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Subject: From Porsche Club of America--Golden Gate Region
Date: September 1, 2007 12:14:46 PM PDT
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Porsche Club of America Golden Gate Region



The Nugget

September, 2007 - Vol 47, Number 9

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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 dé Leglise



--by Claude Leglise, GGR President

Why Not Plan A Road Trip?

Labor Day is here, signaling that the end of summer is coming. All too soon, the rain and cold will be with us, not providing strong enough reasons to park the Porsche to be sure, but reducing the fun nevertheless. So it is time to plan a couple of road trips before the end of the year. A good road trip should be to a new location -- a week-end Autocross at Marina is great fun, but it does not qualify. And to add to the enjoyment,

 there should be some interesting activity at the end of the road. Here is a sample of ideas.

On September 8 and 9, the Sierra Nevada Region is holding the 2007 Silver State Concours in Gardnerville, Nevada, just a few miles east of South Lake Tahoe. The Sierra Nevada Region has a well-deserved reputation for being a fun region. It is a two-day gig, so I trust there will be plenty of time for socializing, telling tall tales, and generally having a good time. On the way, I highly recommend State Highway 88 from Jackson, east of Stockton, to Gardnerville. And on the return trip, State Highway 49, from Sierraville to Auburn. Both provide copious amounts of twisties, great scenery, and clean pavement, at least the last time I was there.

On October 11 through 14, the Potomac Region is hosting Escape Into American History in Chantilly, Virginia. Now this is a serious road trip, slightly over 2800 miles one way according to the map. Count more if you choose to make scenic detours. Highway 50 through Nevada and Utah, "The Loneliest Road in America" comes to mind. If you recall the terrific Escape to the Wine Country organized by the Redwood Region two summers ago, the bar was set very high. The program includes museum tours, plenty of driving opportunities led by knowledgeable local enthusiasts, and even visits to local Virginia wineries. There is every indication that a trip to the nation's capital to meet fellow PCA members will not disappoint. A number of folks drove from the East Coast two years ago, so why not return the favor?

For the super hardcore fans, there is, of course, Rennsport Reunion III, November 2 through 4 at the Daytona International Speedway in Florida. I had the chance of attending Rennsport Reunion II three years ago in the same location, and it was simply the trip of a lifetime. This year, the organizers expect twenty 917s and thirty 956/962 prototypes. The factory will bring some illustrious and rare models from the Porsche Museum. Famous drivers such as Richard Attwood, Vic Elford, George Follmer, Hurley Haywood, Willy Kauhsen, Charlie Kemp, Gerald Larrousse, Rudi Lins, David Piper, Brian Redman, Derek Bell and Gijs van Lennep are planning to be there. Finally, PCA is setting up track tours, a hospitality area, a corral, and a great banquet. If you need a booster shot of all things Porsche, this is the event to attend. I suppose you could fly there, but think about the road trip!

Join the Board!

On an entirely different subject, the elections for the board of directors of GGR are still coming. We urgently need candidates for the positions of Secretary and Treasurer. The Club cannot function without them. So please, consider raising your hand; we need you. As a reminder, 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 any of the current board members if you have any questions, and/or to put your name in the hat.

Claude

Gerry Woods
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Letter from the Editor



--by John Celona, Nugget Editor

This month marks a major milestone for The Nugget: the start of the second year publishing it as an email newsletter rather than printing and mailing. Just one year ago we were gearing up the first email issue with the September 2006 Nugget.

Hopefully, folks are liking what they're seeing. Pretty much anything people send in we now have room for, including color photos. If there's anything you would like to include, please pass it along. We'll drop it in and send it out.

Simple text files and separate photos in jpeg form work best. PDF's, although great for printing, unfortunately don't stand up too well with translation into HTML.

The other great thing, of course, is that as soon as I finish this, you'll get it today. Beats the mail, in my book.

Thanks for reading.

John

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Competition Corner



--by Dan Thompson, Competition Director

Proposed Rules Changes

So we have our rules proposals for 2008 and I have gotten a bit of feedback but not a lot. Come on folks, read the proposals and send me your feedback. The DEC does listen to you concerns and points of view and use this feedback to decide what we will approve and what we will dismiss. There will be an open DEC meeting in early October...date to be finalized before long and will be posted on the GGR website.

