

From: John Celona <nugget-ed@sbcglobal.net>

Subject: From Porsche Club of America--Golden Gate Region

Reply: nugget-ed@sbcglobal.net

Porsche Club of America Golden Gate Region



The Nugget

August, 2007 - Vol 47, Number 8

In This Issue

GGR Hosts Zone Concours #5

Place de Leglise

Letter from the Editor

Membership Report

Board of Directors

Register for DE#4

GGR DE Schedule

GGR AX#5

Zone 7 Rules at Parade

Info Needed on Cotati
Raceway

The Power Chef

Coyote Run VII

Competition Corner

Quick Links

Dear Porsche Enthusiast,

Welcome to The Nugget, the email newsletter of the Golden Gate Region, Porsche Club of America.

If you have any trouble viewing this email, you can click [here](#) to go to the archive of PDF versions of this newsletter. For comments or feedback, click [here](#) to email the editor.

Thanks for reading.



[Join Our Mailing List!](#)



Event Calendar
Classified Ads
Join PCA Now
Nugget Archive
More About Us
Zone 7 web site
PCA web site
Great Links

CARLSEN PORSCHE

PRESENTS THE

33RD ANNUAL GGR-PCA

CONCOURS 2007

Sunday August 5, 2007

Featuring Race Cars from the TRG Grand-Am Koni Challenge

Carlsen Porsche Presents:
Wine Tasting from Adobe Road Winery
and
Carlsen Sponsored Lunch 11:30 to 1:30

3636 Haven Ave
Redwood City, CA 94063
(650) 701-9200

www.carlsenporsche.com



GGR Hosts Zone Concours #5

Sunday August 5

Carlsen Porsche at 3636 Haven Ave in Redwood City is the setting for Concours #5. This Concours is known for the number of racing Porsches that attend.

Entry Fee: \$20.00 per Car
Display Only: Free

Car placement from 7:30 A.M. to 8:30 A.M.



Food: \$10.00 (Catered Bavarian Buffet)

Entire proceeds from entry fees & food will be donated to [Child Advocates](#).

Directions: From Highway 101, exit East onto Marsh Road and turn left onto Haven Avenue



For more information, contact: Greg or Larry Adams at 650-345-2232 or [by email](#)

Hosted by [Golden Gate Region](#)

Sponsored by [Carlsen Porsche](#)



Could you ever have too much Porsche?

Porsche all-wheel drive. Precise traction and stability management. Ventilated disc brakes with monobloc calipers. Just a few of the reasons nothing else moves you like the Cayenne. Stop in today for the car industry's most eye-opening test drive.

Drive the new 2008 Cayenne today.

Carlsen Porsche

650-701-9200
3636 Haven Avenue
Redwood City, CA 94063
<http://www.carlsenporsche.com/>
MF 9-7
Sa 10-6 Su 12-5



Place dé Leglise



--by Claude Leglise, GGR President

The Elections Are Coming

Like every club and non-profit organization, the GGR depends on the time and talents of all its volunteers for its success. The more people who volunteer, the smaller the commitment for each person. And yet, sometimes, higher priorities (like making a living, or dealing with a family crisis) get in the way of volunteers being able to complete their terms of office. This is particularly true for the leadership of our club: the board and some key committee chairs.

For example, as many of you know, the club has been operating without a Social Director since the beginning of this year, because no one chose to run for the office last fall. Even though several people helped to keep our social events going, the Board has been feeling the loss of leadership and planning needed to continually improve the social aspects of the membership experience. Also, you may recall that Neil Librock had to resign recently from his role as Competition Director, due to changes in his professional situation. Since leadership in this arena is crucial to our ongoing ability to offer fine autocross, driver education and time trial series, we were very happy to fill this position quickly.

We are fortunate that two dedicated club members have volunteered to fill the voids. During the last board meeting, on July 11, we appointed Dan Thompson to the position of Competition Director, and Mark Powell to that of Social Director. We are all thankful that Dan and Mark stepped up, and we look forward to their active contributions to the Board and the club as a whole. We are also grateful to everyone who helped to keep things going in the interim.

This leads me to the upcoming elections for the 2008 Board. The offices of President, Secretary and Treasurer are open, since Tracey Morris, Laura Mercier and I are coming to the end of our two-year terms. While these positions do require work, as well as attendance at the monthly board meetings, they have the advantage that the work can be done pretty much any time day or night, and therefore can accommodate the most unusual schedules.

The Golden Gate Region benefits from constantly renewed leadership, so I ask you to seriously consider running for office. If you've ever had a thought about, "I wonder why the club doesn't...?", or "wouldn't it be nice if...?", or if you have experience in a similar role in the private or public sector, then you're qualified. Unlike State and Federal elected positions, the campaign costs are zero, so your tire

and gas budget need not suffer. One member has already raised his hand to run for President. We need more volunteers.

The election calendar is as follows:

- Nominations due to the Board by September 15
- Candidates' info (bio and picture) by September 25
- Publication in the Nugget on October 1
- Elections from November 1 to November 15
- Results on November 21
- Publication in the December Nugget

Please contact me or any of the current board members if you have any questions, or to put your name in the hat.

I am writing this column in Eastern Idaho, very near Yellowstone National Park, and I have only seen one Porsche (a Cayenne) in 10 days. I think I am starting to suffer from withdrawal. I hope to see many of you at Thunderhill for Time Trial #4 on August 3 and 4.

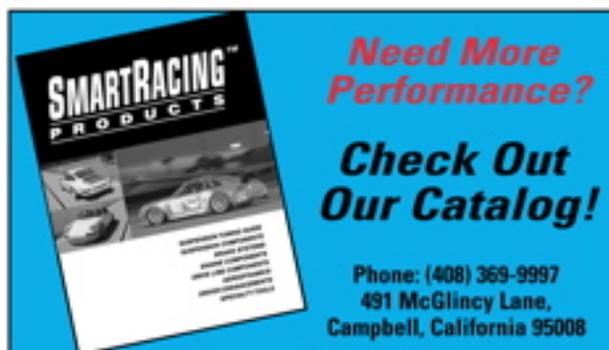
Claude



Jerry Woods
ENTERPRISES

Porsche Service:
Engine, Transmission,
Suspension, Brakes,
Body, Paint, and
Engine Dyno Tuning

Street, Race, Vintage
(408) 369-9607
491 McGlinchy Lane #1 Campbell, California 95008



SMARTRACING
PRODUCTS

Need More Performance?
Check Out Our Catalog!

Phone: (408) 369-9997
491 McGlinchy Lane,
Campbell, California 95008

Letter from the Editor



--by John Celona, Nugget Editor

This month marks a minor milestone for The Nugget: quite possibly the first time we've had room to print all the suggested rule changes in their entirety. Whether folks actually want to read through them all is another matter, I suppose. Alternatively, you can show up at the Rules Committee meeting and join the debate. I don't believe it's yet been scheduled, but I'm sure it will show up on the [calendar](#) soon.

In case you're wondering, the printed Nugget (January through July, 2006), garnered 7th place out of 9 entries in the large club category at the Parade newsletter contest. I guess I should have gone with the stickier tires after all.

Thanks for reading.
John



RENNWERKS
Specializing in Porsche,
BMW and Audi service

- State of the art digital alignment system
- Hunter tire machines
- Performance and suspension upgrades
- Track inspection and consultation
- The most professional racing experience in the South Bay

NEW LOCATION
1070 Dell Ave
Campbell, CA 95008

Hours: M-F 8am-6pm
Phone: 408-370-7480
www.Rennwerks.com

June Membership Report

--by Jeff Kost, Membership Director

Total Members: 2603
 Primary: 1502
 Affiliate: 1100

New Members: 17
 Transfers In: 1
 Transfers Out: 8



New Members

Glenn Beeswanger	Mountain View	2004 Cayenne Turbo
Warren Chen	Burlingame	1962 356
Maria Dichiara	Santa Clara	
Aisling Ferguson	San Francisco	1960 911
Maggie Huang	Burlingame	
Stephen & Linda James	San Jose	2007 997S
Victor & Teri Kasik	Saratoga	1992 964
Kelly Keiser	San Francisco	

Mike Koozmin	Santa Clara	1972 914C
Kevin Laird	Moraga	
Jason Lim	Hillsborough	
Elson Low	San Francisco	2007 911T
Susan Martin	Mill Valley	
Billy Mitchell	San Bruno	1987 911
David Neal	Mill Valley	1974 914
Karen Ochsner	Alamo	
Greg Pappas	Cupertino	2002 996
James Ray	Pacifica	2005 911 GT3
Henri Richard	Los Altos	2007 911 GT3RS
Paul Rudnick	Los Gatos	2001 Boxster S
Michael Rudolph	Belmont	2003 996
Andy Scott	San Jose	2008 Boxster S
Ron Travlos	San Mateo	1987 911CS
Robert & Alison Winter	Gilroy	1995 996C
Steve Zimmerman	Los Altos	1999 911

