 27th gear ñ big chainring time! From the top of seven all the way to turn eleven is just one big blast, hitting all the apexes and straightening everything out as much as possible. As I approached the infamous turn 10, I turned my nose and laughed at the infamous concrete wall, as I rushed by just a little over 40 mph ñ there was no chance of me running wide!





By now, I'm already WAY back in the pack. Coming around the turn eleven hairpin, I thought I would make up some time and pedal through it. Problem was, at the lean angle through the turn, I actually scrapped my inside pedal and almost crashed. But I maintain my balance and cruise down the main straight to start the journey again.

Let me tell you, by the fourth lap, the turn one hill started feeling very PAINFUL. Lowest gear, sometimes zig zagging up the hill to try and flatten out the incline. Finally, after being lapped by the Category I riders a couple of times, the race ended when the lead group finished the 8th lap and I was on my 6th.

So if any of this sounds like your idea of fun, Infineon said they would be more than happy to work with PCA and hold a cycling event for us. Perhaps it could be a cardio-fundraiser-social event (KC, are you reading this!). Or we can have a ride after our next Time Trial at Sears after the last run group. For more information about next year's race series, check out their website at: <http://www.infineonracewaycycling.com>

Happy Racing!!

A Trip to F1 at Monza

--by Mike Sherman, GGR Member



PCA GGR member Mike Sherman (2005 Boxster) and his fellow Porsche owner (and brother-in-law - 2004 911 4S) were able to get their hands on some much desired tickets to the F1 races at Monza this year. Although their hearing is slow to come back, they were astounded at the response from the pro-Italian crowd to the win by Michael Schumacher.



Scaling 30 foot fences before all the cars crossed the finish line, the crowd literally blanketed the track with a sea of red shirts and red Ferrari hats. The Italian Grand Prix is the 15th round of the Formula 1 World Championship and was the last in Europe this season. Following his win, Schumacher announced his retirement at the end of the year, giving Brazilian teammate Felipe Massa a clear track to represent the Scuderia Ferrari Marlboro team in 2007.



But for our California Porsche nuts, the biggest thrill was watching the Porsche Michelin Supercup featuring the 911 GT3s Sporting a 3.6 litre, 400 bhp engine and sequential six-speed gearbox, they are based on the current Porsche 911. Composite brakes reduce the unsprung mass by some 20 kilograms compared

to the steel brakes, and weighing in at just 1,120 kilograms, these Porsches have an unprecedented power-to-weight ration allowing these babies to really fly.



The Michelin Cup is reportedly a launching pad for careers in sports-car and touring-car racing. If you do Monza, be prepared for long train rides from Milan, long bus rides from the station and really long walks to the course...but it will be worth it. I guarantee!

Mike

A Family Trip to PorschePlatz

--by Harlan & Silvia Spiva, GGR Members



Harlan D. Spiva, the four month old son of members Harlan R. and Silvia Spiva, enjoyed his first day at the races. He learned that he is part of a much larger Porsche family. The Porscheplatz provided a warm welcome, entertaining speakers, and food and drinks for his Mommy and Daddy. The shade was a wonderful place to nap, after taking in the sights and sounds of Laguna Seca. His parents would like to say thank you to all those who made Porscheplatz happen. He says "Agool!" (thanks) too.



At the Membership Station



Greeting the Michelin Man



Checking Out the Track



Pacing the Cayenne



Porsche Fans



Trying to Reach the Pedals

GGR Autocross #9

Alameda Point



The autocross series closed out their season with a singularly spectacular day at Alameda Point. Balmy temperatures, no wind, and crystal clear views across the bay to the San Francisco skyline.

Dan Thompson designed the course, shooting for more "flow". Turns out Dan's idea of flow is what you get out of a fire hose! The usually high speeds were very exciting and greatly enjoyed.

Despite the christening as a "911 course", TToD went to Andrew Blyholder in a 914 by hanging on through the kink linking the two front straights flat out in 4th gear.

TToD Ladies was Monica Kost.

PAX also went to Andrew Blyholder by just 2/10ths over Greg Adams in his AX12 911. PAX was a tight race with 7 drivers within one second of Andrew.

