### Golden Gate Region, Porsche Club of America
Official Ballot -- 2008 Board of Directors

<table>
<thead>
<tr>
<th>Office</th>
<th>Active Member Vote</th>
<th>Family Member Vote</th>
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<tbody>
<tr>
<td>President</td>
<td></td>
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<tr>
<td>Bill Dally</td>
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<td>(write-in candidate)</td>
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<td>Secretary</td>
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<td>John Celona</td>
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<td>Treasurer</td>
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<td>Bill Benz</td>
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<td>Competition Director</td>
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<td>Dan Thompson</td>
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<td>(write-in candidate)</td>
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<td>Social Director</td>
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<td>Mark Powell</td>
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<td>(write-in candidate)</td>
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Active Member Signature ____________________________

Family Member Signature ____________________________

Please mail this ballot to: Laura Mercier, PCA-GGR Secretary
2275 Chateau Way
Livermore, CA 94550

**Ballots must be postmarked by November 15, 2007**
Porsche Club of America
Golden Gate Region

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Moonlight Monte Carlo Rally
DentPro Day
Registration for DE #6
European Porsche Parade 2008
LA Lit & Toy Show
New Webmaster Needed

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!
Hi, my name is Bill and I'm a Porscheaholic. I started my Porsche habit by buying a Boxster-S in 2002. I started driving track events the same year. I began time trialing and autocrossing in 2003. Soon I was hooked on the fun of driving these cars, the camaraderie and fellowship of the club, and the spirit of friendly competition. The next step of my addiction involved acquiring...
more Porsches. In addition to the Boxster, I currently own a 69 911, a 71 914-6 conversion, and a 73 914-4. I previously owned a 93 RS America and a 66 912. While these older cars lack the creature comforts of my Boxster, they provide a more raw and exciting driving experience.

I have been Autocross co-chair (along with Paul Smith) for 2006 and 2007 (originally there were four co-chairs, but that's another story). In this capacity I have worked hard to run autocross events that are safe, fun, and fair (in that order). While there are a myriad of details involved in running an autocross, it all comes together because of the strong core of dedicated volunteers that fill key work positions.

If elected president, I would work to have the club better serve members in three ways. First, I would continue the efforts that Claude has started to get new members engaged in the club. Second, I would work to get more members to volunteer and get involved in organizing events. The club has a strong core of dedicated volunteers, but it needs to be expanded and renewed. Finally, I would poll members to find out how the club can better serve them - by offering new types of events or making our existing events more friendly and accessible.

**John Celona -- Candidate for Secretary**

If you're reading this, you probably already know that I've been editor of The Nugget for almost three years now, charged officially with reporting club events and self-charged unofficially with bringing a little levity to your inbox. I figure since I'm at the board meetings with my laptop anyway (often working on The Nugget!), I might as well also be reporting on board meetings as the club secretary.

No, I don't take dictation well and don't know a lick of shorthand. But, if elected, I would aim to get board minutes into The Nugget in the issue immediately following a board meeting so members can keep up to date on what's going on.

Also, did you know members are always invited to attend board meetings, and that you won't be charged for the food? Granted, it's usually the finest budget fare Costco can provide, but you'll have plenty of opportunity to discuss all the nuances of your latest car project during the breaks. Do come by once and a while.

Lastly, do remember to vote. You can do so just by printing out the first page of this email and then mailing it in. It's your club, after all.

**Bill Benz -- Candidate for Treasurer**

Bill Benz is presently recuperating from a medical condition, so we're not chasing him down for a statement until after all the fault codes are cleared from his computer. No doubt he is following up his prior two-year stint as club president after some substantiation to the rumor that the treasurer gets a GT3. Vote for Bill. --Ed.

**Dan Thompson -- Candidate for Competition Director**

PCA-GGR member since 1990 when I purchased my first Porsche, a 1984 Slate Blue Metallic Carrera coupe. I have participated in the AX series since 1990 and the TT series since 1994. During that time I have served as an AX instructor for ~15 years and TT instructor for ~11 years.

Many Porsches later, here I am, running for Competition Director again. I served in the capacity back a couple of years ago, and had a fine time dealing
with all the various competition programs that GGR has.

I would be pleased and honored to continue in my capacity as competition director for the next year.

Mark Powell -- Candidate for Social Director

Mark has been an active member of GGR for 17 years. He owns a '74 911 and a '74 914/2.0. Mark is active in Autocrossing and Time Trialing and is former PAX champion. He is an Autocross instructor and has been one of the lead instructors at the Zone 7 Autocross Schools the last several years. Mark was on the Rules Committee that drafted the current points-based classification system and has also served as a member of the Driving Event Committee. Mark is currently serving as the interim GGR Social Director.

