HAPPY NEW YEAR

Time Trialers waiting for the drawing for a ride in Dave & Lorraine Morse's Rothmans 962

RIDE OF A LIFETIME

NEW HOT LINE NUMBER
SEE BACK PAGE
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**Editors Notes**

The New Year will have started by the time you receive this issue of the Nugget. I hope every one had a great time over the holidays.

Now is the time to plan some of this years activities so come on down to Ken Mack's Sportech on Sunday January 17th at 9:30 am for GGR Activities Day.

The 1993 GGR Membership Directory is being mailed with this issue of the Nugget to all regular and duel members. Bob and Betty Hummer did a great job of getting it out on time with the help and some guidance from the one and only AL and BARBARA BERENS, Al who said he did not have a lot of time for the club this year sure could not prove it to me, he has helped this editor with the Nugget computer system, helped put together the Membership Directory and the Competitive rules books. THANK YOU from all of us.

The GGR HOT LINE will be moving to San Mateo. Some time in January. Chuck and Rosemary Davis will be assuming the duties from Karl and Susan Keller who are moving to James Town, for retirement we will all miss you and the many tours you have put on. maybe when their new home is completed they can invite us up to have a house warming. (NO Mikie not to burn it down). The new Hot Line Number will be 415-573-0798, it will have a referral from the old number.

And Thank you to Bobby Crookshank for the mailing of the Nugget this year starting in January the mailing will be done by Jane & David Croom.

Editor.
This Nugget is being mailed right before Christmas. This means that most of us should receive this issue about the time we start recovering from the New Year’s Eve Time Trial Bash. And, no, Santa did not bring me a red 911RS America.

At the start of this new year, let’s thank the outgoing Board for a job well done and welcome the 1993 GGR/PCA Board of Directors:

- President: James Ohl
- Vice President: Larry Sharp
- Secretary: Teresa Lommatzsch
- Treasurer: Lori Gallen
- Membership: Lynn Chakel
- Competition: Kirk Doberenz
- Social: Sharon Neidel
- Past President*: Terry Zaccoone
- Nugget Editor*: Chet Martin

* Non-Voting Member

In addition to the elected Board of Directors, GGR has many appointed positions. These are the jobs which need be filled to run our vast variety of activities. If approached by a Director and ask to fulfill one of these positions, please give this request serious consideration. Most of these positions only take a limited amount of time per month and are a great way to either get or stay involved with GGR and its members.

Activities Day is January 17th, 9:30 am at Ken’s Sportech, bring your own chair. This is the day the 1993 GGR calendar of events is established. If you want to put on an event or to just learn what the 1993 calendar will include, please attend.

James

OOPS!! Sincere apologies go to Cathy Kuhn. My article on the Chocolate Night was in error when I mistakenly reported Cathy had placed Third in the chocolate desert contest. Cathy’s Chocolate Silk actually placed Second in the tastebud standings. Guess I have taken one too many laps around the track and now I have C.R.S.

Sorry! - Pattie
ABBY RUNS TOO

Friday, January 15, 1993 by Sacramento Valley Region
Not one, not two, but three legs . . . and THREE RALLYEMASTERS! 
(one each leg): Phillip Marks of PCA-SVR & PCA-GREAT BRITAIN, Richard 
Wetzel of E=MC², and Abby, The Wonder Dog, also of E=MC² 
This event will feature Abby, the internationally famous Canine Rallyemaster, 
and once again you will have a dog's-eye-view of a rallye leg written by a Springer 
Spaniel. Trained since a puppy in rallye lore and tricks, Abby will 
display an uncanine knowledge of traps and loops gained from 
chasing rabbits, moles and Nash Ramblers. 
Rallye start at Java City In the Arden Fair Shopping 
Center, Sacramento, Bus. 80 & Arden Way, where old Food 
Circus was, now called "Market Square in Arden Fair." Park in 
back parking lot behind building (like last year). 
7:00 p.m. — Registrations open 
7:31 p.m. — First car out, Finish in Davis 
$8.00 per car. Call Rik Larson for information, 
Unequipped, Novice & Beginner. 1993 Zone 7 Series Rallye #1

Zone Proposed Rallye Schedule 
for 1993

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Upcoming Events 
and Special Dates

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<td>Bay Tech</td>
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February Frolic '93
A Clever little rallye by Diablo Region, PCA
Sunday, February 14

Registration at noon
First car out at 1:00 p.m.
Start — Kahler’s Porsche Service 
6117 Dougherty Road, Dublin, CA 
(North off Hwy. 580 east of the 880 
Junction)

$800 per car. Finish in Livermore after 2 1/2 hour rallye. 
See wood nymphs and bacchus with grapes, 
all frolicking cleverly. For more information, 
call John Clever, (209) 835-9090. 
This is 1993 Zone 7 Rallye Series Event #2
"PCA'S BEST KEPT SECRET"

By Bill Newlin

This past Nov 6-8 Oregon Region held their Annual event Rainbonnet. Headquartered at the Monarch Hotel near Portland, a Friday night Concours with a bratwurst party opened the event inside the hotel's convention center ballroom.

Beautiful Porsches everywhere surrounded with displays, goodie stores, people, and food. This 1st night party alone was worth the $75.00 entry fee, but wait there's more. A great lookin goodie bag for each entrant chock full of toys and stuff, then lots of door prizes.

