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THE NUGGET
Visit the GGR website at http://www.pca-ggr.org
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Columns

President's Column 4
Editor's Column 5
Autocross Column 8
Events Calendar 14
Competition Column 17
Board Meeting 20
Membership 22
Classifieds 26

Features

A Relentless Pursuit - 2002 Le Mans 6
Time Trail Firsts 9
Time Trial Results 11
Concours Rule Update 18

Cover: Kevin Buckler and The Racer's Group making GGR very proud once again with their victory at Le Mans. Photo by Bob Chapman

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October 2002
Volume 42, Number 10
Changes are coming to GGR, largely due to financial matters, as mentioned in previous issues. The single largest GGR cost item is the Time Trial Series. The last two time trials, each with about 125 entrants, lost money. Yes, the earlier events this year produced revenue, but the recent losses used up a major portion of these funds. After Time Trial fees were increased last year, there was a tremendous outcry from the entrants. In response to this, the Board of Directors insisted that only small fee increases be made this year. Chris Murray, our Time Trial Chairman has been doing an excellent job trying to balance costs versus revenue, but the time has come to face reality and to make changes. What these changes will be is still being determined. The goal is to continue our excellent series with the least financial impact upon the entrants. In any case, we must reduce cost and/or increase revenue.

The second biggest GGR cost item is *The Nugget*. In the past, the portion of your PCA National dues returned to GGR had been sufficient to fund most of the cost of producing, printing, and mailing *The Nugget*. Last year, the total cost for *The Nugget* exceeded revenue by about $16,000. Howard Yao, *The Nugget* Editor, made changes and reduced that figure to about $13,000 for this year. In any case, this financial drain must be reduced.

The GGR Bylaws state, "*The Nugget* shall be published and distributed monthly to each member and to such others as approved by the Board of Directors." After struggling with this issue for most of the past year, the Board of Directors want to test some changes, starting January 2003, which we hope will rectify this financial situation. We intend to still publish and distribute *The Nugget* on a monthly basis via the GGR website. However, *The Nugget* would not be printed and mailed monthly. Instead, *The Nugget* would be printed and mailed every other month, once a quarter, or whatever works the best from a financial position.

We hope this cost saving decision will resolve our financial bind. I know that some members will be upset with this experiment, but in today’s world, most everybody has access to the Internet. If you are totally unable to read *The Nugget* online, please contact *The Nugget* Editors; they will keep a few print copies handy. However, if too many people request this service, we will have to look for another solution. Many other PCA regions have adopted monthly dues to cover the cost of their newsletters. We want to avoid this.

If you have opinions on these matters, all Board members welcome your comments.
This adventure started with the August 2000 issue of the Nugget. Over two years later and three administrations under Lloyd DeMartini, Larry Sharp, and James Ohl - the final moment has arrived. On an ominous September, Friday the 13th, this October issue is done. All I have to do is write this final editorial.

Don't worry, you'll still be hearing from me. I still have a few more articles left in me, that hopefully Jim Bauman and Tom Pickett will find fit to print. I also just bought a digital camera, so also expect a few photos from me every now and then.

Just to set the record straight, in the upcoming months - DO NOT email any complaints about Jim and Tom to me. These two are up to no good and they are obviously a little crazy to take over as Editors!!! Actually, I've had quite a few conversations with them and they will be bringing some interesting new ideas to the newsletter. But I am serious about them being up to no good...

There are way too many people for me to thank over, so I'll just thank everyone by category:

1. Those who have contributed articles and photos to the Nugget.
2. Those who have sent me encouraging emails or thank yous at club events.
3. Those who have let me interview you and get a behind-the-scenes look at all our your Porsche-related businesses.
4. Those who have discreetly informed me of typos and grammatical errors. You can't really expect a 3 year-old dog to catch all of my mistakes!