Place dé Leglise

--by Claude Leglise, GGR President

Winding Down

Well, I am back in town after multiple trips to far-away places, and John has done a great job harassing me, so here is my column.

Let's start with tidbits I picked up in my trials and tribulations. Did you know there are now 17 Porsche Centers in Russia and 18 in China? Neither did I. These two countries represent the highest growth areas for Porsche. Some Chinese customers are evidently asking to take delivery of their new cars at the factory and then wanting to drive them home. Wow, what a road trip!! The distance between Leipzig and Beijing is 4656 miles as the crow flies. And if the crow is driving a Cayenne, it is closer to 7500 miles. Porsche would have to open a factory in Brazil for us Bay Area residents to enjoy a similar experience.

This past weekend we made the annual pilgrimage to Laguna Seca for the American Le Mans Series. Porsche Cars North America and the Monterey Bay Region had set up the now famous Porsche Platz, with special parking for our favorite brand of cars between Turns 2 and 5, a hospitality tent, closed-circuit TV carrying the race live, and various other goodies.

In addition, Mark Powell organized a look behind the curtain at Penske Racing and Flying Lizards. The mechanics were working on the cars when we were there on Friday; the cleanliness and the precision of their work have to be witnessed to be believed. It turns out that the engines go back to Zuffenhausen for service, but the teams perform all the development and set up tasks themselves. Timo Bernhard and Romain Dumas, in their Penske Spyder RS, finished the race less than half a second behind the Audi, which enjoys a 200 horsepower advantage over the Porsche, and races in a different class. Rumor has it there may be 7 Spyder RS racing next year, and that some European teams want to go to Le Mans.

In the Flying Lizard garage, it became clear how much meaner the GT3 RSR looks up close than a "regular" GT3 Cup Car. The team of Johannes van Overbeek (esteemed member of GGR) and Jörg Bergmeister (Le Mans winner in the GT class) had a best lap time of 1:23:930. If you are coming to Laguna with the Time Trial series on December 9, this could be your goal.

Many thanks to Mark for creating this wonderful visit opportunity.

The season is soon coming to an end, but there are still several GGR activities to get involved in. Autocross #10 is scheduled for November 4 at Marina. This is your last chance to demolish cones this year. Dent-Pro Day on November 10 is absolutely terrific. You have to see what these guys do with dings and scratches. I took my 996 there a couple of years ago to get two dings
repaired. They found 17 of them and fixed them all. If you have ever been hit by a door in a parking lot, this is the event for you. That same day, Hubert Lee is putting on the Moonlight Monte Carlo rallye. On the 14th, you are welcome to attend the board meeting. Check the website site for details.

And, speaking of website: we need a new webmeister! Susan Angebranndt has done an absolutely fantastic job for the last seven years, but all good things must come to an end. Susan is retiring at the end of 2007. The website has become the primary resource for our members to get their up-to-date information about club and zone activities. Raise your hand and you will be free to continue using Susan's design, or start one of your own. This is a great way to express yourself and volunteer for a truly critical position in the club. Contact Susan with any questions.

Claude

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Letter from the Editor

--by John Celona, Nugget Editor

Oops! I did it again...

It's been a few days since my little adventure at the past autocross. Since neither Oprah nor Nightline has yet called for an exclusive, I figured I might as well cover it here. I thought about making it a feature article, but didn't manage to take any pictures of myself falling down as I was falling. Yes, I'm basically fine. No, I don't have any serious underlying medical condition other than no longer being in my 20's.

For those of you not there, October 13th marked GGR's first return to Candlestick after the entire lot was repaved. Despite fervent wishes to the contrary, the surface was just dreadful. Covered with loose sand and gravel, cars slid around on it like on a dirt track. A few drivers managed remarkable times on it nonetheless, while the rest of us practiced sliding car control.

At the top of the afternoon session, I was top of the grid and calling car numbers in to the timing trailer as cars lined up to go. At that point, Bill Dally achieved one of those amazing feats typical of his tenure as AX chair. Spotting a street sweeper pulling into the parking lot, he dashed over and persuaded the driver to take two laps of the course to clean it up a little. Lap time was about 6 minutes. I wonder if anyone told the driver he was a shoo-in for an award in class AX-SW at the end of the year.

Laps, completed, cars again lined up, just itching to get in a few laps on the at least partially cleared course. At that point, I was informed that, workers being short, I was now head of the grid and starter. I dutifully picked up the green flag and began watching the course and starting cars with one hand while holding the radio and calling in car numbers with the other.

Then, a driver whose car number shall remain unmentioned complained that one of the cones before the start was knocked over. Rather than arguing about the importance of this, I dashed over to pick it up.
Big mistake.