Saturday am. the cars are judged while a huge spread of sweet rolls, muffins, and coffee are consumed by all. We then get into the technical side of things as the "tech sessions" begin. Yours truly spoke to a packed room of eager racers on the subject of Time Trialing for 2 1/2 hours.

What a great group. We broke for a major deli style lunch around the now-judged concour cars. More door prizes ( I won one too!), and then back to class.

This time it was Bruce Anderson at the podium for one of his wonderful slide shows, "the history of the Porsche from the beginning to the current models today". He included all Porsches, road and racing. It was S.R.O. for Bruce, as one would expect.

Next was Bob Strange speaking on those round back rubber things that B.F.G. makes. Tire technology is his forte and he is very entertaining.

This is where we had to leave (unfortunately) to get to Laguna Seca (fortunately) for some business Sunday.

Saturday evening, the banquet hall was transformed and a wonderful evening of food, friends and music, plus more door prizes closed out the day. Sunday, the party shifted over to PIR (Portland International Raceway) for a track day. Yup, track day.

Rainbonnet, great deal or what? So don't tell anybody about this little secret & I'll just see you in Portland next year.

---

**Friday Night Socials**

2nd Friday of Every Month

This Month

**January 8**

Harry's Hofbrau
Mountain View
(On the El Camino Real, North of Hwy. 85)

Starting 6:30pm 'til ?
We Will be in the Backroom

For more information, call Sharon Neidel
408-225-8103

---

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BOSCH ALIGNMENT
MON. - FRI. 8 - 5:30

1436 WHITE OAKS RD. CAMPBELL

Porsche Club of America 5
GGR AUTOCROSS
YEAR-END AWARDS

by Pattie DeMartini

A brunch in the historic “Old Town” section of Los Gatos was the setting for the year-end Golden Gate Region Autocross Series awards. Trophies were presented to the fastest of the fast autocrossers after a champagne brunch.

The traditional pre-brunch socializing was done outside in a garden setting, and the air was crisp enough to call for some Baileys and coffees. When we sat down to enjoy the brunch, I was thankful we had all become close friends over the year. The turnout for the brunch was much bigger than expected and we sat knee-to-knee and shoulder-to-shoulder at the California Cafe.

After the door prizes donated by our series sponsor Automotion, the DeMartinis and the Porcine Palace (Snookie Arolla) were given out, series Chairman Lloyd DeMartini presented all the participants with the hard-earned trophies.

Rookie of the Year cudos went to Lynn Chakel. Lynn and John Chakel started out the year in February at the one-day high speed driving event at Sears Point driving their 356. Soon a 911 found a home in their garage and the Chakel's were off and running at every autocross. Lynn acted like she was born with a steering wheel in her hand! Her times and skills improved at every event and she was beating most of the men by years end.

Lloyd had the pleasure of passing on the GGR Dummkopf award to Gary Dorighi. Gary's adventure could be a medal event in the next Olympics - “The 100 Meter Oil Pan Dash”. The trick is to drag it into the middle of an intersection without spilling a drop. Ask Gary for a full explanation of the unfolding events that lead to his new award. Nancy also has the story down pretty good!

It was a fun year, meeting new friends, learning new driving techniques and spending time with old friends. Lloyd and I thank all of you, with a special thanks to Larry & K.C. Sharp, for your help and support. You were great!

See you at the track!

——

We're Having a "Help Bill Stimulate the Economy" Sale

Attention Porsche owners! In order to help President Bill Clinton stimulate the economy Stoddard Imported Cars has decided to offer a Week of Porsche Savings. Save on parts for any Porsche. Just call us between January 25, 1993 and January 29, 1993 and you will receive 10%* off your order. It’s that simple! This offer is being offered exclusively through Porsche club newsletters so when ordering please let us know which PCA region you are calling from.

We’re doing our part...Now you do yours!

*Does not apply to engines, transmissions or interiors. Other restrictions may apply.

STODDARD
IMPORTED CARS, INC.
38845 Mentor Avenue, Willoughby, Ohio 44094 216-951-1040 1-800-342-1414 FAX 216-946-9410

6 Golden Gate Region
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<td>Mitch Anthony</td>
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<td>Soren LaForce</td>
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GGR TIME TRIAL SERIES FINALE
FEATURING THE PORSCHE 962
NOTHING EVEN COMES CLOSE!
by Pattie DeMartini

A parade of Porsches flocked to Sears Point Raceway like homing pigeons to their nest on December 5 for the final event of the 1992 Time Trial Series. The nesting actually started December 4 at the Friday night tech held again at Projects Racing. Shortly there after people fied to the warmth of the motorhomes where friendships and dinners were shared.

Saturday morning was dry and crisp with even a sunbeam now and then to warm our cold little noses. Chairman David Kimes held the drivers meeting, making the usual noises chairmen have been known to make. He also made some very special announcements - like the winner of the “Ride of a Lifetime”, a ride in a Porsche 962, was ...... me!! Wow! I had hoped and prayed and sent in my lucky number of dollars. One of my tickets had been drawn at the Tech on Tuesday night by our event sponsor GARY DIELACHER of GARY'S PORSCHE in San Bruno. Jack Kuhn asked if I had any pulse when he found out I had given my ride to Lloyd as a birthday present.

