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Porsche Club of America Golden Gate Region



The Nugget

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Dear Porsche Enthusiast,

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

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Thanks for reading.



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Place de Leglise



--by Claude Leglise, GGR President

Competition -- GGR Style

I came back last night from another fantastic track weekend at Buttonwillow. Andrew Forrest, Gary Dorigi, Paulette Johnson and the entire Drivers' Ed / Time Trial crew again did a great job of organizing the event. The weather cooperated, and much fun was had by all. I even improved my personal lap time record by over a second. Two things stood out in my mind. First, there were 95 registered drivers, which is the highest number for Buttonwillow as far as I can remember. Second, there were a lot of new cars in the paddock: 996s, 997s, Boxsters, Caymans and GT3s. In fact, 13 of the 15 students drove water cooled cars. It is really great to see so many new participants bring new cars to Drivers' Ed, demonstrating that you do not need a 1965 911 to enjoy serious laps. Our Time Trial series is alive and well. This is excellent news.

On a related note, I recently had a chance to take my teenage son Richard to a track weekend organized by a different club. Porsches were few, so we had an interesting opportunity for comparisons, and the track was interesting to drive. The two of us together added 350 pure track miles to the odometer. Yet, at the end of the weekend, Richard pointed out that he feels a lot safer driving with GGR, because he knows what to expect of the other drivers who share the track with him, and because they follow the rules. This is a testament to the fine program our tireless volunteers put together: the Ground School provides everyone with a common set of expectations; the Saturday morning Drivers Meeting complements that with extensive information about the specific event's rules; the instruction program puts theory into practice and teaches everyone the same driving behaviors. The key is that, because GGR teaches every driver the same way, we all learn how to drive fast safely, and we all know that the other folks on the track with us have received the same training. Richard's comments reminded me of the main reason the GGR Drivers' Ed and Time Trial program is different: it is the focus on safety first.

You may know by now that the summer Autocross School has been postponed because our venue, Candlestick, is getting resurfaced. After the loss of Alameda earlier this year, we are starting to run out of suitable parking lots that are available on a regular basis. Given the value of real estate in the Bay Area, the situation is likely to get worse in coming years, so one of the ideas that the board has kicked around recently is to secure a long term venue for Autocross. Back in 1993, GGR assisted SCCA financially to build Thunderhill and the club has a contract that guarantees us 3 weekends at the track every year until 2033. The board has discussed using some of the funds freed up by publishing The Nugget electronically to create a similar arrangement that would secure an autocross venue for years to come. It so happens that SCCA is running into the same problem we are and is already investigating acquiring a venue. We have approached SCCA to suggest that GGR might participate in such an endeavor. At this point, this is only talk, as there is no actual proposal to consider. I expect that we will know towards the end of 2007 whether this concept might become a reality, and will definitely keep you posted. If you know of a suitable location, please let the board know.

Finally, you will read elsewhere in this issue that Neil Librock has had to resign from the position of Competition Director for professional reasons. Dan Thompson has volunteered to step into the role and take over the duties. Dan was competition director 3 years ago so he brings with him a wealth of knowledge about the position and what needs to get done - particularly about the racing rules. The transition should be smooth.

I want to thank Neil for his contributions, and I hope his professional workload will stabilize in the future so he can enjoy participating in GGR events fully. I also want to thank Dan for stepping in on such short notice; I know our competition program will be in good hands.