Hitting the pile of gravel just created by the sweeper on the side of the course, my left leg slid out in front of me and I went down hard, pulling a hamstring, bruising my hip, and tearing up a finger on my left hand in the process.

Second mistake was not just sitting there a minute. Because, of course, drivers were waiting to go. Feeling dizzy, I got up, went back to the start and resumed starting cars and calling in numbers.

As I stood there starting and calling, I debated (A) whether the dizziness would go away or get worse, and (B) whether I would at some point have an opportunity to do something about the blood dripping from my left hand.

Just as I was thinking I really ought to go sit down, the matter was settled for me. I fell over, knocking my head and straining my neck muscles this time.

The next thing I remember was lying on the ground looking up at a circle of people around me as Bill Dally instructed someone to call 911. Then I awaited the arrival of the sirens as someone else (who apparently either had medical training or had fallen over at some point) ran through the list of questions used to determine degree of head injury.

"What day is it?"
"Saturday."
"What is your name?"
"John Celona."
"How old are you?"
"Too old." (Yes, I really did say that.)

As all this was going on, some folks lifted my feet onto one of the red plastic crates on the theory that more blood to the brain would be helpful. I really rather hoped the process would include a foot massage, but no such luck.

About then the fire engine and ambulance arrived and a new set of professionals took over. I passed the brain-not-broken test once more, benefiting no doubt from my recent review. Blood pressure, pupils, EKG, and pulse were fine, though the paramedics did wonder if a pulse of 60 was normal for me. Yes it is. I work out. Though usually not in this manner. Blood sugar was also fine. And I'd been drinking water steadily throughout the day.

Then came the big stand-up test. I stood up and my blood pressure held steady. And boy did my leg hurt.

I had the option of going to the hospital at that point. Certainly, I'd have gone if the paramedics insisted, but they didn't. We decided to spare another set of medical personnel the task of examining me and determining "you seem fine now." As one of the paramedics remarked, "We take a lot of people in who've fainted and they don't find anything. Sometimes people just faint." I can certainly attest that taking a hard fall and getting right up from it helps that process along considerably.

Probably I could have driven home at that point, but not wanting to worry anyone I agreed to a ride. Thanks very much to Doris Pickler for driving me home in my car, and to Neil Librock for following behind to take Doris back. I think both lost some of their afternoon runs as a result.

So what did I learn from this?

1. Don't run for a cone just because someone is bitching at you.
2. Red flagging yourself if you're hurt is a really good idea, especially when working as the starter because the cars can't run over you if you don't start them.
3. Trying to start cars and watch the course with one hand while holding the radio and calling in car numbers with the other is an excellent way to become too preoccupied to notice things like piles of gravel.
4. Call your spouse right away even if going right home because he or she could be upset at not being notified immediately.

I asked one of the AX folks about this last point, and was told, to my surprise, that when the head of grid and starter are doubled up like that, it's not necessary to call in car numbers because the trailer folks have a clear view of them.

That would have been very helpful to have been told at the time. Because, truth be told, I'm still a beginner at autocross. My first two years as Nugget editor I was too busy with printing and mailing to do events, so this is my first year really trying to get some driving in. I haven't entirely gotten over my beginner's impression of having hard time figuring out what's going on and what I'm supposed to do. And of being a little intimidated by the whole thing. Maybe I'm not alone in feeling this way.

Presently, my head is fine, my hamstring is getting better (with daily stretching), and I hope my driving gets better, too. Lastly, I hope I can show up at another autocross one day without causing a panic.

As always, thanks for reading.

John

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**Competition Corner**

--by Dan Thompson, Competition Director

**Events, Rules, and Great People**

The last of our competitive events took place on Nov. 4. At Marina Airport. We have one last track event for this year, but it is a one day only, non-timed event.

In December GGR will be venturing to Laguna Seca for the first time in several years...Since this is a one day only event, we will not be having our normal Time Trial event, but just a one day DE style event. Mark you calendars for December 9. Look for the application to become available soon. Hope the weather cooperates with us.

Rules proposals that were approved by the DEC and passed by the GGR board will be posted in the December Nugget along with notices on the GGR website. Keep an eye out for these since there will be some changes in points values for several items, and changes will be made.
to the seats and belt combinations that will be able to be used for our DE/TT series.........more to come.

Next season we will have two new co-chairs for the AX series. Matt and Carl Switzer will be taking over from the duo of Bill Daly and Paul Smith. Bill and Paul have done a wonderful job the last two years and have been able to surmount some challenges with AX sites.

I am sure that Matt and Carl will carry on the excellence we have come to expect from our AX series. Andrew Forrest will continue as head Kahuna of the TT series with most of the same supporting cast. Our TT and AX series are in good hands and headed in the right direction.