Oh, did I mention it was crisp on Saturday morning? Just how crisp was it anyway? Well, our race tires, stacked in our pits overnight, had a healthy layer of frost on them when we arrived back Saturday morning. It was going to take more than two laps to heat those babies up.

The Gallens showed up with yet another new motorhome and should have charged a $1.00 for every person who took a tour of their new digs.

Tim and Lori remind me a little bit of Goldilocks and the Three Bears. Their first motorhome, a monstrous 35 foot job that took your breath away, was too big. Then they bought a truck with a camper, but the new cabover was tooOOOO small, but the new one is juuuuuust right!

GOSSIP!! The hot new GGR romance ... Matty Cowell and Nugget DeMartini were seen romping off into the dark toward the head of grid Saturday night. At least these two knew where to start!

David experienced the “Chairman Curse” on Saturday. It struck him when a brake caliper failed going into Turn 7. He used his talents to get him back to the pits without any muss or fuss, but was unable to repair the brake problem.

There was not one person during the lunch break on Saturday afternoon seen eating lunch. We were all down at grid oohing and awing Morspeed’s 962 and 956 gracing the pit lane. Just to bring you up-to-date, Dave Morse graciously offered a three lap ride in his 962 at our last event. The hitch was it would cost you a $1.00 a chance to get in on the drawing, with the proceeds going to the Santa Clara Crippled Children’s Society. The Society benefited $795.00 from Dave Morse’s generosity and our PCA members’ desire for Ride of Lifetime. Dave not only hauled two of his cars to the track at his own expense, but then offered additional laps. When the extra tickets were drawn, smiles from Larry Sharp, Doug Fisher, Kirk Doberenz and James Ohl were immediately displayed. It was difficult to obtain an actual interview from any of the passengers immediately after their ride. They could only smile, roll their eyes and utter “Wow!”. David Kimes “volunteered” to take a couple laps himself while holding a video
camera, so those of us less fortunate could get the feel of a 962. Even though Dave Morse did not drive the laps at his top speed, the grins from the lucky passengers indicated it was definitely a Ride of A Lifetime. Thank you Dave and Lorraine Morse for your generosity. And thank you and your crew for your patience with all the shutterbugs on hand.

NOW back to reality. . . . The Happy Hour after the track closed on Saturday was held at WINE-COUNTRY MOTORSPORTS in their shop at the track. They graciously held their shop open for us to have a warm place for our social hour. Wine-Country Motorsports contains a delightful collection of art, books and clothing for the race enthusiast. Delightful really doesn't describe it though. Magnificent is more like it. There is abundant artwork for any pocketbook, ranging from framed and signed prints (such as Danny Sullivan) to unsigned, yet equally as breathtaking copies. I still dream about the Randy Owens embroidered silk jacket I found, but Lloyd quickly steered me in another direction. The shop added a festive backdrop to our usual Saturday social, and I hope we can talk them into it again for our event on Valentine's weekend. Maybe my silk jacket will still be there!

Promptly at 5:30 on Saturday evening the rains started. People once again scattered to the motorhomes for a warm dinner and a prayer that the rains would stop. Well, somebody didn't pray hard enough because we were ankle deep in water come 8:00 A.M. Sunday. David promptly put everything on hold. The Sears Point track prep guys worked hard to clear out the puddles and mud, but at 9:00 A.M., when the drizzle began again, David pulled the plug on the 1992 season. Smart decision it was, too. By 9:30 we were putting our cars on the trailers in the pouring rain.

Ken Mack, the 1993 Time Trial Chairman, has a full calendar for the upcoming season. As with everything Ken does, the year will prove to be an exciting and rewarding year. (Just remember Ken, a stock class is the safest place for a Chairman.)

Even though we didn't get to run for the finish line in our last event, the 1992 Time Trial Season was a resounding success. Under the direction of David "I Am The @$%&! Chairman" Kimes, many of us had several laps of sheer ecstasy all season long. Thank you for a wonderful year, David. Your efforts and those of your number one Registrar, Diane, did not go unnoticed.

See you in February!
But if you’re looking to convert your 914-4 to 5-bolt hubs, call us anyway.

We’re pleased to announce our new 5-bolt rear hub conversion for 914-4s. Along with bolt-in 911 front struts and calipers, your 914-4 can have the look of a 914-6, quickly and economically. For all your Porsche’s parts needs, call PartsHeaven. We have one of the country’s largest selections of used and new Porsche parts. All models. All years. If you need it, we have it. If we don’t have it, we’ll get it for you.

Call us, write or fax: PartsHeaven, 1680 West Winton Avenue, Suite 4, Hayward, CA 94545. Telephone: 800-767-7250. Fax: 510-782-0358.

1993 GOLDEN GATE REGION ACTIVITIES DAY

When: January 17, 1993

Where: Ken’s Sportech
1436 White Oaks Road
Campbell, California
408-377-8055

Time: 9:30 am

Plan to attend as this is your chance to help plan the activities for next year.

All the events for next year will be put on the calendar, so come on down to Ken’s on Sunday the 17th of January 1993. This way you can plan which of the great events you would like to attend, and you can put it on your calendar. Maybe you want to put on an event, this is the time to get it started by getting a date for your event.