Claude

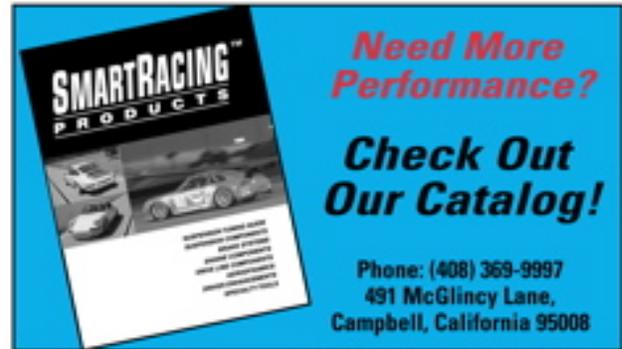


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Letter from the Editor



--by John Celona, Nugget Editor

I'll be especially brief this month since this issue is going out a few days later than the first of the month I've been aiming for. Chalk it up to life: last week I was helping out with the annual spring concert for the Foothill Repertory Dance Company. If you missed my performance as Bob Fosse in Bubba Gong's own staging of Fosse's "Takeoff" number from "All That Jazz," well, sorry. Unfortunately, we've not yet heard from A&E regarding a re-broadcast of the show. In lieu, I'm including a photo of myself and my co-pilot, Cassandra.



Thankfully, Cassandra is an early-twenties Ujena swimwear cover model. I doubt very much the male audience members noticed what I was or wasn't doing.

Second, in response to numerous requests for more lifestyle-related Porsche material, I'm adding a column under the heading "The Power Chef," which is what I'm calling a cookbook I'm working on. The first topic is lunch for an autocross. See if you like it. As always, you can click on my pic to send me an email and opine.

Thanks for reading.
John



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Competition Corner



--by Neil Librock, Competition Director

Goodbye and Hello

This will be my last column as GGR's Competition Director. While I'm not independently wealthy, I am fortunate to work for one of the great companies (think stage coaches) in the Bay Area. I've been offered a professional opportunity too good to pass up, but my transition to my new job will require lots of time and travel and I've informed the GGR Board I think the best thing to do is resign so that someone can devote more time to this important position. More in a moment.

Thanks to all the GGR members who supported me and special thanks to my colleagues on the Board - they are a wonderful group of folks and I will miss them. Special thanks also to our autocross and time trial chair people and everyone who donates their time to the club.

We are very fortunate that Dan Thompson has stepped in to be the Competition Director. You'll hear more from Claude about this but I've had the pleasure of knowing Dan, racing Bi class 914s against Dan (always finishing behind him), and auto crossing Boxsters (sometimes winning) against him. Dan, thanks and good luck.

Please remember that Dan is actively soliciting proposed rule changes.

Neil

April Membership Report

--by Jeff Kost, Membership Director

Total Members:	2641
Primary:	1525
Affiliate:	1115

New Members:	12
Transfers In:	6
Transfers Out:	12



New Members

John Adams	San Anselmo	Boxster
Jay Delic	Los Altos	1973 911
Joel Drexel	Los Gatos	1965 356c
Thaddeus Golas	San Mateo	1976 912E
Lisa Guess	San Carlos	1995 993
Michael & Kathleen Hart	Los Gatos	2007 Cayman S
Hui-Chen Lee	Belmont	
Craig Lisowski	San Francisco	2006 Cayman S
E. Thomas & Madeleine Nash	San Francisco	2007 911
Jeffrey Ralph	San Francisco	1998 911-4S
Ronald & Lauren Silva	San Francisco	2007 997GT3
Gregory Tarzian	Gilroy	1972 914
Julie & Paul Traina	Menlo Park	2002 Boxster S
Anne Walther	San Francisco	

Anniversaries

35 Years

Joanne Robison	Sebastopol	
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30 Years

Gary Walton	Mt View	1970 911
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20 Years

Harold Fick	Hillsborough	2002 911C4S
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15 Years

Jerry Abad	San Jose	1986 911
Laurie McNair	Napa	
Edwin Seim	Campbell	1980 911 SC
Eugene Taskovich	Palo Alto	1985 944

10 Years

James Howell	Los Gatos	1963 356S
Linda McLaughlin	Menlo Park	
Gloria Pickett	San Jose	
Malcolm Pickett	San Jose	1988 911

Masayo Wertheimber	Yokohama Japan	
Carol Bergman	Sunnyvale	
Sharon Dickinson	Petaluma	1973 914
Thomas Jasek	Menlo Park	1997 993