Anniversaries

30 Years

William Cilker	Milpitas	1972 911S
----------------	----------	-----------

Anna Long Palo Alto

25 Years

Janice

Washburn Piedmont

20 Years

Morgan Harwell San Jose 1973 914

Llew Kinst Cupertino

15 Years

Alfred Abken San Francisco 1982 924

David Mcguigan San Jose 1986 911

Maureen Yager San Francisco 1975 914

Paul Lehman Hillsborough 1988 91

10 Years

John Albert-Ozga Aromas

William Betts San Jose 1967 911

Michael Hobgood Redwood City 2000 BOXSTER

Eleanor Lee Hillsborough

Parker Merrill El Cerrito 1983 911

Fred Sciubba	San Jose	1989 911
--------------	----------	----------

5 Years

Charles Beckman	Tracey	1993 928 GTS
-----------------	--------	--------------

Linda Clark	San Jose	
-------------	----------	--

Henry Felipe	San Jose	1995 993
--------------	----------	----------

Scott Freiermuth	Menlo Park	1995 993
------------------	------------	----------

Laura Hayes	La Honda	1979 911SC
-------------	----------	------------

Sharon Inman	Menlo Park	
--------------	------------	--

Lara Kriz	Mountain View	
-----------	---------------	--

Uday Kumar	San Francisco	2002 BOXSTER S
------------	---------------	----------------

Michael Middleton	San Francisco	1999 911
-------------------	---------------	----------

Steve Mitchell	Gilroy	2002 CARRERA 4S
----------------	--------	-----------------

Justin Payne	San Jose	1989 911
--------------	----------	----------

Debi Pressley	Los Altos	
---------------	-----------	--

Scott Richter	San Francisco	2002 911
---------------	---------------	----------

Kathryn Schlieff	San Jose	
------------------	----------	--

Jeffrey Seid	Redwood City	1986 911
--------------	--------------	----------

Iain Stobie	Encino	1984 911
-------------	--------	----------

Jonathan Tower	San Francisco	1989 911C4
----------------	---------------	------------

Rob Woollen	San Francisco	1996 993 Turbo
-------------	---------------	----------------

Alex Punsalan	Mountain House	2001 911 Turbo
Chun Tse	San Jose	2001 Boxster

Board of Directors



A. Call To Order

The meeting came to order at 7:40 PM on May 9, 2007 at the residence of the Claude Leglise, Portola Valley.

Board members present were Claude Leglise, Bob Murillo, Tracey Morris, Jeff Kost, Bill Benz, Susan Angebrannt and John Celona. Also present were Larry Adams, Andrew Forrest, Sandy Hasco and Cindy Salisbury.

Agenda Changes

None

Calendar

Additions/Changes

None

B. Approval Of Minutes

Approval of the Minutes from the Board of Directors Meeting April 11, 2007 was unanimous as written.

C. Postmortem Of Events

1. April 14 Auto X #2 Monster Park - great event, low turnout due to weather, nearly an hour of fun runs at the end of the day. Due to low turnout, there was a loss of \$880 approximately there were 30 people less than expected.
2. April 20 Fri Night Social

D. Directors Reports

President; Claude Leglise

1. Received an email from National about online registration
2. Happy to report the New Member tour is full (49) - currently negotiating with the restaurant to accommodate for more.

Vice President, Bob Murillo

1. Upcoming Events:
 - a. 5/12 Ground School
 - b. 5/18 Friday Night Social Venue relocated to Harry's Hofbrau in Redwood
 - c. 5/25 DE with Central Coast Region at Buttonwillow
 - d. 5/26-27 DE/TT # 3 at Buttonwillow
 - e. 6/2 Boxster Brunch
 - f. 6/3 Zone Concours # 2 and Swap Meet
 - g. 6/3 Zone Rallye # 1
2. Insurance

- a. Certificate for the G-24 on June 9 ordered. Initial sign up has been very good - numerous BOD members will attend.
All attendees will get three coupons for 1) Autocross entry, 2) Taste of the Track and 3) Concours
- b. Certificates are in place for the following events:
 - i. Auto X # 3 @ Monster Park May 19
 - ii. DE/TT # 3 @ Buttonwillow May 26-27
 - iii. Auto X #4 @ Monster Park June
 - iv. Zone 7 Autocross School July 7-8
3. Need confirmation of the venue for Autocross in August.
4. Autocross 4, 5 and Zone 7 School may be cancelled due to the parking lot being repaved.
5. SCCA is investigating the location of a possible permanent site for Auto crossing and they have set aside \$500K - GGR PCA could volunteer some funding in return for dates. Bob will contact SCCA and inquire about including GGR in the planning.

Treasurer, Tracey Morris

1. Online registration is working great - the funds are going into GGR's bank account with no issues.
2. Discussion ensued about publishing GGR's balance sheet in the Nugget at the end of the year with explanations about the balance at the end of the year and the customary float. There are not fiscal requirements to publish but some members have indicated they would like to see them. The Board concluded the discussion by unanimously approving that the club financials be published in the next edition of the Nugget.
3. As of May 9, 2007 PCA GGR Total Checking and Savings Balance was \$88,812.86. Approval of the report was unanimous as written.

Secretary, Laura Mercier - absent

1. N/A.

Membership, Jeff Kost

1. There was 6 transfer in, 12 transfer out, 12 new members total: 1525
The membership report unanimously approved.

Competition, - Andrew Forrest for Neil Librock

1. Dozen ground school students have signed up so far, almost everyone has made early bird deadline
2. Seventy-five participants have already signed up for the Buttonwillow DE/TT.
3. May have a volunteer to draft proposals for rules; accommodating directive from National re: multi-point harnesses in seats, replacing classification system (returning to original). Discussion ensued about four point belts versus 3-point belts, GGR's safety policy and insurance coverage - should meet or exceed National requirements.

Social, TBD

1. Position remains open looking for candidates -

Nugget Editor, John Celona

1. A first class mailing went out to all members reminding them that the Nugget is being published electronically and asking them to update their email address on the PCA web site if the listed address was wrong or "none." Around 30 members contacted the Nugget editor with email updates, which were passed along to the membership director who will update PCA's database with the information.
2. Board members agreed that it was not a good idea to continue to try to maintain and update a separate member database from the one supplied by PCA. Therefore, for example, no further action

will be presently taken regarding email addresses that bounce.

3. John noted Yosemite and Redwood regions went electronic this month with their newsletters.

Webmistress, Susan Angebrannt

1. N/A

F. Major Topics for Discussion

1. Insurance

Discussion ensued about insurance for 16 years old drivers noting they must be fully licensed for Auto crossing and Rally. For Time Trial drivers they must be 18 and fully licensed.

Further discussion revolved around GGR's liability for events such the Boxster lunch. The lunch sponsored by GGR but after the event drivers from the lunch leave together as a group - is GGR liable? Claude will investigate National's take on this matter.

Additionally recently concerned was raised about the serving of alcohol at Time Trials. GGR has not had any problems this year - but possibly the alcohol should be served by a third party to eliminate liability for GGR PCA.

2. General Discussion - Non-driving Instructors

After some discussion regarding the cost of a weekend for instructors when they are not driving the board authorized the subsidy of GGR instructor fees for the Diablo DE at Thunderhill on Friday August 3, immediately preceding GGR's DE/TT as a means to show instructor appreciation."

3. Next board meeting location TBD - Jeff Kost will confirm if his house is available for June 13.

4. Reallocation of funds no longer needed for the Nugget:

Board continued discussion of potential reallocation of money no longer needed for the Nugget. Additional proposal was for GGR to sponsor an Instructor day on a Friday before an event - the board noted it was probably too late to do it this year. Further discussion led to the possibility of sponsoring one day at the track-teaching instructors.

5. Larry met with Palo Alto Concours d'Elegance; June 29, 2008; they will provide judges and scoring per SCCA rules. They would like to see between fifty and one-hundred cars.

6. YMCA charity event June 23 - add this event to GGR's calendar; getting participation, this close to the event is difficult.