Direction to Ken’s Sportech: South on 880 / 17 toward Santa Cruz, take the Camden Ave exit head east, turn right at first light (White Oaks Road) 1/4 mile on left.
GOLDEN GATE REGION PCA PRESENTS
THE 27th ANNUAL YOSEMITE TOUR
MARCH 27-28, 1993

I can't believe it is time to start talking about the Yosemite Tour already!

This year's tour is going to offer you a choice of accommodations, (The Ahwahnee or Yosemite Lodge) and a choice of dinners at the Ahwahnee (Salmon or Prime Rib). If you joined us for the 25th Annual GGR Yosemite Tour, you know that The Ahwahnee is a very special place (if a little pricey) and that dinner in the Solarium is a wonderful experience. If you didn't join us there for the 25th, now is your chance to make amends.

We will leave from the San Jose Area on Saturday the 27th and tour to Yosemite via Wawona, weather permitting. At Wawona we will stop for a picnic lunch, weather permitting, and then continue into the valley. Saturday afternoon will be "free time" for sightseeing or resting. Saturday evening, we will all have dinner at The Ahwahnee, in the Solarium. Dinner choices are Prime Rib of Beef, or Broiled Salmon, Bearnaise Sauce. Dessert will be Chocolate Fudge Pecan Pie. Sunday morning is always a good time to return to The Ahwahnee for Brunch, and then enjoy the beauty of Yosemite, before we return home.

Costs are per couple and include dinner and room only:

Please make check payable to PCA GGR.

The Ahwahnee $315.00
Yosemite Lodge $185.00
Per Additional child in same room, w/o meal (Ahwahnee) 22.00
(Yosemite Lodge) 7.00
Per Additional Adult in same room, including dinner 62.00
Childs plate for dinner 11.00

Make sure that you include both your lodging and dinner choice with your check (payable to PCA GGR) and please include the information requested below, before February 19, 1993.

Return to: Jack, Cathy and Michelle Kuhn
33789 Cassio Circle
Fremont, Calif. 94555

If you have questions, please call between 6 and 9 PM at (510) 796-8041.

NAME__________________________PM PHONE__________________________
ADDRESS__________________________
CITY_________STATE____ZIP_________
Ahwahnee Lodge
Salmon Prime Rib (# each)
Children Childs meal (# each)
Extra Adults in room: Ahwahnee___Lodge_____(# each)
**Time Trial # 5**  
**November 7 & 8, 1992**  
**Laguna seca**  
**Sponsored by Golden Gate Region**

* New Lap Record

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TIME TRIALING WITH GOLDEN GATE - LAGUNA SECA
NOVEMBER 7 -8

by Pattie DeMartini

Early in October Laguna Seca Raceway offered an unexpected weekend to GGR, and Chairman Kimes grabbed it faster than a Blue Light Special. The call went out and the entries came rushing in. Even on such short notice 91 drivers plunked down their entry fee for the chance for drive Laguna Seca once more in 1992.

Yeah, November dates in Monterey can be iffy on weather, but what the heck, we have all rolled the dice before. Saturday's practice sessions were cut short at 3:30 when a heavy fog crept in so quickly that Ken Mack turned his headlights on when approaching the Corkscrew. Workers were brought in, adult beverages were served and then halfway through the instructor's meeting, the fog crept back out to sea. Oh, well . . . . A peek through the hotel window at o'dark hundred Sunday morning indicated trouble when the gas station across the street seemed to have disappeared overnight. The ol' Weather Chairman had dished out a big pot of pea soup and Laguna Seca was right in the middle of the cauldron.

All weekend I kept wondering if a cash award had been offered to the next person who earned the Dummkopf Trophy. I couldn't figure any other reason that so many people seemed bent on earning it! Lloyd forgot to bring the "quiet muffler" for our car. As I was pondering the situation, Charlie Arolla admitted he had also forgotten to bring his proper muffler. Since Lloyd was the current owner of the Dummkopf, he had the option of giving it to the next recipient. However, he could hardly give it to Charlie for the very same infraction he himself was guilty of. Not to worry, there were other candidates. Jack Kuhn took a different approach to the course on Saturday. Instead of getting immediately onto the track from Start/Finish, he followed the access road used by the motorcycles around Turn 2. What made it worse, a less experienced Laguna driver followed him! Keep in mind Jack has driven Laguna numerous times so he is a definite candidate. David "I'm The Chairman" Kimes wondered why his new 914 was cutting out while following Carol Beach. (I suggested the Beach's car had a secret weapon which sucked all the fuel out of all Class U cars.) NOT. David admitted his little fuel light went on. Imagine . . . the Time Trial Chairman running out of gas on the track. Well, he didn't quite run out of gas so he was only a runner up.

I spent the first lap on my second run session with my hand out the window, going 5 mph. (By the way, the turn workers were fabulous with their yellow flags, protecting me. And at my age I need protection!) The car seemed to resist proceeding in a forward motion and then there was this funny noise coming from the rear tire. Into the pits I go, and Lloyd discovered that he had forgotten to . . . . . . . . oh never mind, he already had the trophy so it didn't count. However, Saturday night, Henry Watts, "the man who wrote the book", couldn’t figure out why his headlights weren't as bright as usual and his high beams weren't much better. Seems he drove all the way home from Monterey to Mountain View with his headlights taped with black racing tape.