5 Years

Fred Bianucci	Millbrae	2002 996
Vincent Currivan	Brentwood	1980 911 SC
William Dally	Stanford	2002 Boxster
Birgit Heinz	San Jose	
David Ichiki	Foster City	2004 GT3
Damian Inglin	Belmont	1999 996

Randy Lewis	San Mateo	1987 911
Rene Marrero	San Leandro	1988 911 Carrera
Janice Stewart	Saratoga	
Debra Whelan	Roseville	
Kathleen Asselstine	San Carlos	
Larry Burgess	Pacifica	1982 911
Mario Fernandez	Santa Rosa	1987 911
Garry Haussler	Belmont	1958 356
Anthony Siino	El Sobrante	1974 914
Jodie Sugiyama	Santa Clara	
Simon Thomas	Danville	2002 911

DE/TT #3

--May 26-27, 2007 at Buttonwillow

40 people ran for time. There were 13 new class lap records.



Congratulation go to
+ Rob Murillo (TTOD) and Cat Siemens (TTODL)

+ And to the new lap record holders:

GT1 : Don Miraglia

GT2 : Mike Gagen

GT3 : Eric Fajardo

GT3L : Sharon Neidel

GT4 : John Beck

GTC : Robert Murillo

TT04 : K Urquhart

TT06 : Jim Lane

TT08 : Brent DiGeronimo

TT09 : Braden More

TT11 : Claude Leglise

TT12 : Jim Biesemeyer

TT8L : Doris Pickering

To see the results go [here](#). The season points standings are [here](#).
and the new Thunderhill counter-clockwise lap records are [here](#).

Photos by Paul Larsen are [here](#).

I've updated the membership pages as well and individual results are available [here](#).

Thanks to Sharon Neidel for doing the timing.

GGR Autocross #3

--by Andrew Blyholder

May 19 at Monster Park

Autocross #3 was a classic Candlestick day: cool and foggy in the morning, blue skies and hot by mid-day but with a rising wind that was throwing cones about by the end of the day. With only 76 drivers showing up, there was time for 10 timed runs, a lunch break, and an hour of fun runs for the die-hards. Ken Jones designed a wonderful course of linked, fast, sweeping turns so the theme for the day was smooth inputs and hard drifting.

TTOD went to Andrew Blyholder in the Hamilton Engineering 914-4.

TTOD Ladies went to Kaye MacKenzie in her '00 Boxster S.



Autocross Chief Driving Instructor Boris Teksler at speed entering the slalom

The usual suspects were fighting it out for PAX. Andrew Blyholder won out, ahead of Terry Zacone by half a second, with Greg Adams just .75 seconds behind Terry.

Next GGR autocross is June 16th at Candlestick, but don't forget Zone Autocross #4 on June 10th. The Zone event was originally scheduled for Altamont Raceway. That site has been lost for the near future, so watch the web site for the replacement location.

The results are [here](#). Links to photos from Dave Dunwoodie and Dave McGuigan are [here](#). Also, series of digital photos of each car by Mironov Studios are available for purchase [here](#).

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](#)

GGR Sponsors a Charity Funkhana

- What? We're holding a funkhana to benefit the Southwest YMCA Community Support Campaign. A funkhana is a low speed, timed event, involving stopping, starting, backing up, and performing various zany antics along the way. Funkhana is driven by a team of driver and co-driver, with plenty of activities for both participants. Bring your sports car or your SUV. The course will be simple and fun.
- When? Sunday, June 24, 2007
Stop by any time between 11AM and 4 PM
Or come at 9 for the \$6 breakfast! (Please RSVP so we have enough food)
- Where? Campbell American Legion Post 99
1344 Dell Ave., Campbell, CA ([map](#))

Entry fee The entire \$20 entry fee goes for the benefit of the [Southwest YMCA](#) Community Support Campaign. The campaign helps provide financial assistance to children, youth, and families, making programs and services available to the people who need them most as well as helps connect youth and teens with caring role models who help instill values and build developmental assets.