Items For Next Board Meeting: June 13, 2007

1. Publishing financial report
2. Liability issues: real or myth
3. Feedback on other organizations' events vs. GGR

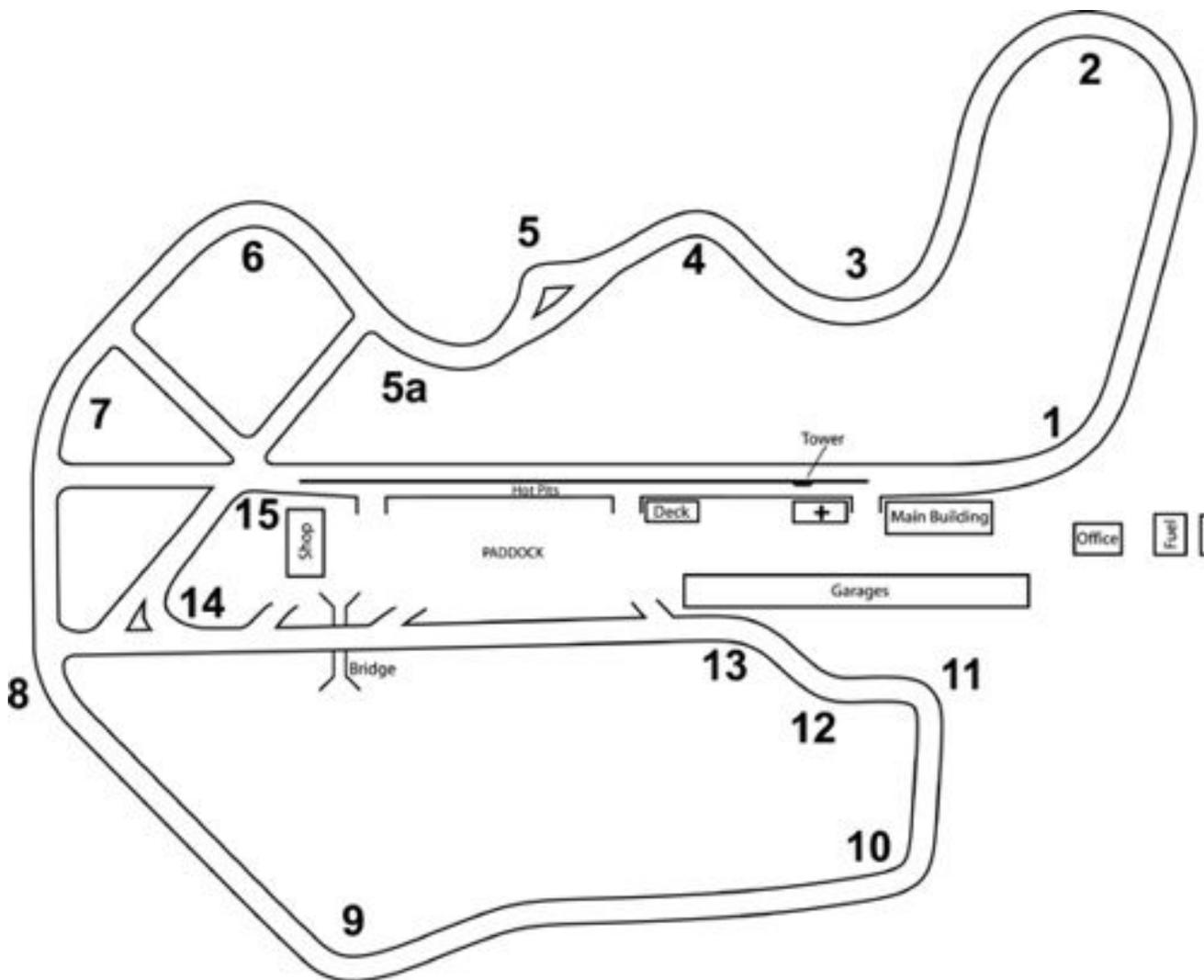
Adjournment

There being no further business to come before the Board, a motion to adjourn approved at 9:00 PM. The next Board of Directors meeting scheduled for June 13, 2007 at 7:00 p.m. at the residence of the TBD. Please call the President at 310-418-0163 or email ggrpresident@gmail.com to add items to the agenda.

Respectfully submitted,
Laura Mercier (aka Sandy Hasco)
GGR Secretary 2007

Register for DE/TT #4

--August 4-5 at Thunderhill Raceway Park



Join GGR in early August at Thunderhill for this Porsche-only Driver's Education and Time Trial Event! We will run counter-clockwise ("normal direction") and use the cyclone.

+++ NB: Admission to our year end LAGUNA SECA event may be contingent on +++ attending this event.

+ Register by July 6th to save with early-bird discount pricing!

+ Late Registration Fees apply after July 16th.

+ More track time? A Friday Driver's Education Event is being hosted by Diablo Region PCA . More information regarding Friday's Event can be found on Diablo's event page @ <http://dia.pca.org/>

+ To register, visit <http://www.motorsportreg.com/>, create an account if you don't already have one, find our event and sign up! Or, click [here](#) for a direct link.

+ Online registration questions? Please see our [bulletin board](#).

GGR 2007 DE Schedule

Golden Gate Region Presents
2007 Drivers' Ed and Time Trial Series
"Golden Gate DE: 'cause every Porsche is a race car"

Schedule

- August 4-5: Drivers' Ed and Time Trial #4 at Thunderhill
- September 22-23: Drivers' Ed and Time Trial #5 at Thunderhill
- Sunday, December 9: Drivers' Ed (one day) at Laguna Seca.



For Drivers' Ed info, click [here](#).

For Time Trial info, click [here](#).

To Register, click [here](#).

For questions, click [here](#) to send an email.

GGR Autocross #5

--by Andrew Blyholder

July 21 at Bay Meadows

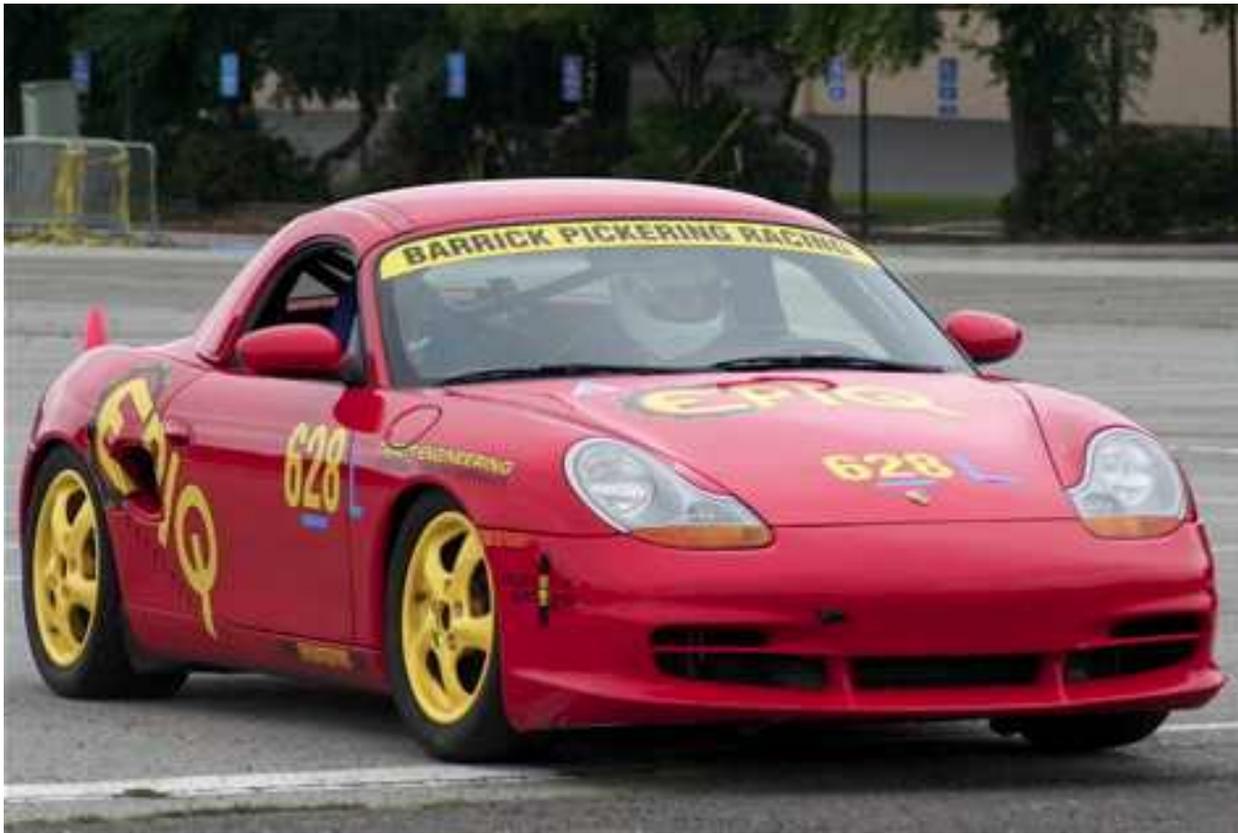
We visited a new venue for Autocross #5 • the parking lot of the Santa Mateo County Event center. This facility is part of the Santa Mateo County fair grounds and the Bay Meadows horse track. We could see the horses entering the track for their morning workouts as we prepped our cars and set up the course. The course area is a bit smaller than our usual Candlestick, Alameda, or Marina haunts, however Larry Sharp managed to make the most of the available asphalt. The morning was heavily overcast and cool, but by mid-day the clouds had burned off and we had abundant sun for the rest of the day.