I want to take a minute and thank all of our instructors, be they AX or DE/TT. Without their dedication, we would not be able to put on the caliber of driving events that GGR has become famous for. Our AX and DE/TT series are still the best in NorCal and maybe the western US. They are that good.

Until next month...

Dan

September Membership Report
--by Jeff Kost, Membership Director

Total Members: 2541
   Primary: 1481
   Affiliate: 1059
   Life: 1

New Members: 24
Transfers In: 4
Transfers Out: 5

New Members

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<tr>
<th>Name</th>
<th>City</th>
<th>Year Model</th>
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<td>Valentina Alaria</td>
<td>San Francisco</td>
<td>2008 911T</td>
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<tr>
<td>Ronald &amp; Rhonda Baker</td>
<td>San Mateo</td>
<td>2004 911</td>
</tr>
<tr>
<td>Juergen &amp; Daniela Barthel</td>
<td>Los Gatos</td>
<td>2001 Boxster</td>
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<td>Giovanni Bresin</td>
<td>San Francisco</td>
<td>2007 911</td>
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<td>Ron &amp; Nancy Calegari</td>
<td>Napa</td>
<td>2008 Cayman</td>
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<td>Ron Gilmartin</td>
<td>Half Moon Bay</td>
<td>2008 Cayman</td>
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<td>Tammy Jong</td>
<td>Burlingame</td>
<td>1999 911</td>
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<td>Chad Keck</td>
<td>Palo Alto</td>
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<td>Chris Keith</td>
<td>Los Gatos</td>
<td>2006 Cayman</td>
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<td>Donovan &amp; Carmencita Lee</td>
<td>Daly City</td>
<td>2007 997S</td>
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<td>Sung Lee</td>
<td>Oakland</td>
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<td>Louie &amp; Carmen Mendichi</td>
<td>Belmont</td>
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<td>John Moran</td>
<td>San Jose</td>
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<td>Michael &amp; Joanne Moul</td>
<td>San Jose</td>
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<td>Robert Oakes</td>
<td>Mountain View</td>
<td>1990 911</td>
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<td>Frank &amp; Mariana Saric</td>
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<td>Matthias Schwarz</td>
<td>San Jose</td>
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<td>Elaine Smith</td>
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<td>Jim &amp; Norine Smith</td>
<td>San Mateo</td>
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<tr>
<td>Steven Sundeen</td>
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<td>2007 911gt3</td>
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<td>Year</td>
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<tr>
<td>Raul &amp; Adrian Tan</td>
<td>Milpitas</td>
<td>2001</td>
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<td>Steven The</td>
<td>Burlingame</td>
<td>2007</td>
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<td>Lap Trac</td>
<td>San Jose</td>
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<td>Tom Vertin</td>
<td>Palo Alto</td>
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<td>T.R. &amp; Mary-Jo White</td>
<td>Napa</td>
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<td>Randall Widmann</td>
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<td>1978</td>
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<td>Derick Wong</td>
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**Anniversaries**

**40 Years**

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**35 Years**

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<th>Atherton</th>
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**30 Years**

| Tom Marx                  | San Rafael  | 1974  | 911S   |
| William Mellana           | Kenwood     | 1999  | Boxster|
|                          |             |       |        |

**25 Years**

None this month

**20 Years**

| Ian Craven                | San Carlos  | 1983  | 911SC  |
| Lawrence Frye             | Atherton    | 1988  | 93     |

**15 Years**

| Ruth Garretson            | Sonora      |
| Richard Griffone          | Sunnyvale   | 1971  | 911T   |
| Stephen Jarrell           | San Rafael  | 69    | 911    |
| Patricia Kong             | San Francisco|
| Cherie Kuhn               | Clayton     |
| Van Zannis                | San Mateo   | 1983  | 935    |
| Charles Little            | Cupertino   |

**10 Years**

| Jude George               | Los Gatos   | 1998  | 986    |
| Leslie Johnson            | Los Gatos   | 1997  | 911T   |
| Lillian Murillo           | San Mateo   |
| Alex Pulver               | Lafayette   |
| John Reilly               | Half Moon Bay| 1997  | 993    |
| Juan Pineda               | San Francisco| 1985  | 911    |
| Robert Wagner             | Gilroy      | 1969  | 911    |

**5 Years**
Call to Order

The meeting was called to order on Wednesday, October 10, 2007 at 7 p.m. at the home of the president, Claude Leglise. Present were: Claude Leglise, Gary Willard, Jeff Kost, Bob Murillo, Mark Powell, Bill Dally, John Celona, Larry Adams, and Dan Thompson.

Absent: Laura Mercier, Tracey Morris, and Susan Angebranndt

- Call for agenda changes: add social director's report to agenda
- Call for calendar changes: none

Minutes of the September board meeting were approved.