Bill Newlin was at the Portland International Raceway giving a talk on the finer points of Time Trialing to the participants of Portland's Rainbonnet Weekend. Gary and Nancy Dorighi took over the reins of Chief Instructors and did a great job!. The instructors meeting Saturday was the shortest in GGR history.

Tom Olivier wins the "Heads Up Driver" for the weekend. He took the long way around Turn 11, spinning at the apex during timed runs. He knew he couldn't get going in time without

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impeding the car behind him so his quick thinking took him through the exit at Turn 11 and right off the track. Nice job Tom! (How many of you knew there was an exit at Turn 11?)

EP continues to be the class to avoid. The times for the first three places were separated by a miniscule .173: Dennis Neeley’s - 156.045, Brian Perry’s- 156.163 and Todd Harter’s - 156.218. There will be a shootout in December at Sears fur sure!

Ross and Lauren Merrill arrived at the track with their newly repaired and repainted 911. The car looked beehee-uuuutiful and brought back fond memories of the original MUNYPIT. We were all delighted to see Lauren back in the saddle again.

Old age and treachery won out at Crows Landing but youth and energy prevailed at Laguna. Tom Van Overbeek held a new track record in Class L for one hour and seven minutes. Son Johannes took the track record by going 1.3 seconds faster than Dad. John Miller, Sr. lost to John Jr by 2.5 seconds.

CHARLIE IS BACK! The Arolla motorhome rolled into town with the new and improved POKEY in tow. POKEY looked fabulous and after a two year layoff, Charlie nabbed third place in Class U. A newcomer to Class U, Kevin O’Neill, drove his slope nose 930 to a fourth place finish. Now there is a car that can suck the brake dust right out of your wheels as it goes by! The comeback of Sunday afternoon has to be Lloyd DeMartini. The new gorilla size brakes on our car (heard him mumbling something about too much rear brake bias) caused Lloyd to drop a tire in the dirt at the entrance of Turn 10 on his first timed lap and he promptly went through the apex sideways. Many a driver would have crawled home after that, but Lloyd gripped the wheel a little tighter on the second lap and came within .6 of Jimmy Brooks’ long standing track record. Flying back in from his stint in Portland, Bill Newlin made a brief appearance at the track - just long enough to get another Top Time of Day!

Our sponsor for this event was our very own Golden Gate Region. The short notice from the track provided little time to obtain a sponsor for the event. The Board of Directors gave David the green light to hold the event anyway. There are at least 90 people who were delighted by your decision and we thank you GOLDEN GATE REGION!

Cheers!
LOOSE WHEELS

By Jim Housman

I had a potentially disastrous experience at the recent Crows Landing Time Trial. Make sure this doesn't happen to you!

Because of the severe tire wear conditions at Crows Landing I purchased an extra set of wheels and an extra set of tires. As is my usual practice I found the absolutely cheapest set of wheels I could find, and then found that I would have to have them sand blasted and painted to get them to look decent. Stretching my philosophy of minimum cost I compromised, paying someone to do the sand blasting and painting the wheels myself. They look pretty good, actually.

This is my 6th season time trialing. When I first started I worried a lot about wheel torque but, after a while with no problems, I came to trust my torque wrench and stopped fussing with the lug nuts at the track. During the second practice session on Saturday, after getting the checkered flag, I noticed a change in the handling of the car and an increasingly obtrusive “growling” sound. Assuming that I had worn out a tire, I pulled over immediately and waited for everyone else to exit the track.

When the safety crew arrived at the car we discovered that the tires were in fine shape but then left rear wheel was coming off. Three lug bolts were backed out approximately 1/2 inch. The fourth was laying about 20 feet behind the car. All four were ruined, as was the wheel. My first thought was that I had not properly torqued the wheel. This was hard to believe but seemed impossible to argue since the wheel had indeed decided to part company with the car.

We went back to the pits where I picked up a jack and lug wrench. Remembering the joke about the guy who lost a wheel in front of the mental hospital, I decided to take one bolt from each of the remaining three wheels to attach the errant wheel and thereby drive the car to the pits.

On returning to the car I was horrified to find that all of the lug bolts were loose on all of the wheels. Now I was puzzled. Through visions of crashing and burning I wondered what had happened. It was remotely possible that I failed to torque one corner of the car, but I distinctly remembered hauling out the torque wrench and using it. I must have torqued something with that 19mm socket. What could have happened?

The paint job. Apparently my nice paint job put so much paint between the wheel and the lug bolt that, after some time of driving, the paint worked its way out from between the two metal surfaces and loosened the bolt. I had never had this problem with my old wheels because I had painted them with the lug bolts in place, keeping the mounting surface clean while no doubt saving paint.

If you paint your wheels make sure you keep the mounting surfaces clean to avoid repeating my experience. And check the torque often when you get new wheels or paint the old ones. Your life could depend on it.

---

Thunder Tech at Tampa, Florida
January 21 to 24, 1993
Holiday Inn, Tampa Airport
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$80.00 per person, including meals
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Allen Friedman Jim Newton Bob White
Prescott Kelly John Paterek Alois Ruf

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Reservations must be received by 12/21/92 to receive the special discounted rate. Transportation is available from Tampa International Airport.

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Membership Musing...

by Bob Hummer

My last chance at musing... or amusing...

Ode to Those Who Serve So Well!