Actually, I do have some specific thank yous. To Seeger's printing who has done a wonderful job printing this newsletter. They have made some last minute changes for me more than once. To Clinton Wong and Anne DelVillano for managing all the advertising accounts - without them, GGR would be bankrupt. To three very supportive Board of Directors who have guided our region and has made the Board meetings pretty entertaining. Finally, to my wife Marina, who let me sit in front of this darn computer and not do housework for over two years!

Opus, the soon to be unemployed Nugget proofreader!
“We will be relentless.” – Kevin Buckler.

Just four words, spoken before the start of the 2002 24 Hours of Le Mans, so perfectly encapsulate the effort put forth by one GT team, The Racer’s Group. And it was not just about the effort put into a single race. No way. It was about years of toil and dedication, and highs and lows, all culminating in... “Relentless”: It’s a word that many competitors at the 24 Hours of Le Mans might use when referring to themselves. “My life is a relentless pursuit of...” Most of them didn’t win the single most important sports car race in the world. But, Kevin Buckler and his team did.

A Porsche 944 sits on the showroom floor of The Racer’s Group, perfect as the day it rolled off the assembly line. It is the first “brand new” Porsche that Buckler, founder and owner of the Sonoma-based company, ever bought. “I was young, and I could ill-afford it at the time,” says Buckler, echoing the story of many young Porsche enthusiasts who overextend themselves in their attempts to turn dreams into realities. “I made payments on it for four years. Then I had to start a business. I refinanced the car, and I made payments on it for three more years.” Sound familiar? “So I still have this Porsche sitting in my showroom, I have about $55,000 in the car, and it’s probably worth five grand.” However, those who understand the relentless pursuit of a dream and the final realization of that dream will understand why he won’t let go of it now.

Growing up in Newport Beach, California, Buckler was a fan of sports cars and racing from his earliest memories. He was always attracted to the Porsche marque in particular. 1982 found Kevin in Washington, working at an automobile dealership. He managed to save enough to buy his first ever Porsche. It was a 1972 911E with “a few problems”. Not realizing at the time that the ’72 E was such an interesting model, Kevin replaced it with a 1974 911S only a year later. “I thought I was trading up. I thought, ‘I’m getting this cool looking S versus this old car.’ But, I should’ve saved (the E).”

In 1984, the aforementioned 944 entered the picture. The 944 was a car blessed with 50/50 weight distribution, an exceptional suspension and great brakes. Although underpowered, it was, by most accounts, the perfect handling car in its day. With it in his garage, there were only two things for Kevin to do. ...join Porsche Club of America and take the car to the local parking lot to compete in autocrosses.

After a couple successful years around the cones, the 944’s competitive career wound down. The track car for which Kevin opted in 1988 was a year-old 911 Carrera Cabriolet. Big torsion bars, big sway bars, lightweight clutch, flywheel, strut tower brace, SSIs, a chip, “…all the things we could do...” and the car was ready for competition.
Two years later, the car remained nearly undefeated. Nearly. “I went to Salina (Kansas) to the nationals, and I got my butt kicked, by all the same cars. Everybody had a ’73 S.” A quick glance at the stats reveals that the ’73 S weighed 2,310 pounds. An ’87 Carrera Cabrio? 2,860 pounds. “I learned two things. First, as you move up, the drivers get much better. Second, my car was too big and heavy.”

As the 1980’s drew to a close, Buckler began to look beyond the parking lot. Victories at PCA autocrosses had filled his shelf with trophies, but higher speed events beckoned. In 1990, he and a buddy had the opportunity to participate in a PCA time trial at Road America. They loaded both of their Porsches onto a trailer and made the trek from Des Moines, Iowa (his home base after moving from Washington in 1985) to Elkhart Lake, Wisconsin.

A sprawling four miles with long straights and high speeds, Road America is closer in character to Le Mans than any other track in North America. “145 miles per hour down the back straight, and I was hooked.”