Postmortem of events

- Friday 9/21 Friday night social
- 9/22-23 TT#5 at Thunderhill well attended
- Sept 1 & 2 AX's 6 and 7 lots of issues with the timing system. New timing equipment being considered.
- AX #8 9/29 still issues with timing system and cables.
- Oct 2. drive your Porsche to work
- Coyote Run Rally Oct. 6, well-attended, only one car got lost
- Competition Rules Meeting 10/7: see Competition report
- 10/7 Boxster Brunch

Directors' Reports

President

- GGR will work with LPR on a dealer board at Fremont Porsche and share the cost of a new one. (up to $100)
- PCA policy announcements: Zone events need to be sponsored by a region or supervised by one or more region presidents because the Zones are not legal entities, unlike PCA or the regions. Also, PCA would prefer that the Regions not hold raffles for cars.
- Plans for the joint dinner of outgoing and incoming board members are in process.

Vice-President
Upcoming events status report:

- 10/13 Auto X # 9 Monster Park
- 10/19 Friday Night Social
- 10/19- 20 Porsche Platz Laguna Seca
- 10/19-20 Penske/Flying Lizards Tours Laguna Seca
- 11/10 Zone 7 Presidents Meeting

Insurance certificates are in place for the following events:

- Auto X # 9 Monster Park 10/13
- Auto X # 10 Marina 11/4

Insurance certificates have been requested for the following events:

- Dent Pro Day 11/10
- Moonlight Monte Carlo Rally 11/10

Treasurer: not present
Secretary: not present

Membership

- Membership is down about 100 members over a two-year period, but has been stable over the past few months.
- The motion to approve the new members was passed.

Social

- Laguna Seca Penske/ Flying Lizards tour full with 15 each day plus 25 waiting list each day.
- End-of-year awards Banquet to be January 13. Venue TBD. GGR will pay the cost of the venue and the awards, and members will be asked to pay the cost of the food (e.g., food cost will set the price of a ticket).

Competition

- The upcoming Laguna Seca Drivers' Education (DE) budget was reviewed and approved.
- There was continued discussion of the several rule change proposals presently before the DEC, including those regarding safety equipment and car points and classifications. Some members are advocating going back to the old car classification system. Proposed rules changes will be brought to the November board meeting. Anyone wishing to voice an opinion should contact the DEC (contact information and proposed changes are available on the web site).

Nugget Editor

- The email address list count went from 2062 to 2138 this past month, a gain of 76, which seems to mean that folks are getting the message about getting in their email addresses. 294 non-existent email addresses deleted to keep below the 2,500 address trigger point for higher charges.

Webmistress: not present

Topics for discussion

- Elections status: ballots are coming in. Ballots will be counted after postmark deadline.
- Search for new web master: GGR needs a new webmaster, and web site may need to rebuilt.
- Sponsorship program for 2008: Gary Willard. Gary will tune pricing levels in sponsorship
program and add Nugget advertising as a separate category.

- Proposals for year-end award recipients. Candidates for awards were discussed. Any suggestions for award recipients should go to the president, Claude Leglise

**Adjournment**

The meeting was adjourned at 9:40 p.m. The next Board of Directors meeting scheduled for Wednesday, November 14, 2007 at 7:00 p.m. at the residence of the President. Please call the President at 310-418-0163 or send an [email] to add items to the agenda.

Respectfully submitted,

Laura Mercier
GGR Secretary 2007

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**Autocross #8**

--by Andrew Blyholder
--September 29 at the Marina Airport

Autocross #8 was a beautiful, blue-sky day at the Marina Airport. In addition to the usual skydivers, we were treated to a spectacular low level fly by from the Canadian Snowbirds aerobatics team, banking immediately overhead in a tight diamond formation as they turned back toward the Salinas airshow. Dan Thompson designed a fast, open course with a couple of new and interesting course features for the drivers to puzzle over.

TToD went to Andrew Blyholder in the Hamilton Engineering 914. Doris Pickering was TToD Ladies in the Barrick/Pickering Racing Spec Boxster.

Joe Weinstein pushed his 996 twin turbo to the top PAX time in a very close race. He nipped Dave McGuigan by just five thousands, with Andrew Blyholder and Larry Sharp lurking within the next fifteen hundreds.

Next event is October 13 at the newly repaved Candlestick Park. Come help us christen the new asphalt!

The results are available at [http://pca-ggr.org/acresults/092907.html](http://pca-ggr.org/acresults/092907.html)

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**Autocross #9**

--Andrew Blyholder
--October 13 at Monster Park

The rain ended the night before and a perfect, clear day greeted the drivers for Autocross #9 at Candlestick Park. The just completed pavement patching and slurry seal job has produced a completely even and consistent surface, but one that proved to be a bit slipperly. Sharp gravel lines developed quickly bordering the driving lines, making any off-line deviations a dizzying experience.
Terry Zaccone carves a path in car #01, a 1968 911 targa.