I fear this is but a sample
Of those whose efforts are more than ample
Like Bob Crookshank and his great crew
Who's been shipping this Nugget to You
Or GGR Reps tending their Dealer Boards
Thus recruiting those great New Member boards
There's John Peichoto with his right catchy spiel
"Hey! Just join up, what a deal!"
Or our good guy named Mike Lommatzsch
I fear that anyone else is just no match
Here's Snookie Arolla creating great art
Causing Porsche owners as Members to start
Says soft spoken, fast flying Lloyd Demartini
"Join PCA? Just see me!"
Ken Mack, who sports that tech, says: "Come on join, what the heck!"
And constant Steve Conston phones for more apps,
"We can't nab those members while taking a nap!"
None can resist the appeal of Rebecca Newlin
Now, there's a gal who's just not foolin'
Of course there's Ted Goth and Steve Group
There's a team you'll never see droop
Last, but not least, was the '93 Roster
Which Betty, my wife, and Al Berens did foster

You'll be seeing a much prettier face here next month, and a darn good Membership Wrangler, too, Lynn Chakel. Treat her nice, hear now?

How lucky we are to have such great people... Old, Young, and New. If you haven't participated in Club events, do yourself a favor, and meet some of the most caring people in the World.

So long fellow Porsche Pushers. I'll be seeing you at the races.

New Members (16)

Bordwick, Ida/
Williamson, Bob
3132 Shire Lane
Walnut Creek, CA 94598
1969 912

Bournazos, Bill J./Diane
518 Hanbury Lane
Foster City, CA 94404
1984 911 Carrera

Casebolt, Matthew P./
Marcella
4073 Central Avenue
Fremont, CA 94536
1966 912

Cox, Jon H.
485 Piercy Road
San Jose, CA 95138
1982 911SC

Dart, Steven D./
Deborah M.
965 E. El Camino Real #234
Sunnyvale, CA 94087
1984 944

Herbert, Jr., Walter J.
222 El Toyonal
Orinda, CA 94563
1982 928S

Herne, John R./Kathryn
1645 Lark Avenue
Redwood City, CA 94061
1986 944 Turbo

Keller, Larry A.
1333 Vine Hill Road
Santa Cruz, CA 95065
1974 911S

Kruse, Arthur P./Sharon
11805 Shadow Drive
Dublin, CA 94568
1970 914-6

Lazarus, George V.
472 Live Oak Drive
Mill Valley, CA 94941
1982 911SC

McBride, Karen D.
P.O. Box 1118
Gualala, CA 95445
1973 911T

Morones, George R./Jo A.
2034 Abbey Lane
Campbell, CA 95008
1984 911 Carrera

O'Neill, Philip C./
Sebastiani, Patti
Rt. #1 Box 83
La Honda, CA 94020
1963 356B

Royals, Charles B.
800 26th. Avenue
San Mateo, CA 94403
1986 911 Carrera

Wong, Albert C./
Mar, Pansy
450 Taraval Street Suite 273
San Francisco, CA 94116
1980 911SC

Transfer In (3)

From Connecticut Valley
Harder, Dr. Jean M.
2295 Vallejo Street PH #2
San Francisco, CA 94123
1983 911

From Diablo
Librock, Neil M./
Deitweiler, Charmaine
373 Birchwood Drive
Moraga, CA 94556
1986 911

From Diablo
Shannon, Steve/
Shannon, Doug
144 Carlton Avenue #4
Los Gatos, CA 95032
1970 911T

Transfer Out (4)

To Arizona
Appleget, Mark
7333 E. Chaparral Road #327
Scottsdale, AZ. 85251

To Hill Country
Naidu, Selva R./Angeline
7551 Fireoak Drive
Austin, TX 78759-6441

To Diablo
Pegan, Daniel J.
1083 Upper Happy Valley Road
Lafayette, CA 94549

To Redwood
Puck, Joseph/Sophia
2432 Teale Court
Santa Rosa, CA 95401

22 Golden Gate Region
Rumor Mill
By
Diane Kimes

By the time you read this it will be 1993, and I thought we might just reflect a little and maybe give out my year-end choice tidbits. While the competition was rough, 1992’s “Classic Comment Under Extreme Duress” (or trying to say something when you’re a very unhappy camper!).

The winner is....ROB ELLIS, who shortly after he missed a shift and slightly killed his car, uttered the immortal words, “Well, I at least made like Michael Andretti briefly and got to see what 10,000 rpsms looks like.” JOY ELLIS gets the spouse portion of this award for coming up with, “We’ll have fun rebuilding the engine together sweetheart.”

My honorable mentions go to the lady who literally “rolled” her boyfriend’s pristine 914 down the corkscrew at Laguna after not turning left, “I forgot about the corkscrew.”

“New Invention of the Year 1992,” goes to Redwood Region’s TONY MAZZAGATTI for his Sears Point Helmet. Tony you’ll remember forgot the Time Trial Motto “shiny side up, rubber side down.” Just incase he ever forgets again, he developed a 1991 Snell approved helmet with a wheel mounted on top!

The “Spouse of the Year” goes to PATTIE DeMARTINI who won “The Ride of A Lifetime” in the 962 and gave it to hubby Lloyd. When she told REBECCA NEWLIN the news and said “you would have done the same thing,” Rebecca uttered the hands down winner of the you took the words right out of my mouth award with, “F...! WHAT!!!!!!!” Throughout the year there are lots of stories that never make the headlines and for good reason, everyone already knows, nobody knows, it can’t be printed, etc.