His dad drives a black one, too.

Rob Boynton took a break from his usual SCCA activities and brought out his well sorted '02 GT to play, and took TToD for his efforts. Dave McGuigan, fresh from a class win at Parade, was amazing just a single tenth behind, in his AX09 911, fully eight classes below Rob's AX01.

Dana Ambrisko made it out for the first time this year and knocked the rust off those driving skills by taking TToD Ladies (and nipping husband Doug by 2 tenths.)



Pickering Power

Dave McGuigan's astonishing drive also earned him the top PAX time by a relatively generous 4 tenths over a merely spectacular Terry Zaccone.

Our next event will be September 1st at Marina.



At least it's a P-car.

To best evaluate how the recently adopted classification points system is working out, Dan Thompson, our competition director, is encouraging all autocross drivers currently running as FUN to please classify their cars. This will give us a larger data set to analyze at the end of the year. Please download the 2007 Competition Rules for this task. Unfortunately, the on-line classification web site has not been updated with the points changes made at the end of last year. (Any volunteers familiar with web site programming out there?) See you all -with classifications - at Marina!

The results are available [here](#).

Dave Dunwoodie's photos are [here](#).

Zone 7 Rules at Parade

--by Larry Sharp, Zone 7 Rep

This years Parade report begins with the bad news: the Zone 7 team failed to repeat its performance in winning Zone 7 Challenge crown as it did at Portland in 2006. Our team had fun making the Neillo Porsche Dealership sand castle, competing in the tug of war, and participating in the Frisbee contest, but our efforts were not sufficient. Still, as good Porsche friends, we had a good time.

Now for the really good news: there were three major wins by Zone 7 members. Dave Darling of Loma Prieta Region had the top score in the Porsche Design Technical and Historical Quiz, J. and Jessica Toney (Sacramento Valley Region) were the overall winners of the Yokohama Tire TSD Rally, and Stephan Nieslony (Sacramento Valley Region) had TTOD (top time of day) in the Michelin Autocross.

Since San Diego was the first-ever five-day Parade, finding a time for the traditional Zone 7 party was a challenge, given the constraints imposed by the week's abbreviated schedule. Thanks to Ted and Ingrid French and my wife KC, we arranged to have a Mexican Fiesta on the Saturday before the formal start of Parade. Nearly all of the Zone 7 members who arrived in San Diego early were able to attend. It was an impressive gathering, and it took place on the lawn in front of PCA President Prescott Kelly's hotel room.



Miles Smith from GGR won his class and was 3rd for best chair.

At the Porsche AG/PCNA Concours d'Elegance on Monday, many Zone 7 Members subjected their cars to rigorous inspection by the National PCA concours judges. In the Performance Touring group, Paul Seidel-Smith and Nancy Bishop (LPR) won their class with their stunning 914-6GT Jagermeister racecar. In the Preservation group, Paul Scheffel (MBR) won with his 1973 911T. In the battle of almost-perfect cars, Grover (Joe) Hartman (GGR), with his 1974 911 Carrera won over Ed and Jon Dugan of LPR, who were (unfortunately) forced to move up a class. Joe also won his division. Long-time Zone 7 top competitors Rick Berberich (GGR) and Ken Rinehart took second in class with their 1968 911L. Rich and Cindy Wyett (SNR) enhanced their enjoyment of their first ever Parade by easily walking away with a first-place trophy in the Preparation/Touring class with Cindy's 996. (Cindy also autocrossed her car at the Grudge Autocross held on the day following close of Parade.) Yan Feng and Frank Noock from Redwood Region entered a great-looking Boxster in the Preparation/Full group and took home class honors. Yosemite Region President Paul Czopek took 1st place in Class Preparation/Touring 13 with his 1998 Boxster.



Alfred Abken demonstrates how he scares off bears in Yosemite.

Tuesday was the day for all the rallyists to do their thing. KC and I had fun on the gimmick rally while the more serious members of our group participated in the TSD (Time-Speed-Distance) rally. J. and Jessica Toney (SVR) easily outdistanced the field in the Equipped Class with a total score of 59 (a total error of just over thirty-five seconds) for all six legs. Not only were they first in class, they were first overall for the rally. Joe and Claudia Budro from Diablo Region came in fourth in that class. In the Navigational Class David Bunch and Sharon Neidel (Redwood) took home 11th place. Jim and Rhonda Ronin (Yosemite) took home 17th, and Sue Kemper and Cameron Warren (SNR) took the 20th spot. In the Unequipped-Plus Class, the team of Larry and Greg Adams (GGR) took home 3rd spot, closely followed by Dave and Betty Pollack (GGR) in 5th place. Long-time SVR members Tom Sisson and Darlene Byerley placed 9th. All-time Zone 7 Favorites Bud and Mary Ann Behrens, who failed to read the general instructions closely, took home modest 22nd place honors. Top-notch CPA and Golden Gate region member Olen Creech and his son James got an honorable mention with a 29th place finish. The Unequipped Class seemed to be the class most of the Zone 7 members entered. At the top of the Zone 7 pile were Barry and Suzette Pangrle (LPR) in 3rd place, followed closely by Mike and Emily Willis (SVR) and Tim and Ryan Fleming (SVR) in 6th and 7th spots respectively. Richard Wetzel and Delores Mckinnon (SVR) earned 20th place, with autocrossers Chris Hamilton and Andrew Blyholder (GGR) trying to not be greedy by taking home 24th spot.



Steve Nieslony from SVR won Top Time of Day and Cleanest Wheels

San Diego Region members took their autocross expertise to a new level. The course walk on Tuesday afternoon seemed to take hours to complete. I walked the course two times, and it took me an hour and a half to complete it. The course was about 1.25 miles in length and contained uphill, downhill, banked, and off-camber turns that few other sites in the country could allow for. It seemed to me that some of the Zone 8 folks were exhibiting certain cockiness during the course walk. Since they autocross at this venue year around, maybe they thought their familiarity with the terrain would give them the upper hand. The cars from Zone 8 were very sweet looking; most of them had all the latest and best equipment. And maybe they thought they would show the country how to put on and how to drive a great autocross, which they did. However, the results, as far as the driving aspect was concerned, proved differently. With all of the big names driving the big-time 6-cylinder cars and trying their best, they couldn't keep up with the smallest car in the Modified Class field. Steve Nieslony (SVR) in class M01 squeaked past Tom Provasi (LPR) to take TTOD (Top Time of the Day). (For historians, Bill Newlin (GGR) driving another 4-cylinder 914 won TTOD when San Diego Region hosted the 1992 Parade.) The list of Zone 7 Class winners is long and impressive:

First Place Winners

Class	Driver
S03L	Lavergne Thomas (DR)
S06M	Brad Zucroff (GGR)
S07L	Tish Gleason (DR)
S08L	Mary Ann Behrens (SVR)
S012M	Greg Adams (GGR)
P01M	Kim Nelson (SVR) (by over 20 seconds)
P01L	Rachael Johnson (SVR)
P02L	Lisa Laforge (LPR)
P05M	Miles Smith (GGR)

P06M Terry Zaccone (GGR)
P07M Ray Fiore (RR)
P09M Dave McGuigan (GGR)
P09L Carol McNamara (GGR)
P15L Rebecca Cranford (RR)
P17L Kiska Icard (GGR)
I01M Ted French (DR)
I02L Juli Shelton (SVR)
M01M Steve Nieslony (SVR)
M01L Joy Sease (SVR)
M02M Andrew Blyholder (GGR)
M04L Sharon Neidel (RR)
M05M Tom Provasi (LPR)
M05L Sandy Provasi (LPR)

Second Place Winners

S03M Mike Lommatzsch (LPR)
S08L Christie Bacchus (DR)
S12M Larry Adams (GGR)
S12L Kay Gardali (YR)
P01M Ray Johansen (SVR)
P10M Larry Sharp (GGR)
P15M Mike Willis (SVR)
P17M Ron Halfhill (GGR)
M03L Nancy Bishop (GGR)

To these and to all the rest of the Zone 7 drivers who participated in the Parade autocross: GOOD JOB! We all were a part of a very special day for Zone 7.