With the larger class sizes created by the current classification system, we had several very tight fights for class wins this season. In fact, two classes have ended the season in a tie for first place: Monty Pack and Joe Weinstein are all even in AX05, and Greg Adams and Fred Campbell are tied for AX12. Also notable, Terry Zaccone in his venerable '69 911 Targa just squeaked past Alan Jung and his '06 Cayman by two points for the win in AX10. And in AX 13, Ted French won over Lee Richardson by just a single point. That battle pitted Ted's '66 911 against Lee's '99 Boxster. The new cars may be very good, but the oldies obviously still have some kick left!

In the results posted on the web site, those who have qualified for a year end trophy are marked by an asterisk next to their name. Check your rule book to find out how many trophies will be awarded for each class based the on the class participation.

Results are available [here](#). Photos by Dave McGuigan are [here](#), and photos by Ron Leppke are [here](#).

New Goodie Store Manager

Introducing Bill Kerr



Replacing Mike Lee (a.k.a. "Mr. Clean Car"), Bill Kerr is taking up the reins at

the GGR Goodie store, offering a veritable cornucopia of Porsche and GGR tchotchkies to adorn all the movable and immovable objects in your possession. Act NOW! while there's still a decent selection of items. Click [here](#) to get to the Goodie Store. Then, to order, email [Bill](#) or call him at 415-310-8804.

Upcoming Zone 7 Awards Banquet

Saturday, January 13, 2007



Zone 7 Awards Banquet
Saturday, January 13, 2007
Sheraton Pleasanton Hotel
(formerly Wyndham Garden Hotel)
5990 Stoneridge Mall Road, Pleasanton CA
(925) 463-3330

Come celebrate Porsche Club of America Zone 7 2006 champions in Autocross, Rally, and Concours

Guest Speaker: Prescott Kelley, Incoming PCA President

No host cocktails at 6:00 P.M. • Dinner at 7:00 P.M.
Dinner choices include London Broil or Chicken Piccata
\$50.00 per person (includes wine)

Indicate your dinner choice on your check, made payable to "Lerry Sharp - Zone 7 PCCA" and send to:
Lerry and KC Sharp, 1119 Megan Road, Livermore CA 94550, Telephone 925-371-2253

The deadline for reservations is January 6, 2007.

Rooms have been set aside at a special rate.
Ask for Porsche Club when making room reservations.

If you wish to spend the day in San Francisco, there is a shuttle to BART from the hotel.
For a day of shopping, Stoneridge Mall is within walking distance.

[More info...](#)

Porsche Cayenne S Titanium Tapped for IMSA Track Duty

--courtesy of Porsche Motorsport





ATLANTA - October 20, 2006 - A specially prepared 2006 Cayenne S Titanium Edition SUV will serve as the IMSA Second Response Vehicle for the final round of the 2006 American LeMans Series (ALMS).

The 'Pure Red' Cayenne S Titanium Edition-outfitted with fire-extinguishing and special safety tools including hydraulic jaws and spreaders-will help keep competitors and fans safe during the final Laguna Seca round of the '06 ALMS series. Fitted with a low-profile lightbar and bedecked in IMSA and ALMS livery decals, the Cayenne S safety car remains on-station at pit-out during all on-track activities.

Piloted by IMSA Director of Operations Gordon Gratiot, the "second-response" vehicle is called into action whenever there is an injury or accident that requires a pilot be extracted from a race vehicle, or when damage to any of the track's barriers or safety systems have occurred. The second-response vehicle supports the first-response vehicle-a black Porsche Cayenne Turbo also known as the medical car-which carries a physician as well as extraction tools.

For the past four years, Porsche has provided IMSA with a Cayenne Turbo and Cayenne S for these critical response-car duties. Gratiot says the Cayennes are particularly well-suited to these tasks. "The Cayenne handles exceptionally well, even in extreme conditions, and when we have to take drivers back to the pits, they can ride comfortably with plenty of space," he said. The Cayenne S Titanium Edition is a new model for the Cayenne lineup designed specifically for the U.S. and Canadian markets.

Available since mid-July, the V-8 powered Cayenne S Titanium Edition IMSA Safety Car: features titanium-colored trim, exclusive exterior and interior finishes and the Cayenne's most popular options as standard equipment. The Cayenne S Titanium Edition provides this additional content at a price point approximately 10 percent lower than a comparably equipped Cayenne S. Like the Cayenne S, the Cayenne S Titanium Edition is propelled by a 340-horsepower, 4.5-liter V-8. Mated to the standard six-speed TiptronicÆ S automatic transmission, the Cayenne S Titanium Edition can sprint from a standstill to 60 mph (96 km/h) in only 6.8 seconds. The Cayenne S Titanium Edition can reach 99 mph (160 km/h) in just 16.8 seconds, and has a top track speed of 150 mph (242 km/h).