Taking all these into account I’m pleased to announce the 1992 FLIRT of the Year. (Drum roll) I’ll give you just a little more time to to think about it and we’ll come back. The “I’m Embarrassed to Ask Award for 1992” goes to TOM VAN OVERBEEK who made the following comment to Time Trial Chairman David Kimes while he was attempting to fix his brakes.

“David, your in a race car now, you’re not supposed to use the brakes. Sorry, I forgot you’re still trying to learn how to drive it.” I give Tom credit for having the nerve to come back a couple of hours later and ask, “David would it be possible to take just a couple of laps in the yellow run group so I can see if we fixed a problem JOHANNES and I were having with our brakes.” “Motorhome of the Year 1992” goes to TIM and LORI GALLEN for bringing a different model to every event! By the end of the year, the question wasn’t have the Gallens arrived, but rather what did the Gallens come in this time?”

Speaking of motorhomes, MATT RAMSEY from Reno gets the “1992 TTOYMH” (Top Time of Year Motorhome) for out-racing Mother Nature Saturday night at the last Time Trial of the year. As he blasted out of the pits just after it started sprinkling, and I was ready to chase him down for slightly abusing the 5mph speed limit, David stopped me with the remark that at least one of us might be able to beat Mother Nature this weekend! He did it!!!!! WAY TO GO MATT!

Speaking of Mother Nature, she did rebound Sunday morning and won by the the final score of 124 to 1. However, she did give JUDY BRADSHAW the opportunity to win my “Can’t Blame Me Award for 1992.” If you have ever been to a party where there’s dancing we all know how everyone complains about the music. It’s like a given, you can never please everyone.

Well, while we were all waiting to see if Mother Nature might take a break, Judy went from one motorhome to another with the musical selections for the New Years Eve and Time Trial Awards Banquet. What a plan! She now has a long list of names so when the people start to complain, she’ll simply refer them to someone else! As David says she’s not just another pretty face.

Time’s up on FLIRT of the Year. If you guessed MATTIE COWELL you were right. The adorable little female pooch of DAN and NANCY COWELL gets the award for what she did to EVENT SPONSOR GARY DIELACHER’S dog ARCHIE. Picture this scene: Here is poor Archie (the biggest black doberman I have ever seen) tied up to Gary’s trailer. Little Mattie who is loose is strutting her stuff just inches out of reach. Talk about driving someone crazy by swinging your rear-end, Mattie was shameless!

Welcome 1993 to: FRANZ and MARCIA GRUMME, PYRON and JOYCE STEWART, HORACIO and CLAUDIO BASERGA, DAVID and NANCY HOWELL, STEVE and KIM JENSEN, WILLIAM and ANNA TODD, JEFF ADACHI, DAVE and DEE MERZ, BOB HARTSTOCK and YOUNG KIM.
Ride of a Lifetime
by
James Ohl

Well Santa, I guess you don't read The Nugget or maybe you didn't get my letter. There was no 1993 red 911 RS America parked in my driveway on Christmas morning. But, that's okay, I'm not complaining. You see, I found another Porsche I'd rather have. So, next year, you can bring me a 962, preferable one just like the Rothmans 962 that Dave and Lorraine Morse own.

I was one of the lucky winners of the “Ride of a Lifetime” at the December Time Trial at Sears Point. David Kimes arranged an hour of track time, Dave and Lorraine provided both a 962 and a 956, and GGR sold chances for hot laps in Dave's 962. Thanks to the generosity of GGR people, $800 was raised for the Santa Clara Crippled Children's Society. Yes, the Sunday timed runs got rained out, but after the ride in the 962, who cares?

Time Trial Chairman Kimes got the first ride, but with cold tires, it was Whoops, off course in turn 7! Kimes had his video running and as the Porsche came to a stop in the dirt, all you heard was a soft and polite, “Sorry about that”, from Dave Morse. A quick stop in the pits for nose repairs and a fast application of super tape and it was off with the winner of the “Ride of a Lifetime”, Lloyd DeMartini. Pattie DeMartini really won the ride, but she graciously insisted that Lloyd use it. As Pattie is a hot shoe herself, I assume Santa was very good to her this year.

Next, it was my turn. While a 962 is technically a two seater, the second seat is marginal, to say the least. After crawling in, off we went. Or more accurately, OFF WE WENT!!!! I thought I was prepared for the acceleration, HA!! I now know what the roof of a 962 looks like as the surge of power snapped my neck back. By the time I could look out the front window again, we were into Turn 2 and I was slammed sideways as we accelerated up through turn 4. Now comes the part I was not prepared for at all. Over the crest of the hill and down to my normal 914 braking point. Oh my heavens, he most have lost his brakes, we passed the brake markers. Then, HE HIT THE BRAKES. Does the expression stop on a dime and give you nine cents change mean anything to you? WOW!!

Would I love to have those brakes on my little 914, course I would also like to have the power to need such powerful binders.