More info and to RSVP Terry Zaccone (408) 257-6575

Sponsored by The Golden Gate Region of The Porsche Club of America and Campbell American Legion Post 99

Zone 7 Autocross School Postponed

--by Dan Thompson, Competition Director

The Zone 7 AX School that was originally scheduled for July 7 & 8, 2007 is being postponed due to loss of our school site at Candlestick Park. The parking lot is being repaved/sealed and will not be available for our original dates. We are currently busy trying to obtain some new dates at Candlestick or possibly other venues. We will post the new dates and venue as soon as we can.

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

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

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

To Register, click [here](#).

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



The Power Chef



Lunch for an Autocross

--by John Celona, The Power Chef

What's the scariest part of an autocross for you? Is it dashing out of the path of adrenaline-fired drivers to pick up a downed cone? Wondering if anyone's actually ever hit one of the light poles? Pondering if you'll ever place in your class?

I must confess that none of these faze me the slightest. If a car's getting too close, I'll wait to pick up that cone and let the driver call for a re-run if he or she likes. No, I don't think anyone's ever hit a light pole. And as for my reaching the upper levels of AX12, fat chance. I think Greg Adams started autocrossing in his baby stroller. By the time I have as much driving experience as Greg, I'll be making my way around with an oxygen tank.

No. For me, the scariest part of autocross is: The Lunch Wagon.

Please don't misunderstand: I am all for entrepreneurial new arrivals making a living providing needed goods and services. And I have even once (to be sociable) eaten a burrito from The Lunch Wagon and not become ill. I give all due kudos to the comestibles provided from the confines of a cramped and aging panel truck.

Still, it's not what I would prefer for lunch. I like something healthier, higher in complex carbohydrates and nutrition, lower in fat, and much tastier. Not too hard to digest, either, so it doesn't unsettle your stomach for the afternoon runs. And, for me, it has to be able to survive a morning of no refrigeration without food safety issues since packing a cooler is too much extra trouble. I'd rather be worrying about tire pressure and whether one of me interior console panels is going to come loose (again!).

So I came up with my basic autocross lunch. Imagine: it's a sandwich. Here it is:

Sandwich for an Autocross

- Whole wheat bread
- Turkey cold cuts (any variety)
- thin sliced provolone, swiss, or gruyere cheese
- Dijon mustard
- thin sliced red onion

Make this the night before so you're not rushed in the morning and it can chill in the fridge overnight. Apply mustard to bread, add a few layers of turkey and cheese, a few slices of red onion, wrap in plastic and deposit in the fridge. You're done.

Consume with plenty of water so you stay hydrated. I bring Sierra Meltwater (tap water!) from home. It passes tests that many bottled waters would flunk.

The trick to the sandwich is that all the ingrediants will be fine coming to ambient temp for a few hours before you eat the sandwich. Using turkey cold cuts instead of fresh turkey is more convenient and gets you their little dose of preservatives--too tiny to be a health issue to you unless you really believe the FDA is part of a vast conspiracy. Please, don't say bologne. It's almost all fat. Mustard instead of

mayonaise avoids spoiling mayonaise issues and lowers the fat content. Red onions hold up fine and add a little crunch. No tomato or lettuce, though. Those would wilt and make the sandwich mushy. Sliced japanese cucumbers or green or red bell pepper would probably work, but I haven't tried them yet. Throw in a pepperoncini or two if you're feeling adventurous.

Whole wheat bread holds up better than white and is hugely more nutritious. I simply don't buy white bread any more. Toasting the bread beforehand makes the sandwich too dry. You could do jack or cheddar cheese, but they're hard to slice thinly. I much prefer the fuller flavored cheeses suggested over a lump of gooey jack.

Make two if you plan to be hungry. I sometimes make two so I can share the second with a hungry friend. And bid a fond adieu to the lunch wagon. You'll have a much better lunch, and be better off for it. The hardest weight in the car to reduce is the one behind the steering wheel!

Bon appetit,
The Power Chef

Zone 7 Autocross #4

Sunday, July 22nd, 2007

Join us for our second ever Autocross at Altamont Raceway Park.