A large number of Zone 7 members entered the Art Show competition, and many of them won awards. Second place in the Amateur Photo Class was GGR's own Gerry Brown. In the Crafts Class (pun intended) first was taken home by Nancy Bishop and Paul Seidel Smith (LPR), and third was brought home by Past National PCA President Burt Propp (GGR). In Fiber Art Amateur Division, Shirley Neidel took home second place. In Fiber Art Pro Division, Linda Schmidt once again took home first place with a beautiful quilt. The Painting or Drawing Class Amateur was won by Emily Hoover of LPR. Burt Propp is multi-talented and took home first place in the Jewelry Division. Hunter (tie-dye) Sease took home second place in the Children's Class with his great drawing of a red 917K. Not to be left out, lifetime GGR member Jean Ohl won second prize for her photo of Turbo the dog.

To prove our zone has not only many talented rallyists, autocrossers, concours preparers, and artists, we had many trophy-winning efforts in the Tech and History Quiz. In the 356 Men's Class, Kim Nelson (SVR) took home 7th place with his score of 27 points, strongly holding off Rik Larson (SVR), who had a score of 19 to take the 13th spot. The 356 Ladies Class saw a brave Rachel Johnson (SVR) score 15 points to take home 5th spot. Early 911 Men's Class is always the most popular class at each Parade. Sequoia Region's Kevin Molineaux took home a well-deserved second place with his score of 38 points. Your humble Zone rep took home 4th with a score of 36 points and was the highest-scoring Zone Rep. Grover (Joe) Hartman (GGR) took home 7th spot with a score of 35 points. Terry Zaccone had a score of 32 points and was in 12th spot. James Hurson from Redwood region scored 30 points, which placed him 16th. The ladies side of the Early 911 Class was well represented by Judy Zaccone (GGR), who scored 22 points to take home third place. Judy was closely followed by rallyist Jessica

Toney (SVR) who took home 6th spot with her score of 20 points. Redwood Region President Kurt Fischer wanted to prove his Porsche IQ and entered the Mid-911 Men's Class. His score of 27 points placed him 10th spot in his class. Bob (Good Times) Morgan found himself in 15th spot with his score of 25 points. Andy Mayhew showed strong perseverance and scored 22 points to take home 21st spot. As Past Zone 7 Rep and current Zone 11 Rep, Tim Fleming had much to prove to everyone, and didn't disappoint with a first-place showing in the Late 911 Class. He scored 33 points and picked the right class to get a great trophy. David Bunch tried to look over Tim's shoulder but was too far away and scored 28 points to take home 7th spot. Michael Tracy (SVR) rounded out this field with a score of 22 points to take home 13th spot. The 996/997 Boxster class was well represented with Greg Reschke (GGR) scoring 33 points to win 4th spot. He was just ahead of Past National President Tom Bobbitt in 5th spot. GGR's Vice President Bob Murillo had 28 points to take home 9th position. And somehow Bob found a way to wake up his son Raphael to take a test on his vacation. Raphael scored a 19th spot with his score of 18 points.

If you have a Porsche trivia question you need answered, just turn to Dave Darling of LPR who not only won the 914 Men's Class, but also had the highest score overall with forty-one correct answers. Tom Provasi was in 6th spot with his score of 30 points. Rob Neidel of Redwood scored 29 points to take home 9th position. Tom Sisson (SVR) and Gene Gilpin (Sequoia) scored 22 and 18 points respectively. In the 924/944/968 Men's Class, three members of Zone 7 entered. Miles Smith took home 7th (24 points), Barry Pangrle (LPR) took 5th (25 points), and Alfred Abken took 2nd place (31 points). Waterpumper Women's class saw Sharon Neidel (Redwood Region) prove how much she knows with her score of 25 points to win her class. Suzette Pangrle (LPR) was right on her heels in second place with a score of 22 correct answers. The last class to be represented, but not the least, was the Cayenne Class. On the men's side, Mike Lommatzsch (LPR) won with a score of 28 points, and his cousin Debbie Lindley placed 2nd with a score of 13 points

I want to give a special recognition to SVR member Bud Behrens (Past Zone 7 Rep and Past National Safety chairman) who took home a third place trophy in Class IV of the PCA National Newsletter Contest for his accomplishments as editor of The Drifter for the last ten months. It was the only Zone 7 newsletter entered in the contest to win a trophy this year.

It has only been a few days since KC and I have returned from San Diego, and I am still smiling. How much fun it was to spend five days in San Diego with the special group of people in Zone 7. Many best wishes to all of Zone 7 members who went to Parade in San Diego and let the country know "Its not just the cars, it's the people."

Till our next meeting, have a safe journey.
Larry

--For more photos by Ron Leppke, click [here](#). -ed.

Info Needed on Cotati Raceway



--by Gary Horstkorta, contributing writer to Vintage Motorsport, Vintage Racecar, Classic Motorsport, The Wheel, and archivist for the SF Region of the SCCA

From the early 1950's until 1971, Cotati Raceway, a.k.a. Golden State Raceway, was a regular site for car club activities and autocross events run by the PCA. The track was also for motorcycle races, SCCA/RDC driver schools and organized SCCA races. Located near Rohnert Park, this former WWII U.S. Navy auxiliary landing airfield, eventually fell victim to urban expansion and was plowed under in favor of a motor home park, shopping center and industrial business park.

I am writing a feature article for Vintage Motorsport magazine on the history of Cotati Raceway, and seeking information, period photographs and potential interviews with people who were competitors, spectators or workers at the track. I already have information on SCCA and motorcycle club usage but need car club events, drag racing and autocross information to complete the research. There is some urgency as I need to complete my research by the end of August. If have any information or know of someone who might, please contact me at horsty@msn.com or (925)456-0822. Thank you.

Gary Horstkorta
Contributing Writer - Vintage Motorsport

The Power Chef



An Almost-Instant Barbecue Dinner

--by John Celona, The Power Chef

Suppose you're arriving home after a long day at the office, autocrossing, counting migrating whales--whatever, and are wondering what's for dinner pronto. You could opt for take-out or picking up something from the ready-to-go section at the grocery store. It might even be good.

For me, that's fine when traveling on business. When I'm home, I'd much prefer to put something fresh and tasty together in about the same time it takes to acquire take-out. Here's one of my regular almost-instant barbecue dinners. I'll lay out the sequence of steps to get it finished and on the table in under an hour--with time to read the paper!

1. Stop at the store on the way home. Buy steaks, potatoes, and a bag of broccoli florets. If you don't already have them at home, also get vodka, salt, pepper, and butter.
2. Arrive home. Start the toaster oven preheating to 450 degrees.
3. Wash the potatoes and put them in the oven.
4. For 4 or 5 steaks, combine 1 tablespoon of salt, 1 tablespoon of fresh ground black pepper, and just enough vodka to make a paste of it. Rub this thoroughly on all sides of the steaks. Use less or more for how many steaks you're cooking.
5. Relax and read the paper. You have about 40 minutes to hang out.
6. The potatoes should be almost done by now. Put the broccoli florets in a pot with about 1/4-inch of water on the bottom and set the covered pan on a high heat.
7. Grill the steaks. 1-2 minutes per side for medium rare will do it. Take the steaks off and let them set for a minute or two.
8. The broccoli should be vigorously steaming, but still bright green. Shut the heat off so it doesn't

get dark green, mushy, and utterly yucky.

9. Take the potatoes out of the oven, grab a steak and some broccoli, and eat! You're done.

This gets you a delicious \$25 steak dinner at home for a fraction of the cost. And you have time to open the mail. A key trick is baking the potatoes at 450 degrees instead of the usual 350 degrees. The high heat works just fine, is much faster, and gives you a crispy skin on the potatoes. Yukon golds, red skin, and even regular Russets are all just fine in my opinion for baking. Smaller potatoes will cook faster.

The vodka in the marinade helps the salt and pepper to penetrate, tenderizes the meat, then disappears when you grill them. Be careful not to add too much vodka or your steaks will taste of it. The result is seasoned steak that tastes of BEEF instead of marinade flavor.

For steaks, I prefer either New York strip or ribeye. The New Yorkers have better flavor than the ribeyes, but are less tender. In my opinion, filet mignon is too bland and other cuts of steak are way too tough. The oh-so-popular tri tip I would use either in a stew or for hamburgers.

A hot barbecue is key for the steaks. Charcoal works fine, as do some gas grills. My five-burner stainless steel bad boy barbecue heats to over 600 degrees. If you don't have a barbecue, the broiler works if you preheat it. Cover a shallow tray with a sheet of aluminum foil so you don't have another pan to wash. It will smoke under the broiler, so turning the hood fan on and cracking a window open are advised.