Quickly through the carousel like we were on rails with again that tremendous acceleration. Faster than I could get my head upright we were at Turn 7, BAM those fantastic binders. Now goes the fun part. To get through Turn 7, Dave had to practically crawl. I guess you can't whip the tail around on a 962 like a 914. But, then we ACCELERATED through the Esses. By the sound of the motor, I knew he lifted a little between Turns 8 and 8A, but the 962 never slowed at all. We then literally flew through Turns 9 & 10, heading for the Turn 11 hairpin. In my 914, I reach about 105mph, would you believe 165mph? Again, heart failure as we flew past my normal brake point, but those wonderful Porsche 962 brakes saved us again.

By this time, I'm intoxicated with the power, the brakes, the handling, the sound, when Dave calmly announces that he had to take it easy as the tires were still cold but now that the tires were warm again, he could really step on it. And, you just know he did. DOUBLE WOW!!!

Quicker than I liked, my three laps were over. I had to get out and let Kirk Doberenz, Doug Fisher, Larry Sharp, and Charlie Arrolla get their turn. When it was all over, we all stood around grinning like idiots, wondering how Dave's neck could stand the stain, and admiring the roll bar scratches on the tops of our helmets.

Thanks Dave, I will never forget that ride. I do have two questions. Is it true that was Lorraine's first 962 ride? And, does the 1990 Monterey Parade Poster really have the labels on your 962 and 956 reversed?
Stoddard

Having trouble removing the battery from your 911? Here’s an easy and effective home remedy. Take a 12/13mm open ended wrench you don’t mind parting company with. It should be at least six inches long. Heat the shaft of the wrench about 2.5 inches from each end and bend the ends to a 45 degree angle. This should allow you better access to the attaching bolts. *Editor’s Note:* if your wrench breaks don’t blame us, it was only a suggestion.

DO NOT use engine oil additives for any Porsche Turbo. Additives can cause carbon deposits on the fins of the turbine, resulting in failure of the turbocharger.

BOARD BUSINESS IN BRIEF

BOARD MINUTES
NOVEMBER 17 1992
All board members present except Snookie Arolla and Terry Zaccone. Guests were Larry Sharp, Betty Hummer, Carole Siedel, Tim Gallen, Lori Gallen. The minutes of the last board meeting was approved as submitted.

Postmortem of events: Autocross at Pleasanton was well attended by about 110 drivers. Lloyd DeMartini put on a great event. The time trial at Laguna Seca was excellent, it was well attended despite being put on at the last moment. Bob Hummer organized a great new member meeting at Harry’s Hofbrau. Lots of new enthusiastic members. Adopt a highway clean up crew had 14 people to do the job, Judy is always looking for more people to help.

Calendar changes: Joint board meeting has been changed to Dec 9, High Speed Driving School II at Sears Point Jan 16, Activities day Jan 17 at Ken’s Sportech, 1993 Time Trial #1 Feb 13 and 14 at Sears Point. Insurance is ordered for all upcoming events.

President’s report: Crippled Children’s Society has sent the club a thank you for our support during 1992. James attended the Zone 7 presidents meeting in Nov. There was much discussion about the franchise tax boards actions against Porsche club regions in California.

Vice president: All changes to the calendar have been recorded. Insurance is up to date.

Treasurer: Report was approved as submitted. Taxes are completed and have been filed. Amended budget for tax preparation was submitted and approved. Budgets for the High Speed Driving School II and the Feb. time trial were submitted and approved.

Competition: New rule books will be going to the printer on Dec 1. David Kimes has volunteered to chair the High Speed Driving School II.

Membership: New rosters will be going to the printer by Dec 1. All new members were approved.

Social: Discussed the menu for joint board meeting.

Nugget editor: Everything is working great. Dec Nugget is at the printer.

Past President: No Report.

New business: Paul and Carole Seidel have accumulated $28.00 so far to give to charity from the sales of shirts at GGR events. The board is looking for a new hotline host.

Meeting was adjourned at 8:20

Respectfully submitted,
Larry Sharp

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1973 914/1.7 White w/Black interior, clean, straight, original, fresh suspension and brakes, no rust damage beyond battery tray. Desire 944S or Turbo. $3200, Call Dan 408-739-6778

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1975 914/1.8 I/O Port Racing Supplies/ Lukes and Shorman Race Car. Set up for PCA DP and SCCA ITA/ITB classes. this car has many trick modifications. 10 wheels, 4 mounted 205-50/15 Yoko RTUs, spares. $4000/offer Call Ken 510-841-5712 days or 510-253-1385 nights

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1973 or 1974 914/2.0. Clean, original car sought for autocross/time trial use. Must have strong motor, stright body with little rust, good interior, 2.0 alloys, sway bars, etc. No modifications, please (class S eligible). Price to reflect condition. Call Brooks at 415-323-7928 or 415-857-6624

1976 911S Targa shop manuals
Call Chet 415-570-5934

PARTS & MISC.

7x16 Fuchs Alloys (2) take offs $150. each. 914 double grill engine cover like GT $160. Centerline wheels 15x7, 5 lug & A008R tires all good condition $220. set. Call Rodney 510-483-0129

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Production
Lyn Martin, James Ohl

GGR Coming Events

Jan 93
8 Friday Night Social
16 High Speed Drivers School II
17 Activities Day and Annual Meeting (Ken's Sportech)

Feb 93
6 Railroad Museum Tour
13/14
Time Trial #1 Sears Point
28 Adopt-A-Highway

Mar 93
27/28
Yosemite Tour

GGR Calendar see page 19
Zone 7 Calendar see page 4

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