Gates open at 7:30 A.M.
Registration at 8:00 A.M.
First car out at 9:00 A.M.
Fee: \$30.00 per car plus \$20.00 gate fee per person for Altamont



Instructors will be available
Lunch arrangements are uncertain

The course, designed by Larry Sharp, will have banked corners, off-camber turns, and large sweeping curves, Fun? Just ask anyone who was at the March 18th event.

Directions: From the Sacramento and San Joaquin Valley area: From I-5, take either I-580 or I-205 West to the Mountain House Parkway exit (Formerly Patterson Pass Road exit), west of Tracy. Go Southwest on Patterson Pass Road to Midway Road. Turn Right onto Midway Road and proceed to the Altamont Motorsports Park entrance (on right). Directions from the San Francisco Bay Area, San Jose and Livermore: From the intersection of I-680 and I-580, take I-580 East (over Altamont Pass) to the Grant Line Road exit (on the East side of the pass). At the bottom of the off-ramp, turn left. Follow Grant Line Road East for 1/2 mile until you reach Midway Road and turn right. Proceed 3/4 mile to the Altamont Motorsports Park entrance (on left).

Hosted by [Diablo Region](#)

Sacramento Autocross #2



Sacramento Valley Region – PCA Presents
SVR Series Autocross #2
Saturday, July 21st, 2007
In the Paddock at Infineon Raceway, Sonoma, CA

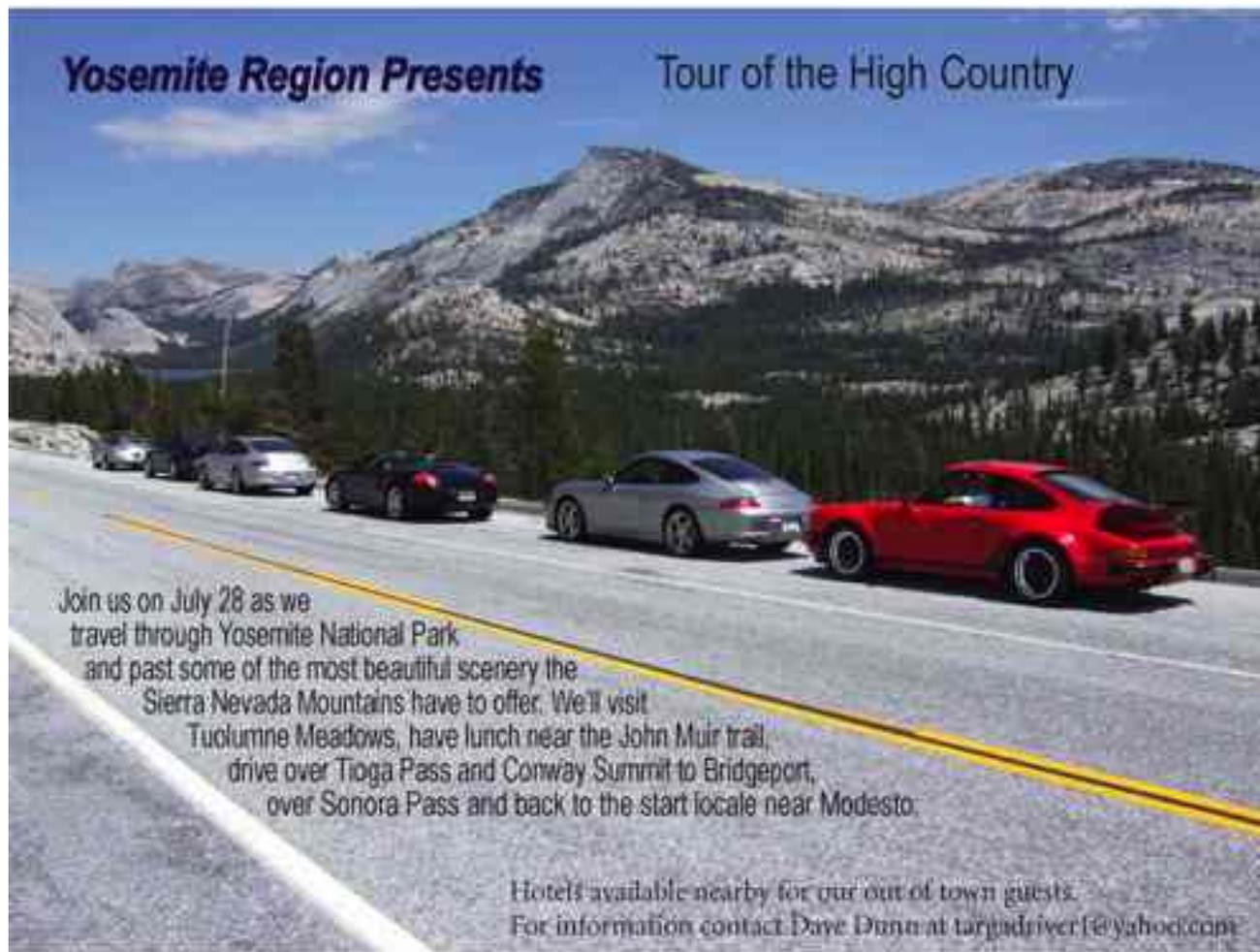
Morning check-in and tech from 7:30 A.M. to 8:30 A.M.
Late check-in and tech from 11:30 A.M. to 12:30 P.M.
First car out at 9:00 A.M. • No open exhaust