Combine these with a big helping of the broccoli and you have a tasty and reasonably healthy meal. In my opinion, a little butter, salt, and pepper are all the potatoes and broccoli need. If you're a little broccoli-phobic, try drizzling a little olive oil and garlic powder over it before you steam it for extra seasoning.

Bon appetit,
The Power Chef

Coyote Run VII



Golden Gate Region Presents
Coyote Run VII

October 6, 2007

Sponsored by Carlsen Porsche
3636 Haven Avenue • Redwood City, CA 94063
Telephone: (650) 701-9200



Open to all cars, not just Porsches. • Cost is \$20.00 per car.

Entry fees donated to Child Advocates.

Registration opens at 8:45 A.M. • Driver/Navigator meeting at 9:30 A.M.

First-Timer meeting at 9:45 A.M. • First car out at 10:01 A.M.

The Rally is specially designed for first timers and beginners.

This is a Time/Speed/Distance (TSD) rally. Beginners and First-Timers will be given mileage or street names at most turning points. Rally classes include Beginner, Notice, Expert Unequipped, and Expert Equipped. Classes will be based on experience and equipment. The most experienced occupant in the car will determine the class. The rally covers about 100 miles and will take approximately four hours to complete.

Directions: Registration and start are at Carlsen Porsche in Redwood City. From US 101, take the Marsh Road exit East and turn left at the signal onto Haven Avenue.

For information, contact Larry Adams at (650) 345-2232 or e-mail OldCarNut@aol.com

Competition Corner



--by Dan Thompson, Competition Director

Proposed Rules Changes

GGR and Zone 7 folks. These are all of the rules proposals that have been submitted for the 2008 competition season. I know they are long and some of them are quite esoteric, but this is what the procedures are all about. Please read thru as much of this as you can and make comments, suggestions, changes, extensions etc. Thoughtful comments are always appreciated. Remember any or all of these could be included in next season's rules. If you want to make comments directly to me, please email me by clicking [here](#) (or clicking my photo).

From Peter Venturini. I am suggesting a rule change for 2008 and I also have a suggestion for consideration by the rules committee.

1. Rules change Proposal:

Modify Section 2.2 T to also accept valid and current NASA Competition License.

2.2T Time Trial (only)

All drivers in Time Trials, other than students and/or provisional Drivers, must hold a valid Golden Gate Region Time Trial Certificate, PCA Club Racing License, NASA COMPETITION LICENSE, Nationally Trained PCA Instructors, POC Competition License, IMSA Competition License, (not provisional) or SCCA Racing License. This certificate must be displayed when registering at a Time Trial. Requirements for obtaining a GGR Time Trial Certificate are: (Note: Suggested change in bold). I recommend this change to allow those of us that race with PRC (which requires NASA Competition

License), to also be able to participate in GGR DE/TT Events. Because of schedule conflicts, it is difficult to get in the minimum two time trials per year to maintain ones certificate.

2. Suggestion:

Define what is meant, in GGR context, novice driver. I note in Section 2.2D b. that novice drivers are required to attend on classroom lecture. So what is a novice driver - one that has never participated in a GGR track event? One that has not participated in a GGR DE for XXX years, or ????. Suggest committee clarify what is meant by novice in this Section. -----

from Bill Dally.

Proposed Rule Changes for 2008

1. Base points for 914s:

Proposal: Change the autocross base points for all models of 914 to be 50 points more than their time trial base points.

Rationale: The current AX base point assignments for mid-engine cars are not appropriate. A base point assignment in line with the 2005 PAX scores would be more fair. A 914 2.0 (Class had a 2005 PAX score of 0.881 which less than the 0.885 of a 911T (class G) which is currently assigned 250 points. The 2.0L 914 has a power to weight ratio comparable to an early 924 which is assigned 150-175 points or a 912 which is assigned 175 points.

The argument that 914s deserve a 100 point differential from their TT base points for autocross because they handle well is not valid. Under the current rules, car modifications such as springs, torsion bars, and sway bars are relatively inexpensive (in terms of points) making it easy to achieve balanced handling on all cars. Thus penalizing a 914 by 100 points for balanced handling puts it at a serious disadvantage compared to a 912 or 911T with suspension modifications.

This proposal does provide a "mid engine" penalty over and above the TT base points for 914s but makes this penalty a more reasonable 50 points for a 2.0L 914.

2. Base Points for Boxsters:

Proposal: Reduce the time trial base points for the 986 Boxster S by 25 points and then change the autocross base points for all models of Boxsters and Caymans to be 25 points more than their time trial base points.

Rationale: The current AX base point assignments for mid-engine cars are not appropriate. A base point assignment based on the 2005 PAX table or on power-to-weight ratios would be more appropriate. A Boxster (old class T) had a PAX weighting of .907 and a Boxster S .917. This puts a Boxster between a 964 (425 points) and a 993 (450 points) and a Boxster S equal to a 993. On a power-to-weight ratio basis, a 2000 Boxster is comparable to a Carrera and a Boxster S is comparable to a 964.

This proposal does still incorporate a "mid-engine penalty" of 25 points for all Boxster models. This is a more reasonable penalty.

The time trial base points adjustment for the Boxster S is based on its power to weight which is comparable to a 964. Note that the real weight of a Boxster S is 3050 lbs empty and dry (this is based on corner weighting my 2002 which has only PSM and heated seats as options). The power to weight calculations used by the point system have used an unrealistically low weight for the Boxster S.

3. Adjustable Spring Perches:

Proposal: For cars with coil springs, adjustable spring perches should carry no penalty.

Rationale: Cars with torsion bars can adjust ride height and corner balance with no point penalty. It is only fair to allow cars with coil springs the same penalty-free adjustment.

From Andrew Forrest.

2008 GGR Rule Change Proposal - AJF-0 Proposal: (Procedural) Permanently adopt the rules in effect for track events this year (aka "2007b rules") as a baseline for all rules change proposals for 2008. The rules in effect for track events this year restrict the effect of Time Trial rules (as opposed to Driver's Education rules) to the portion of a track event in which timed runs occur. At all other times during a track event, Driver's Education rules are in effect. The reason this proposal is made is that the 2007b rules are temporary due to their being issued as a "Tech Bulletin" as a consequence of the late date in 2006 at which they were proposed. If the 2007b rules are not adopted permanently (or as a baseline to which other 2008 rules change proposals are applied) then the rules revert to the set published just prior to these being adopted ("2007a rules").

Rationale: This proposal is a procedural necessity to avoid the 2007b rules from experiencing a "sunset". The 2007b rules themselves are a response to the changing nature of track events in general and our club membership's cars in particular. A few years ago we passed the mark where more than 50% of our members now have liquid cooled cars (not considering 944, 968 or 928 models even). These cars are of a vintage that invariably contain passive restraints like airbags, additional driver's aids (ABS as a minimum) and a higher luxury component than earlier cars. These cars are intrinsically safer in an impact than earlier cars at the same time that their owners are more likely to drive them on a daily basis and less likely to wish to modify them for the track. Requiring members to prepare their cars as required by the Time Trial rules from 2006 and prior is an impediment to new participants joining us where they would get the excellent instruction we can provide.

2008 GGR Rule Change Proposal - AJF-1 Proposal: Rescind the term limits for the Driver's Ed/Time Trial Chairman and Chief Driving Instructor: Eliminate rules 2.1T (2) and (5) which read: 2. Driver's Ed/Time Trial Chairman shall serve no longer than Three years. (Reasoning: to encourage change and to have a set time of change.) 5. The Time Trial Chief Driving Instructor (CDI) shall serve no longer than Three years. (Reasoning: to encourage change and to have a set time of change.)

Rationale: This is a volunteer club and it is rare for election or appointment to a position to be contested. It seems pointless to arbitrarily limit the participation of a member who is presumably willing and able to contribute -- especially when the club's Board of Directors has the absolute power to override assignments already. (Note: if the inclusion of rule 2.1T (2) in this proposal is deemed a conflict of interest [the DE/TT Chair is making the proposal], then the proposal should be read to apply to the CDI only.)