Our time trial season is coming to an end and by the time many of you read this our last TT at

Thunderhill for the 2007 season will be in the books. Maybe I finally got to drive my car instead of officiating....I'll let everyone know how it went next month. The last TT was tough on the 914 contingent. Both John Seidel and Gary Dorigi had motor problems at the last event and I am hoping they both get things in order quickly...have to keep the 914s running. Andrew Forrest our intrepid Time Trial Chairman, has been busy getting dates for next season and trying new ideas for increasing participation in the series. I will report back next month on how our invitation of BMW club members to our last TT at Thunderhill went. Since we are allowing only seasoned BMW track drivers to attend, I expect things to go smoothly. And now maybe I will have some cars to pass with my 914. :)
"There is no substitute" passing "the ultimate driving Machine".

Don't forget we have several autocrosses left on our schedule for 2007.

On another AX note, it has been decided that we will not be having a Zone 7 2 day School for 2007. Since Candlestick took our original July dates for repaving, the dates we got to replace them were not until late October. By that time our AX series will be over and we felt new students with lots of desire to try out their newly honed skills would have no place to try them out. So we will be waiting until 2008 to put on the Zone 7 school. Sorry if this is a disappointment for any of you, but we felt it was best to wait to have the school early enough in the AX season so folks could continue their learning curve in a timely fashion. Bay Meadows was an interesting venue. Not too big and not too small, with a surface a bit better than Candlestick. Hopefully we can go back there in the future and try it out again. Marina is where our next few AX events will be held, and I will tell you it is probably the best AX surface in Norcal. Come on out and give it a try, you won't be disappointed.

'till next month.
Dan

DE/TT #4

--by Susan Angebrannt
--August 4-5 at Thunderhill Raceway Park

42 drivers ran for time (1 DNF). There were 5 new class lap records. 11 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
+ Stacy Reitmeir (TTODL)

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





Red decals dominate in the red run group...

Photos were taken by [Barbara McCrory](#), and an on-board video was taken by [Christopher Zang](#), Photos by from the time trial and the Friday DE day hosted by Diablo Region can be found [here](#).



...while the yellow run group was filled out with blue cars. Now we're totally confused about the colors.

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.

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

- 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 Tour at Grand Am Races

- by Mark Powell, GGR Social Director

Fifteen lucky members of the Golden Gate PCA and surrounding regions were fortunate enough to attend a "behind the scenes" tour of the Brumos Racing paddock at the recent Grand Am Race at Infineon Raceway. Our group met on the patio area, outside the snack bar to take a headcount and pose for a group photo. We then walked to the Brumos paddock area, where we met Skip Gwinn, Director of Public & Media Relations Brumos Racing.



Red Bull/ Brumos Porsche / Porsche Riley Donohue/ Law

Skip graciously agreed to schedule the tour while the team was preparing for the afternoon race. Doug DeVetter and Ron Leppke, our Zone 7 photographer, were on hand to photograph the action. Skip's thorough explanations of car design, car components and engine specifications were great, as were his explanations of the logistics and costs required to operate a professional race team.





Made it!

Being able to meet and personally talk to team personnel including Darren Law, David Donohue and Hurley Haywood was an added bonus!! The group was also treated to great race in which the Red Bull car of Darren Law and David Donohue finished second, and nearly pulled off the overall win!!



Not Really.

Photos were taken by [David Leong](#) and [Ron Leppke](#).

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

The Power Chef



Confessions of a Carb Lover

--by John Celona, The Power Chef

I admit it: I love carbs.

No, I'm not referring to carburetors--not that I have anything against them. Heck, my Toyota truck keeps trucking along just fine with one (or is it two?). I can't actually claim, though, to own a Porsche carburetor. My Boxster is thoroughly injected. What can I say: it doesn't overheat and the air conditioning works! Accordingly, for Porsche carburetor information, I refer you to [Pelican Parts](#), which likely has an appreciable fraction of what Bill Dally and Dan Thomson carry around in their heads.

Rather, the "carbs" I'm referring to are carbohydrates. Bread, pasta, vegetables, fruits: I consume them all in dizzying quantities. Should I be ashamed?

Carbohydrates used to occupy a place of honor on the American table. Remember the square meal? The Beaver always used to sit down to meat, a starch, and a vegetable. And June always seemed proud to prepare it. I often wondered how she could prepare dinner in a pretty dress and string of pearls without getting them splattered with something. Some combination of an apron and extensive set crew, no doubt.

Lately, though, carbohydrates seemed to have been tarred and feathered as the greatest threat to the American waistline since late-night pizza delivery. A slew of diets highly restrict eating carbohydrates, or even ban them altogether. What did poor carbs ever do to deserve this?

As with all great questions of morality, love, and life, I began with Science.