The newest Porsche SUV draws its moniker from the "Titanium Metallic" trim which is exclusive to the model. The exterior trim pieces which receive a finish in this subtle metallic hue include the roof spoiler, the frame and lower portion of the side mirrors, the front air inlets, window frames including the B- and C-pillars, door handles (with a body-color inlay), door-sill trim and the Cayenne S logo.

Contributing to its stylish-value theme, the Cayenne S Titanium Edition provides as standard equipment the most popular options fitted to vehicles in the North American market. These include Bi- Xenon headlights with dynamically controlled cornering lights, Porsche Communication Management (PCM) with DVD/GPS-based navigation, and an electric tilting/sliding glass moonroof. The Cayenne S Titanium Edition is available in four distinct exterior colors, including two which are exclusive to the new model: "Pure Red" is a vibrant and overtly sporting shade, and "Iceland Silver Metallic" is a classic light silver tinged with cool blue. The Cayenne S Titanium Edition will also be available in "Black" and "Marine Blue Metallic." Along with the door handle

inlays, each Cayenne S Titanium Edition features body-colored rocker-panel extensions, helping frame the standard 19-inch wheels coated in a Titanium Metallic finish.

Also standard are four-pipe-look chrome exhaust tips, and 20-inch SportTechno wheels with a titanium-color finish are optional. The interior receives equal attention, as the cabin of each Cayenne S Titanium Edition features an exclusive two-tone design. The two color combinations are "Black/Sand Beige" and "Black/Steel Grey," with the dark finish covering the center sections of the seats and headrests, the floor mats, the upper dashboard and door trim panels, the steering wheel rim and steering column, the front of the center console and the luggage compartment cover. In keeping with the model's metallic theme, the instrument cluster dials have a metal-look finish, and the stainless-steel door-entry guards are embossed with the "Cayenne S titanium" logo.

The Porsche Cayenne Titanium Edition went on sale in the U.S. and Canada in mid-July. Pricing for the new model in the U.S. and Canada is \$64,900 (USD) and \$89,800 (CAD) respectively.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 214 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

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Porsche Clinches Six American Le Mans Awards

Luhr, Maassen, Bergmeister Are Champions



Monterey, Calif. -- October 21 - Porsche, the most successful manufacturer in the history of the American Le Mans Series, added to its sports car racing legacy by securing six year-end championships as the result of top finishes tonight in the Monterey Sports Car Championships at Mazda Laguna Seca Raceway.

The four-hour endurance event, which included both daylight and night-time racing action, saw both the Porsche RS Spyder factory cars, prepared by Penske Motorsports, finish one-two in the LMP2 class and wrap up all the championships available, and Jorg Bergmeister, one of the drivers of the Petersen/White Lightning Porsche 911 GT3 RSR, win the drivers championship in GT2 for the second year in a row.

This marks the first time in the American Le Mans Series' eight-year history that a manufacturer has won two class driver and manufacturer's championships in two different classes in the same year. Here's a summary of the 2006 Porsche American Le Mans Series manufacturer, team and driver titles:

- ALMS LMP2 Class Chassis Constructors Championship - Porsche RS Spyder
- ALMS LMP2 Class Engine Championship - Porsche 3.4-liter V-8
- ALMS LMP2 Class Drivers Championship - Sascha Maassen and Lucas Luhr (tie)
- ALMS LMP2 Class Team Championship - Penske Motorsports
- ALMS GT2 Class Manufacturers Championship - Porsche 911 GT3 RSR
- ALMS GT2 Class Drivers Championship - Jorg Bergmeister

LMP2 - Seven Wins in Ten Races Bring a Title



The LMP2 champions: Sascha Maassen, Lucas Luhr

The Porsche RS Spyder, the car that brought the Porsche factory back to prototype racing for the first time since 1998, won the LMP2 class in seven of the ten 2006 American Le Mans Series races, and finished one-two overall in the event at Mid-Ohio - the only time LMP2 race cars have finished one-two overall in the history of the series.



While Porsche and Penske clinched the manufacturer and team titles several

races ago, consistent finishes for the AER-powered Intersport Lola left the drivers title in doubt until the final event. The team split up the long-time driving combination of Maassen

and Luhr to maximize its finishing results with four races to go, and the pair had to each win two of the remaining four events (with the other one finishing second) to reach their goal of a shared championship.