2008 GGR Rule Change Proposal - AJF-2 Proposal: Incorporate PCA National's new Driver's Education Minimum Guidelines rule #3, "Harness Systems" ("Rule 3"), reproduced below, into GGR rules 3.3D and 3.3T and qualify the necessity for such harnesses to apply only to certain cars; namely those without functioning airbags or those with more than 250 (450?) modification points. Move the definition of "Restraint System" from 3.3T © to 3.3D (e) so that it can be used in the DE discussion: e. The term "Restraint System" shall refer to belts, harnesses, straps and all their associated mounting hardware. Add the following items from "Rule 3" to 3.3D: f. Both student and instructor shall have substantially the same restraint system. All vehicles must be equipped with a properly installed lap and shoulder restraint system. g. If a participant uses a multi-point harness system (five or six-point; four-point systems are not allowed) then

i. the harnesses must include a antisubmarine strap or straps which are mounted in an approved manner consistent the manufacturer's instructions. Two inch FIA approved lap belts or 3-inch lap belts, 3-inch shoulder harnesses and 2-inch antisubmarine straps are minimum.

ii. the harness system must be used in conjunction with a seat which has the supplied routing holes for

the shoulder belts and, for five point harnesses, the anti-submarine belt.

iii. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions. Either move items from 3.3T (f) to 3.3D (f) and update sub-items viii and x.:

iv. Hardware to meet or exceed the strength of DOT or SAE approved type. Example: forged eyebolts with 7/16" SAE threads.

v. Attachments must be to the car or roll bar, and not to the seat structure or seat frames. Lap belts may be secured to the factory seat belt locations using Brey-Krause mounting hardware (P/N R9001) for cars with 450 or fewer mod points with stock seats.

vi. Attachments to sheet metal portions of the car must have adequate backing plates.

vii. Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.

viii. Competition shoulder harnesses should be mounted so that the rearward horizontal portion leaves the shoulder at an angle of approximately 90 degrees to the spine (at most 40 degrees down from horizontal) as viewed from the side.

ix. Shoulder harness mountings that depend upon the seat back, either for position or support in a crash, will not be permitted.

x. Where the anti-submarine belt does not pass through the seat cushion (which is the recommended approach where seats have a pass-through provision) the anti-submarine belt may be a single belt anchored on the floor, centered in front of the seat, or may be a two-strap design that anchors at or near the front corners of the seat or passes under the driver and is anchored at or near the lap belt attachment points. The single forward sub-belt mount is preferred.

xi. All belts and bolts should be adequately fastened. Examples, cotter keys, double nuts and/or lock nuts. Additionally, any belts attached to eyebolts with spring clips must have the spring clips positively secured closed through the use of cotter keys, hitch pins or similar approaches.

xii. Good restraint system installation practice should include, but not be limited to, the above guidelines.

Or, (preferred), eliminate the items from 3.3T (f) entirely (see rationale). And conclude 3.3D with: h. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Change 3.3T (d) from d. Entrants and passengers must use competition belts, harnesses and anti-submarine straps; 2 inch FIA approved lap belts or 3-inch lap belts, 3-inch shoulder harnesses and 2-inch antisubmarine straps are minimum to d. Drivers and passengers in cars that lack functional airbags or have 250 (450?) or more modification points must use multi-point harnesses. Change 3.3T (e) from e. Restraint systems of questionable condition, design, material, mounting or which are in any way unsafe will be disallowed. All seat belts must display a manufactured date not more than seven years earlier than the current year. to e. Restraint systems of questionable condition, design, material, mounting or which are in any way unsafe will be disallowed. Harness webbing must be replaced every five years (OEM three-point belts excepted).

Rationale: Safety Equipment is a complicated area. The extent of GGR's expertise in this matter does not exceed that of the safety equipment's manufacturers nor does it exceed that available to the national body of the PCA. Accordingly GGR rules should defer to these two authorities in specifying safety equipment requirements. This approach "future-proofs" the rules by eliminating explicit details that may eventually be contradicted as more is learned by the safety community. Examples of areas that have been contradicted include whether tops should be up or down on open cars and whether five-point harnesses are safer than three-point with most stock Porsche seats (the latest thinking is they are not -- see Schroth).

The other substantial change in this proposal is to allow modern, stock cars to participate in timed runs without installing multi-point harnesses (and appropriate seats). The rationale for this essentially the same as that for the proposal to make permanent the 2007b rules (AJF-0): The 2007b rules themselves are a response to the changing nature of track events in general and our club membership's cars in particular. A few years ago we passed the mark where more than 50% of our members now have liquid cooled cars (not considering 944, 968 or 928 models even). These cars are of a vintage that invariably contain passive restraints like airbags, additional driver's aids (ABS as a minimum) and a higher luxury component than earlier cars. These cars are intrinsically safer in an impact than earlier cars at the same time that their owners are more likely to drive them on a daily basis and less likely to wish to modify them for the track. Requiring members to prepare their cars as required by the Time Trial rules from 2006 and prior is an impediment to new participants joining us where they would get the excellent instruction we can provide. We can discuss the modification points threshold for requiring multi-point harnesses.

Finally, the rationale for the minor detail changes: · changing harness webbing every five years instead of seven - PCA National Minimum Guidelines for DE requirement · original rule 3.3T f (ii) may contradict the new rules if the stock seats do not possess the appropriate pass-throughs. · ditto for 3.3T f (vii). · additionally for 3.3T f (vii), the Brey-Krause says P/N 9030 requires a seat with a "anti-sub strap pass-through", contradicting the requirement that equipment be installed according to the manufacturer's recommendations. · it's hard for me to believe that a single sub strap anchored in front of the seat (without passthrough) is safe but then again, see the 1st paragraph of this rationale. PCA National's new rule #3 from the Driver's Education Minimum Guidelines ("Rule 3")

3. Harness Systems: If the participant chooses to install a 5 or 6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include a antisubmarine strap and be mounted in an approved manner consistent the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions. This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Due to UV degradation and wear the harness webbing must be replaced every five years.

2008 GGR Rule Change Proposal - AJF-3 Proposal: This proposal is in two parts (which may be independently adopted or rejected):

Part A: Move the many constraints on car numbers from rule 2.6T (a) to 2.6T © and make them subordinate to the idea that the tech inspector has final say on whether a car's numbers are adequate (i.e. describe them as guidelines). Change 2.6T (a) from a. Car numbers (both) and competition class letters (TT-only) must be on the car and correct for the driver at all times in order for course personnel, event officials and your fellow competitors to identify cars and their drivers. Numbers must be a contrasting color, and distinct from a distance. Reflecting numbers are discouraged and shoe polish is not allowed. No numbers on windows. Numbers must be from 8 to 10 inches high and 1-1/2 to 2 inches wide and must be securely attached. The number on the rear may be only half the regular size but still legible. The car classification letters should be half the size of the competition number and placed after the number on both sides of the car. to a. Car numbers (both) and competition class letters (TT-only) must be on the car and correct for the driver at all times in order for course personnel, event officials and your fellow competitors to identify cars and their drivers. Numbers must be a contrasting color, and distinct from a distance. Reflecting numbers are discouraged and shoe polish is not allowed. No numbers on windows. Numbers must be from 8 to 10 inches high and 1-1/2 to 2 inches wide and must be securely attached. The number on the rear may be only half the regular size but still legible. The car classification letters should be half the size of the competition number and placed after the number on both sides of the car. AND change 2.6T © from c. Location, style, legibility and mounting of all car numbers are subject to approval of the Tech Inspector. to c. Location, style, legibility and mounting of all car numbers are subject to approval of the Tech Inspector.

Examples of considerations the Tech Inspector may employ in approving a car's numbers include (but are not limited to): Numbers must be a contrasting color, and distinct from a distance. Reflecting numbers are discouraged and shoe polish is not allowed. No numbers on windows. Numbers must be from 8 to 10 inches high and 1-1/2 to 2 inches wide and must be securely attached. The number on the rear need be only half the regular size but still legible. The car classification letters should be half the size of the competition number and placed after the number on both sides of the car. Part B: Change 2.6T ((Car Numbers) from b. Numbers shall be placed on both sides of the car, on the front and the rear of the car. to b. Numbers shall be placed on both sides of the car (required), and on the front and the rear of the car (recommended). Part C: Change 2.6T (d) (Car Number Suffix) from d. The driver number is your GGR Certification Number. Drivers sharing a car may use the same car number but with the suffix 'L' attached to the number in one case to distinguish the drivers. to d. The driver number is your GGR Certification Number. Drivers sharing a car may use the same car number but with an alphabetic suffix (e.g. 'L') attached to the numbers on both sides of the car to distinguish the drivers.

Rationale: Part A: Having a huge, undifferentiated list of constraints on car numbers obscures the main goals of car numbers: legibility and identity. Should GGR really have a rule about stroke width for car numbers if these main goals are otherwise satisfied? (No). Making these constraints explicitly subordinate to the Tech Inspector's approval and re-casting them as guidelines gives GGR the flexibility to approve car numbers that meet our goals while still providing members with good advice about how to achieve the objectives. Persons with questions about car number suitability should be encouraged to view online photos of cars with numbers acceptable to GGR.