More than one run finished with the timing light broken by a rear bumper. Quick thinking Autocross chair Bill Dally arranged some relief by inviting a street sweeping truck to take a couple of laps between the morning and afternoon sessions.

TToD went to Andrew Blyholder. TToD Ladies was Sharon Niedel.

Top PAX time was regular contender Larry Sharp, but new faces were in hot pursuit. Jeremy Dabrowiak put in his best PAX drive of the year for second and Tom Greathouse scored his first PAX points of the year for third.

Andrew Blyholder in his heavily modified Pontiac Fiero.

Unfortunately no times were recorded for the street sweeper class.

Just one event left for the autocross year: Sunday, November 4th, at Marina. Last chance to get those crucial championship winning points!
The results are [here](#). Photos were taken by Jeremy Dabrowiak and are available [here](#).

**DE/TT #5**

--by Susan Angebranndt, Webmaster
--September 22-23 at Thunderhill Raceway Park

The results from the September 23rd time trial are now on the web site. 41 drivers ran for time (1 DNF, 1 BMW). There were 9 new class lap records. 21 people bested their fastest time in their car (these were people who had already registered a time in their car & class, not those who were in a new class or a new car).

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

and to the following people for setting new class lap records:
GT1 : Chris DePuy
GT4 : Larry Robison
GT5 : John Seidell
GTC : Robert Murillo
TT06 : PJ Tradelius
TT08 : Charles Gayraud
TT10 : Chuck Kolstad
TT12 : Paul Marty
TT8L : Doris Pickering

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

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

Thanks to Sharon Neidel for the timing; I did the scoring.

**Coyote Run VII**

**COYOTE RUN VII RESULTS**
*Presented by Golden Gate Region, PCA*  
*October 6, 2007*  
*Sponsored by Carlsen Porsche*  
*Rallymaster, Larry Adams*

<table>
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<tr>
<th>REGION</th>
<th>LEG 1</th>
<th>LEG 2</th>
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<th>TOTAL POINTS</th>
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<tr>
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<tr>
<td>Ronald Baker &amp; Robert Fuller</td>
<td>GGR</td>
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<td>16</td>
<td>68</td>
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<td>Deral Tam-Scott &amp; Paul Doersch</td>
<td>GGR</td>
<td>5</td>
<td>96</td>
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<tr>
<td>George Grialou &amp; Carol Grialou</td>
<td>GGR</td>
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Rotisserie chickens: they are just everywhere. At KFC, at the grocery store, at my town’s art and wine (!) fair--one just can't seem to get away from them.

I’ll grant you: they are a lot better than the soggy pieces of fried chicken sitting under the warming lights. Of course, a hot, crisp piece of good fried chicken is one of the great accomplishments of western civilization, but one just can't eat it regularly without bumping your car up into the next weight class. And, as we all know, the hardest weight in your car to reduce is the mass behind the steering wheel!

Rotisserie chicken is far better nutritionally for lacking the oil-soaked breading, but often leaves a lot to be desired. By the time you eat it, the skin is soggy and the meat is dry--the result of being overcooked and then kept warm.

So I set out to create an at-home rotisserie chicken that satisfied my regular craving for truly great chicken. The skin had to be crisp, and with almost all of the fat melted off to keep the fat content down. The meat had to be tender, yet moist. The spices had to be intense, but not overwhelming (as one seems to find in most "buffalo" wings). And it had to be doable at home and easy enough to do on a weeknight while I made a salad to go along with it.

The spice part turned out to be easy: just a variation on things I’d done before. The cooking part was entirely another matter.

Theoretically, I had a barbecue capable of doing the job: a five-burner gas model with a separate rotisserie burner and motor. All the burners were fully adjustable from low to high, plus it's piped into the house natural gas so it would never run out. (Note: this does require special-ordered burners which are different than those using propane.)
Probably not for the first time, application fell far short of theory. It turned out that the chickens turning on the spit were highly sensitive to the settings of the burners. Set them too low and the chicken would be cooked dry before the skin was crisp and still be fairly fatty. Set them too high and flare-ups would burn the bird charcoal black.

After many frustrating attempts to get it right, I hit on a foolproof method: dispense with the rotisserie altogether. No more spit, clamps, and motor.

Instead, I set the two middle burners on the lowest possible setting, and the two end burners on high. After about 15 minutes of preheating, I set the whole chickens over the low burner and shut the cover.

**Important!** The birds need to be flipped over after only about five minutes, then flipped again five minutes later.

It turns out that if you leave them on longer before the first flip, the skin will stick to the grill and tear. Not disastrous, of course, but then it doesn't hold the moisture in the meat. If you flip after 5 minutes, then flip again five minutes later, the fat has by then started to melt so the chickens will no longer stick. You can then leave them on a bit longer, and just need to flip them and move them around so they cook evenly.