"We accepted Porsche's decision to split the driving assignments, but we then formulated our own plan to try to finish the season with equal points. It is not easy to plan anything that happens on the race track, but the reliable RS Spyder, great work by the Penske team, and some hard driving by our co-drivers Timo Bernhard and Romain Dumas all helped us reach our dreams," said Maassen, who clinched his third ALMS title with Luhr.

"We accomplished the goals we set for ourselves before the season began," related Tim Cindric, president of Penske Racing. "We won a race overall, took home the LMP2 manufacturers championships for Porsche, the LMP2 team title for Penske Motorsports, and the LMP 2 Drivers Championship for our drivers. It was also great to see Sascha and Lucas tie for this honor, especially since they were paired in different cars for the latter part of the season."

Luhr and Dumas, who won the class and finished fourth overall in the race, gave race winner and LMP1 competitor Alan McNish a chase for the overall lead late in the event, but Lucas, who was in the car at the time, realized he couldn't afford to take a chance of messing up the points.

"I got close to the Audi, but the greater power of the LMP1 car never allowed me to be in a position to pass. Near the end, I pushed too hard and spun, but was fortunate to get back on the track without losing my class lead. I then concentrated on finishing the race and winning the championship," said Luhr.

Earlier in the event, Dumas lead the race overall from lap #54 to lap #70, and Luhr led the race overall from lap #99 - #107. It was during that latter stint when Lucas turned the fastest race lap overall - faster than all the more powerful LMP1 cars. Timo Bernhard also led the race overall in the other RS Spyder from lap #87 - #98.

For Porsche, it was the seventh and eighth drivers championship in the eight years of the American Le Mans Series, as well as the seventh, eighth and ninth manufacturers title. Porsche competitors have now earned 71 class victories (Porsche RS Spyder, Porsche 911 Turbo, and Porsche 911 GT3 R/RS/RSR) in the American Le Mans Series, and placed their cars on the pole 70 times - outdistancing all other manufacturers by a wide margin.



After the Victory in Mid-Ohio

For 2007, Penske Motorsports has already announced it will return to the American Le Mans Series to defend its championships in the LMP2 class with updated Porsche RS Spyders.

GT2 - A Battle to the End

The GT2 class has been an interesting points battle all year, with the Ferrari 430 being the fastest car during the season, but the Porsche 911 GT3 RSR being the most consistent. Johannes van Overbeek, one of the owners and senior driver for the #45 Flying Lizard Motorsports Porsche 911 GT3 RSR, entered the event with co-driver Wolf Henzler with a chance to win his first ALMS championship.

As Henzler had joined the team part-way through the season, only Johannes had a shot for the title, and he was battling defending champion Jorg Bergmeister, whose Petersen/White Lightning Porsche 911 GT3 RSR was closing fast, with two wins in the last three events. Bergmeister's co-driver, Patrick Long, missed the opening event at Sebring to drive the Porsche RS Spyder, so Jorg, like Johannes, was pursuing the title alone.

The two cars were running together on the track early in the event, but, a little more than a hour into the race, van Overbeek was cut off by a LMP1 car, and broke a radiator, causing a lengthy pit stop that cost the team a chance at the championship.

Bergmeister and Long were not a cinch to win the title - even after the Lizard car fell behind, however, as they were hit by the Ferrari (resulting in a penalty for that car), and had to chase the Mike Rockenfeller/Marcel Tiemann Alex Job Porsche for much of the event.



The Successful Race at Laguna Seca

"Our plan all year was to just win races, and the championship would take care of itself. I was driving my stint when Johannes had his problems, but no one told me, so I was pushing hard for first place. Patrick Long, my GT2 co-champion a year ago, was a ahrd- working teammate, even though he had no chance for the drivers title. In my mind, that makes he a true champion as well," Bergmeister, who became the first driver to win both a Rolex Grand-Am title (in the Daytona Prototype class) and an American Le Mans Series title the same year.

In the race results, the Ferrari 430 finished first, with Bergmeister/Long second and Rockenfeller/Tiemann third.

Courtesy of Porsche Motorsport

[Read on...](#)

Thanks for reading and we hope you like what we've included this month. Do keep those contributions and suggestions coming!

Cheerios,

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