As recounted in the [Wikipedia](#), carbohydrates "fill numerous roles in living things, such as the storage and transport of energy (starch, glycogen) and structural components (cellulose in plants, chitin in animals). Additionally, carbohydrates and their derivatives play major roles in the working process of the immune system, fertilization, pathogenesis, blood clotting, and development."

Perhaps that settles something, but I'm not sure quite what.

Next I turned to what our Federal Government has to say on the matter. After all, the information is "free" (that means we already paid for it!). Here is the USDA's new food pyramid.





There, on the left, endorsed by the Federal Government, are all the things I love to eat: grains, vegetables, and fruits. What's more, they make up such a large portion of the pyramid that it's clear anyone omitting them from their diet would be instantly crushed by the remaining off-balance obelisk of milk, meat & beans. That is, if the skinny little yellow "oils" sliver didn't drown you first!

Does this constitute enough of an endorsement, I wonder?

Plunging deeper into the extensive, taxpayer-supported accompanying text, I find the distinction between whole grains (like whole wheat) and refined grains (like white flour). Apparently, they recommend eating as much whole grains as possible, along with lots of vegetables and fruits.

I think whole wheat pasta (my favorite!) would fall under the whole grains recommended by Our Government. But is this enough to take my secret love out into the open glare of public scrutiny? What would Oprah say?

So I turned to Research-Type People for further words of wisdom.

Neither the Rand Corporation nor the Heritage Foundation had much to say on the matter (at least in the public portions of their web sites). I even struck out with the Carter Center.

I did, however, glean this bit from the University of California, Berkeley, [Wellness Letter](#):

Fruits, vegetables, and whole grains should be your main foods. Combined with low-fat dairy products and small amounts of lean meats, poultry, and fish, they provide the vitamins, minerals, fiber, and phytochemicals you need. Numerous controlled studies have shown that such a way of eating helps protect against heart disease, diabetes, and several cancers, and aids in weight control. And it's not a crash diet, but an eating plan that, when combined with exercise, can help you gradually lose weight and then maintain a healthy weight for the rest of your life.

They seem to be giving me permission. Fruits, vegetables, and whole grains; aren't those carbs?

I still felt anxious. Time to go to the mountain: Harvard University. Words back by a \$34.9 billion endowment. Here's what the [Harvard School of Public Health](#) had to say:

We've come a long way from the days when one of the knee-jerk answers to the question "What should I eat?" was "Get a lot of carbohydrates." We now know that the staple of most diets, carbohydrates, aren't all good or all bad. Some kinds promote health while others, when eaten often and in large quantities, actually increase the risk for diabetes and coronary heart disease.

The resurgence of the Atkins diet and the rise of the South Beach and other low-carbohydrate diets have put the focus on the carbohydrates. While it may be true that easily digested carbohydrates from white bread, white rice, pastries, and other highly

processed foods may contribute to weight gain and interfere with weight loss, that doesn't mean all carbohydrates are suspect. Regardless of what you've read or heard about the dangers of carbohydrates, they are an important part of a healthy diet. Carbohydrates provide the body with the fuel it needs for physical activity and for proper organ function. The best sources of carbohydrates - fruits, vegetables, and whole grains - deliver essential vitamins and minerals, fiber, and a host of important phytonutrients.

There it is: they used the "c" word! And it's an important part of a healthy diet! Loving carbohydrates may be healthy after all! Maybe the way to think of it is complex carbohydrates (whole grains, fruits and vegetables) versus simple carbohydrates (refined grains and sugars), and to go for the complex ones. How about the C2 diet? It worked as a Porsche model, after all.

I stand before you a confessed carb lover. I'll have my burger on a whole wheat bun, please, with a big helping of salad and a little dressing. Then I will no doubt be back for seconds on both.

Bon appetit,
The Power Chef

Coyote Run VII



Golden Gate Region Presents
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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 OldCazNut@aol.com

Croctoberfest 2007



Our 2nd annual Cayman Register national gathering known as "Croctoberfest" will be held October 18th-21st in Las Vegas, NV later this year. This event includes a show-n-shine, tech quiz, sponsor luncheon, gimmick rally, and 2 day of Drivers Education along with an awards dinner and live ALMS race coverage via satellite. Detailed information about the event can be found at <http://www.caymanclub.net> and the sign-up form is online at <http://www.smiley.net/croctoberfest.htm>.

The cost to attend is \$165/person for all events except the DE (priced separately via Las Vegas Region website), and we have

secured hotel rooms at the new Planet Hollywood hotel and casino for a low low rate of \$129/night. The event is open to all PCA members and Cayman enthusiasts and non-Caymans are welcome although the voting in the car show portion will be limited to Caymans only.