The whole process takes about 30 minutes. If flare-ups threaten to consume your birds, just shut the burners underneath off until the flames die down, move the birds out of the flames, shut the cover and continue cooking. Tremendous clouds of smoke will billow. This not only smokes the birds, it's a triumphant sign of all the fat you're not eating!

I realize there's some talk that barbecuing produces carcinogens. A carcinogen is something which, when force-fed in astounding quantities to laboratory rats, causes cancer. I would therefore urge all laboratory rats to avoid making this recipe at home, and to boil their chicken instead.

Now on to the recipe.

**No-Rotisserie Rotisserie Chickens**
Here's one hot off the grill.

The Gist

The chicken gets marinated whole in a spice mixture, then barbecued whole. The result is a rotisserie-style chicken without the bother of a rotisserie.

Ingredients

2 whole chickens
4 tbs. salt
1 tbs. fresh ground black pepper
1 tbs. granulated garlic
1 tbs. paprika
1 tbs. ground dry chile chilpotle
1 tbs. onion powder
1 tbs. dried thyme

Method

Wash the chickens. Remove and discard the extra fat in the body cavity and neck opening. Pat them dry-ish with paper towels. If you like, save the neck, gizzard, and heart in a bag in the freezer for gravy later, and the liver separately for pâté.

Combine all the dry spice ingredients, then rub them thoroughly inside and outside the chickens. Put the chickens in the fridge to marinate for a day or two, or just go ahead and cook them.

Heat the barbecue. For my 5-burner gas barbecue, put the two in the middle on low, and the rest (2 on one end, 1 on the other) on high. Let preheat for 15 minutes or so.

Place the whole chickens on grills over the burners that are on low. Close the cover, leave for 5 minutes, then flip the whole birds over. Close the cover, leave them another 5 minutes, then flip them again.

Continue to flip the chickens over every 10 minutes or so. They will be completely done in about 30 minutes. If the fat dripping off starts to catch fire under the chickens, move them out of the fire if there's room. If not, just shut off the burner(s) under the chicken.

When done, let the chickens rest for 10-15 minutes before carving.

Variations

The spice mixture can be varied almost infinitely, so feel free to experiment. For example, either sage or rosemary works well in lieu of the thyme.

Notes

This recipe is for two chickens, even though we typically only need one for a meal. That's because the second one is quite good left over. It can be reheated in pieces in the microwave. Alternatively, if you like your chicken crisp even on the reheat, set cut pieces skin-side-up under a cold broiler, then turn the broiler on. By the time the broiler heats up, the chicken will be warm and the skin crisp once again. Good enough to serve to unsuspecting guests.

Bon appetit,
Dwight Mitchell managed to get TTOD in the third autocross of the season held in Palo Alto at Town and Country Village. Bob Garretson blew a tire while driving Bruce Anderson's super lightweight Speedster. Many cars were able to run the entire course in 2nd gear, with speeds approaching 50mph in the straights.

A picture spread from the October autocross in Cotati was featured as well.
In the Classifieds, Gloria Sheldon is selling her blue 1956 Speedster for $1300!

GGR is gearing up for a strong showing later in the month at the Porsche West Coast Weekend to be held in Carmel.

GGR members were featured in a photo taken at the recent San Simeon tour (below).
Next month: December 1967!

Moonlight Monte Carlo Rally

Golden Gate Region Presents
Moonlight Monte Carlo 2007
Saturday, November 10
DentPro Day
--by Joe Ramos

DentPro Day
Saturday, November 10
DentPro facility at 3700 Thomas Rd., Santa Clara (Map)
Please RSVP to Joe Ramos at jmramos@gmail.com

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

Over the past 14 years, it has been my privilege to arrange these DentPro Days for the Bay Area RX-7 (BARX-7) Club of which I am a member, and over the past three years have held joint PCA-GGR/BARX-7 events. For those who have attended, you know what a marvelous job the DentPro crew does.

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

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

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

This year’s DentPro Day will be on Saturday, November 10, beginning at 9 AM at the DentPro facility at 3700 Thomas Rd., Santa Clara. This is immediately off 101 at Montague Expwy (Map) We will schedule in 3-4 cars per hour. However, you are welcome to come early and leave late, just hang out to see all the cars passing through.

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

(I will be away from September 20 until October 15 on a trip, so will not be able to confirm your appointment until after mid-month. However, I will book the appointments based on date/time of your email.)

Hope to see you there!