Part B: Having numbers on all four sides of a car is an unusual requirement for Driver's Education events. This change would make GGR's rules more aligned with those of other regions. Given the increasing frequency with which GGR hosts events that are adjacent or in conjunction with other regions, alignment of rules and elimination of gratuitous differences is a worthwhile goal. Part C: Changing from 'L' to any alphabetic suffix generalizes this technique and updates an otherwise anachronistic rule.

2008 GGR Rule Change Proposal - AJF-4 Proposal: Replace the car classification system (for TT only?) with the previous model/degree of modification based system (the "old system") subject to the following updates: - apply to the old system, all rule changes relevant to classification that have been made in the interim since the adoption of the points-based system. - create new classes for any new car models that have been introduced since the adoption of the points-based system (Cayman?) - revise all other rules that make reference to a modification points threshold so that they continue to work with the old classification system.

Rationale: The purpose of this proposal is to get this change on the agenda of the current DEC so that it will investigate and evaluate this proposal. Making the proposal is not necessarily an endorsement of the proposal, rather it reflects a desire for an open discussion and independent evaluation of the two competing classification systems. Some veteran time trial participants have indicated that the pointsbased system is a deterrent to participation. If we are to continue having a TT series, this possibility needs to be taken seriously and, should it be deemed true and serious enough, a change may be contemplated. In order to effect the change, a proposal has to be submitted so here it is. Needless to say, change comes at a cost so flip-flopping between classification systems is not something to be taken lightly. Likewise, there are other reasons why TT participation is down (TT participants "graduate" and new members have newer cars which they are reluctant to prepare as described elsewhere). All classification systems are imperfect by nature but the particular imperfections matter.

from Rob Woollen.

I wasn't sure if this was intentional or a typo in the rules. If it was intentional, then consider this a suggestion for a change.

964T (3.6) has base points of 525

993TT has base points of 575

996TT has base points of 550

997TT has base points of 600

It looks to me like this was a typo and the 993TT should have 550 base points and the 996TT should be at 575. The 996TT is definitely slightly faster in all the data I have. I don't see any reason the older car would have more base points.

From Larry Sharp.

add PCA National rules in autocross for Showroom stock rules.

Reasoning: Most newer cars are running stock configuration and street tires for the first few years the members try autocrossing. The Showroom stock rules will greatly enhance a newer drivers fun factor with out worrying about too many rules since they can only run extremely stock cars.

Add 25 points to the base points for a RSamerica for both ax and tt rules

Reasoning: car is better than a standard 964 C2 -----

From Dan Thompson

1)An increase in the granulariry of the points assessed for tire types/wear ratings would help move some cars into a more competitive class. Currently in AX taking a totally stock car and placing any R rated tire on it for competition moves it up essentially 3 classes (assuming that the points spread for each class is 50 points)

tire points ≥ 200 WR 0 points < 200 but > 100 WR 25 points ≤ 100 but > 40 WR 50 points ≤ 40 WR 100 points full race slicks 175 points

In this way an upgrade for any given car would only potentially move it up one class, for the first division of R rated tires. DOT R tires such as R/A3S06 Hoosier, Kumho V710s have a decided traction

advantage over DOT R tires such as Toyo RA1s, Kumho Victoracers, and Nitto NT01s Initially when the points classification was proposed, one of the talking points was not to have any one modification move a car into a class where it became uncompetitive. Make the points totals for AX and TT the same.

2)Then I would make the points hit smaller for increases in wheel width. I think the tire width has more to do with the performance increase than the wheel width does.... up to a certain point....when the tire is absolutely too wide to perform correctly for a given wheel width. Like 205s on a 5.5" rim, being the limit.

10 points per inch instead of the current 25.

3)The PCA minimum DE Standards for harness/seat systems need to be included in our rules. Harness Systems: If the participant chooses to install a 5 or 6 point driving harness (four point systems are not safe and therefore not allowed) several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must include a antisubmarine strap and be mounted in an approved manner consistent the manufacturer's instructions. The Harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

This means that a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM. Due to UV degradation and wear the harness webbing must be replaced every five years.

4) The starting points for a 914 for Time Trial needs to be reduced. Currently a 2.0L 914 classed in TT11 is potentially running against 987Ss, 986Ss, 964s including RSAs, 986s, 993s and a host of other high horse powered , modern suspensioned Porsches. There is no way that a 100HP 914 can be competitive with these cars at the tracks we visit. All 4 of the tracks that we potentially use are arguably horse power tracks... Points for 914-4s need to be reduced at least 75 points to get them into classes where they can be competitive. -----

Cars shall be placed into "base classes" according to the following schedule:

A) All 356 (push rod), 912, 914 1.7 & 1.8

C) 914 2.0, 912E, 924

F) All 4-Cam 356, '65-'68 911/L 2.0, '69-'71 911E 2.0 & 2.2, '68-'73 911T 2.0,2.2, & 2.4.

G) 944 2.5 & 2.7, 924S 2.5, 924 Turbo 2.0, 944S 2.5

H) '67-'69 911S 2.0, '70-'71 911S 2.2, 914-6 2.0, '74-'77 911/911S 2.7 , '74-'75 911,Carrera 2.7

I) '78-'83 911SC 3.0, '72-'73 911S 2.4, '72-'73 911E 2.4. '78-'84 928 & 928S

J) '84-'89 911 Carrera 3.2, European 911 Carrera 2.7 & 3.0, 924GT, 911 ClubSport, 911 Speedster, '86-'88 944 Turbo 2.5, '85-'86 928S, '89-'91, 944S2 3.0

K) 930 Turbo Carrera 3.0 thru '77, '87-'95 928 (all), '88 944 Turbo S, '89 944 Turbo, '89-'94 911 Carrera 2&4 (964), 968, '90 and later Turbo Look, '90 and later 911 Speedster, '92 and later 911 America Roadster

L) Boxster 986

M) 986 Boxster S, 987 Boxster, Cayman

N) 930, 911 Turbo 3.3 '78-'92, All Carrera '95-'01 (993, 996), 987 Boxster S, Cayman S

O) All Carrera '02 and on, 996, 997

P) 911 Turbo 3.6 '94 on (including Turbo S/Twin Turbo), 996 GT2, 996 GT3, 997 Carrera S, 997 GT3, 997 GT2

Q) 2003+ All Cayenne models (AX only) -----

#65 Springs and torsion Bars. Currently 30 points for TT and 45 for AX for changing springs or torsion bars. A car such as a 914 is assigned the same # of points regardless if the car has only slightly upgraded springs such as 100#s or 140#s or if the car has 250# springs. Just as in the tires I feel there need to be some granularity. I know this will be tough but maybe it needs to be done as a % increase over stock for all cars. So for a 914 an increase to 140# springs should be ~ a 40% increase.... so we make an increase in spring rate of 0-40% worth 10 points 40-100% would be 20 points over 100% would be 40 points someone can come up with a different perspective. I just think there needs to be a different points hit for a car with only a slightly increased spring rate VS. a car that has big increases in spring rates.

From Paul Larson

I would like to see points for different tires. Here is the list.

street -- 0 points

RA1's, Victoraces. Pilot Sport Cups, Yoko A048 -- 50 points

Hoosiers, 710S, Avons -- 100 points

Full Race Slicks -- 150 points

From Demick Boyden

Last year, the 914-6 was given an exemption on wheel sizes to allow for 6" wide wheels to be used with no points penalty. The Rationale was that these cars shipped with the same wheels as the early 911's which have an allowance for six inch wheels with no penalty, and 5.5 inch 5-bolt wheels are difficult to find. For more info see:

<http://comp.pca-ggr.org/phpbb2/viewtopic.php?t=121>

I propose this year that the same exemption be given for the 914-4.

Rationale is that although the 914-6 shipped with different wheels than the 914-4 (5-bolt vs. 4-bolt), the wheel sizes were the same. So if the 914-6 is allowed 6" wheels, the 914-4 should be allowed 6" wheels without penalty too.

Currently, the point penalty on this is unfair to the 914-4: Base points of a stock 914-6 with 6" wheels vs. a 914-4 2.0 with 6" wheels currently is:

914/6 with 6" wheels: 275 points 914/4 2.0 with 6" wheels: 250+50 = 300 points.

Applying this 6" wheel exemption to 914-4's along with the 914-6's will even the playing field.



That will do it for August. I'd like to close with my own rules proposal that we create a new class in autocross called ED01 in which only editors are allowed to run, and that it have the biggest plaque. Thoughts?

Thanks for reading.

John Celona

Porsche Club of America-Golden Gate Region

[Forward email](#)

Email Marketing by

 **SafeUnsubscribe**®

This email was sent to nugget-ed@sbcglobal.net, by nugget-ed@sbcglobal.net
[Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Porsche Club of America--Golden Gate Region | Nugget Headquarters | 505 Vista Ave | San Carlos | CA | 94070