Fee: \$35.00 per driver

Register online at <http://svr-autocross.deter.com/>
Questions? Contact Matt Deter at porsche@deter.com (916) 630-8924

Directions from I-80: Follow I-80 to Highway 37 West through Vallejo to the intersection with Highway 121. Turn right at the traffic signal onto Highway 121. Enter Infineon Raceway ahead on the left at the first gate.

Tour of the High Country



New 911 Turbo Cabriolet

Porsche Shows First Photos and Initial Details of its Top-of-the-Line 2008 911 Turbo Cabriolet

480 Horsepower Convertible Offers Super Car Performance Making It The Ultimate Open Top Sports Car From Porsche

ATLANTA (May 7, 2007) - There is nothing soft about this soft top.

Beginning September 8, sports car drivers who love extreme high performance and the whimsy of feeling the sun and the wind will be able to have the best of both worlds when Porsche unleashes its ultimate open-air 911 sports car - the new 2008 Porsche 911 Turbo Cabriolet.

Continuing the company's esteemed 20-year tradition of pairing a classic soft top with extreme Porsche 911 Turbo performance, this 2+2 seater can reach speeds of nearly 200 mph and accelerate from a stop to 60 mph in just 3.5 seconds. Starting at \$136,500, the all-wheel-drive 911 Turbo Cabriolet is available with the same 3.6-liter, six-cylinder, twin-turbocharged boxer engine that delivers 480 horsepower in the 911 Turbo Coupe.



The 911 Turbo Cabriolet uses a light, three-layer soft top that can be opened and closed at speeds of up to about 30 mph in just 20 seconds. Once open, the car boasts top-down beauty and sophistication in its extensive details: including hand-stitched leather, a high-performance Bose Surround Sound System stereo with settings ideal for top down driving, a wind buffeting system, Bi-Xenon headlights, 19-inch forged wheels with two-tone appearance and Porsche Communication Management (PCM) - a sophisticated entertainment and navigation system that seamlessly combines audio, navigation and timing features.

Still, the 911 Turbo Cabriolet not only has the competence and capacity of a true super sports car; because of its new turbo technology, its 2+2 configuration and ample compartments it is the perfect daily driver for business and pleasure.

In addition to extensive passive safety features, including six airbags and full rollover protection, the 911 Turbo Cabriolet other active safety features include a race-bred braking system, an automatic rear spoiler for high-speed grip in the rear, as well as an array of directional and traction control systems that work in conjunction with the car's secure all-wheel-drive system.

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June went out a little late due to life. Sorry! --and thanks for reading.

John Celona
Porsche Club of America-Golden Gate Region

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