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**Priority Registration Open for DE #6: Laguna Seca**

--by Andrew Forrest, Time Trial Chair

Eligible Club Members are invited to join GGR **Sunday December 9th** at Laguna Seca for our final Driver's Education event of 2007:

- Not everyone is eligible to participate or register at this time (please see below)
- Participation is capped at 125 cars for this event so register promptly if you are eligible.
- There will be no timed runs at this event.

ELIGIBILITY: Only PCA members who have driven at GGR DE/TT events are eligible to participate (i.e. no first time participants at this event -- sorry!)

HOWEVER, only those who have driven either of our last two events will be able to register at this time. Registration will be opened to all who are eligible at a later date (likely in a couple weeks). This is being implemented by setting member status in MotorsportReg.com to settings which prevent the ability to register for those who are ineligible or for whom the ability to register should be deferred. Don't be alarmed if your member status is temporarily "on hold" or "inactive".

- This eligibility and priority registration mechanism is a way to reward those who support our series by attending regularly.
- Late Registration Fees apply after Nov. 23rd.
- To register, visit [MotorSportReg](http://www.motorsportreg.com), create an account if you don't already have one, find our event and sign up! Or, technology permitting, click [here](http://www.motorsportreg.com) to access directly.

If you have questions regarding online registration, please visit our [bulletin board](http://www.pca-drs.com/bulletin_board).

Cancellation Policy: No refunds after September 7th. Payments by credit card subject to a 5% cancellation fee. Contact the registrar to cancel.

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**European Porsche Parade 2008**

--by Kathrin Brandstaetter, Porsche club coordinator

The European Parade of 2008 will take place in Sardinia from the 8th to 11th of May. This meeting for all Porsche Clubs worldwide, will take you to the extraordinarily beautiful Costa Smeralda. Highlights of the Porsche Parade 2008 include the Photo Rally "Mare e Terra" and the Concours d'Elégance in the "Marina Vecchia" at Porta Cervo. On the final evening there will be a farewell gala dinner in a magical environment along with the presentation of prizes.
Real cobblestones. Not pavers from Home Depot.

More information about the Porsche Parade 2008 can be found in German, English and Italian under the following link.

We would like to announce that from today until the 31st of December 2008 you can register yourself for the European Porsche Parade 2008 online or via fax. Please be aware that there is a limitation of 250 cars.

There are plenty of places to park your tush, too.

If you have further questions please contact the Federation of Italian Porsche Clubs. A special hotline has been prepared, which is accessible from Monday till Friday 4 p.m. till 8 p.m.

Tel. +39 040 7469500

We are looking forward to seeing you next year in Sardinia.

Best regards,
Your Team of worldwide Porsche Club Coordination

Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Sitz der Gesellschaft: Stuttgart
LA Lit & Toy Show

LA Lit and Toy Show

Literature, Toy and Memorabilia Show for Porsches and Vintage VWs

Saturday, February 23d, 2008 - 7:30 am to 2:00 pm

Los Angeles Airport Hilton Hotel, 5711 West Century Blvd, Los Angeles
just off the I-405 by Los Angeles International Airport

Now in its 25th year, over 1,200 people attend the annual Porsche and Vintage V-W Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel. The meet has over 225 tables with tens of thousands of collectibles - posters, sales literature, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VWs. The meet is held in two huge ballrooms on the main floor of the Airport Hilton, 5711 W. Century Blvd., Los Angeles - very close by Los Angeles International Airport. The public is admitted at 9:00 a.m. for $5 each at the door. "Earlybird" shoppers are admitted with the vendors at 7:30 a.m. for $25 at the door. Special discounted room rates are available from the LA Airport Hilton directly at 310-410-4000. Please ask for the special room rates under the promotional code "PCH."

For more information, go to the web site.

Contact by email: (Prescott Kelly, Jim Perrin or Wayne Callaway)
Contact by Phone: Wayne Callaway at 909-930-1999 (Work - weekdays 9am to 5pm Pacific time)

New Webmaster Needed

--by Susan Angebrannt, webmaster, former club vice president, past winner of the Perc Bliss Award, and mother of Lila

After 7 years as GGR webmaster, I'm stepping down as of December 31. The website is where GGR members get their up-to-date information about club and zone activities. Here's your opportunity to give back to the club by becoming the webmaster. You'd be free to redesign or rearrange the site in any way you want (there's no reason to keep the current design). Want to find out more? Click to contact me by email.
That will do it for November. **Remember to VOTE!** if you haven't already. Ballots need to be postmarked by November 15. Once the ballots have been counted and the Electorial College has met, the new Board of Directors will be sworn in (depending on Ashley Ambrisko's availability to preside over the ceremony).

Lastly, **Happy Halloween!** I'll be attending a dead man's party. What else would one do on that day!

Thanks for reading.

John Celona  
Porsche Club of America-Golden Gate Region