In the event that anyone has additional questions, the contact persons for this event are Ken & Angela Smiley at 913-681-6963 and 913-302-1474.

Sincerely,
Ken Smiley
PCA Cayman Register Advocate
www.caymanclub.net
webmaster@caymanclub.net

Special Edition Boxster

Porsche Announces Price and Launch Date for New Limited Edition Boxster

ATLANTA, August 9, 2007 - Porsche's all-new orange 2008 Limited Edition Boxster and Boxster S will soon be stirring excitement around the country with a stylish design and competitive pricing starting at \$49,900 USD and \$59,900 USD, respectively. With the first Limited Edition being displayed at a special sneak preview at the NY Auto this past spring where it received a rave reception, the 500 eagerly anticipated Orange Boxster and Boxster S models will go on sale in dealerships on September 28, 2007 throughout the U.S.



Yup, that's ORANGE.

Clad in striking orange paint, a color previously featured only with the track ready Porsche 911 GT3 RS, the Limited Edition Boxster is as well-built as it is eye-catching and even includes a special "Limited Edition" plaque in the glove compartment. It touts a sport exhaust system and safety bars, designed to help protect occupants, are dressed in orange paint. And the SportDesign package that includes spoiler lips in the front, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser provides a more stunning and sporty appearance.

Complementing the orange paint are several eye-catching elements in black including black painted alloy wheels-with large 18 inch standard on the Boxster and 19-inch standard on the Boxster S-striking black exterior side mirrors, black front and side air inlets, all of which tastefully

compliment the car's model designation in black on the rear deck and a black convertible top. Black carries over to the seats, carpet, dash, door panels and other surrounding soft surfaces. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during sporty driving. Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission.

To further tie the interior and exterior, Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange.

New Cayenne Hybrid

Porsche Reveals Early Stages of New Cayenne Hybrid

It is targeting a decrease in fuel consumption of about 25 percent, particularly in city traffic

ATLANTA, July 26, 2007 --- Porsche, a company renown for its high-performance sports cars and sport utility vehicles (SUV), this week in Stuttgart demonstrated to the media a Cayenne SUV hybrid prototype, providing a glimpse of what the company will offer to consumers by the end of the decade.

Porsche is targeting average fuel consumption figures of 9.8 liters/100 kilometers in the New European Driving Cycle and about 24 miles per gallon in the US FTP cycle for the Cayenne Hybrid, and future developments may allow Porsche engineers to push towards an average fuel consumption figure of 8.9 liters/kilometer (approximately 26 miles per gallon).



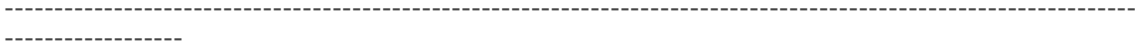
Priusses: move over!

The Cayenne Hybrid will feature a full-hybrid design where the hybrid module (clutch and electric motor) is positioned between the combustion engine and the transmission rather than having the hybrid drivetrain branching output along various lines and in various directions via a planetary gearset. Porsche selected this design because the in-line configuration of the hybrid components are more compatible with the existing Cayenne platform, this system in testing is more fuel efficient, and because this configuration is a better fit for Porsche as it will provide improved acceleration and engine flexibility compared to a conventional Cayenne.

Coordinating the car's three main components - the combustion engine, the electric motor and the battery - is the Hybrid Manager, the heart of the Cayenne Hybrid. The Hybrid Manager, which oversees some 20,000 data parameters as compared to only 6,000 data parameters for a conventional engine, is one of the most powerful technologies found in any hybrid vehicle.

Other unique features of the Cayenne Hybrid designed to decrease fuel consumption include the power steering and vacuum pump for the brakes, as well as the air conditioning, which operate on electric power. Technical components, such as the oil pump in the Cayenne's automatic transmission, have been replaced by electrically powered units. The Cayenne Hybrid's electro-hydraulic steering - a first for a vehicle of its kind, will ensure the Cayenne Hybrid drives like a Porsche with predictable and safe handling characteristics and the agility that is expected of a Porsche SUV.

Porsche plans to introduce similar hybrid technology in a version of its Panamera four-door Gran Turismo. The Panamera will debut in 2009, with a hybrid to follow.





The mandatory 4-part diffuser in PCA's GTC3 class smoothly separates airflow from the car for a stable wake, albeit at the price of additional drag.



Hope you enjoy the rest of your Labor Day weekend. I'm going to finish this up and get to the grocery store!

Thanks for reading.

John Celona
Porsche Club of America-Golden Gate Region

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