It was not long after his introduction to time trials that rumors of a Porsche Club of America racing series began. PCA member, Alan Friedman, envisioned a series of sprint races, allowing some of PCA’s best hotshoes to compete wheel-to-wheel. In 1992 his vision became a reality as 62 club members from around the country made their way to Second Creek near Denver, Colorado for the inaugural Porsche Club Race.

Kevin was among the 62, won his class, and was fiercely bitten by the racing bug. To this day, one memory from that weekend stands out in Buckler’s mind. “My closest competitor all weekend had a brand new RS America. We didn’t know each other from ‘Boo’, but every time we lined up on the grid, we were really close. It ended up being Monte Smith (current PCA Treasurer and past National Club Racing Chairman). At the end of the weekend — and this just epitomizes the spirit of Club Racing — I honestly don’t remember if I beat him or he beat me. He was in a different class, but we raced for ten laps, door handle to door handle. When we got done, we jumped out of our cars, ran over to one another, high-fived and hugged.”

The following two years were a whirlwind of club races, track events and autocrosses, amidst which Kevin and his wife, Debra, began to ponder the age-old question, “What do we want to do when we grow up?” Seeking a change, the two sold their real estate and marine supply businesses in the fall of 1993, folded their tent in Des Moines, and left for California to ponder the future. The events that followed set the stage for the successes that have become so familiar to Porsche enthusiasts.

The first stop for the Bucklers was the Monterey Bay area. “We bought a place in the hills directly across from Laguna Seca and spent the next few months trying to decide what to do.” As many Porsche owners can attest, there are few places better for soul searching than under the rear end of a 911. To prove this point, Kevin found himself spending an increasing amount of time under a 1972 911T track car he had purchased to replace his ’87 Cabrio.

Trying to feed his growing habit, Buckler obtained a dealer’s license and started dismantling Porsches in his driveway and selling the parts under the banner “Performance Wholesale”. “I went to auctions Monday through continued on page 13
**Autocross News**

by Jim Bauman & Tom Pickett, GGR Members

Your usual Autocross Scribe asked us to write a few words about the last couple of events - after the fact. Having no notes and being of advanced years, we have little recollection of even attending. So aside from saying “this event was well attended and a fun time was had by all” we’ll talk about a few of our favorite autocross subjects - those all-important “site rules?”

1. **“No cars out until 10:00 AM.”** The reason behind this varies with each location.

**Marina** — Marina airport is a cougar refuge. Cougars get up at 11:00 in the morning and trust us, you don’t want to wake them early.

**Alameda** — “We just got rid of those Navy jets! You think we want to listen to a bunch of CARS??!!! Even the Antique Fair is too loud!”

**Golden Gate Fields** — “If your cars went ‘clop clop’, we wouldn’t mind, but they don’t clop.” (editor’s note - some do, but we will not reveal names here...) “We also get complaints from the residents in San Francisco when you guys run your cars before 10am.”

**Dublin** — “We don’t mind the crack of a few 9mm Glocks, but CARS??!”

2. **“The following areas are out of bounds...”** Well I mean you gotta have rules, and after all, these places are used for other activities.

**Marina** — The guy with the hanger at the far end of the track owns a helicopter company. Well, they used to make helicopters... they make furniture now. Just remember this is a guy who used to stick jet engines on the ends of helicopter rotors, and thought it was a good idea...

**Alameda** — The far end of the field is reserved for test driving antique curio cabinets and Penny Farthing bicycles.

**Golden Gate Fields** — The north end of the field is reserved for teenagers in Hondas and Acuras for practicing donuts. “By the way ... you’re responsible if they do it...”

**Dublin** — “Under no circumstances are you to leave the skidpad.” Anywhere else on the property you may find them testing nuclear hand grenades for use during civil unrest.
Enough about site rules. How about our own rules? When it comes to autocrossing, the only thing worse than having to get out of bed at 5:30 am on a weekend morning is listening to “the speech.”

You know the one. “There will absolutely be no consumption of drugs or alcohol until the last car of the last group has completed the last run!” Ever wonder why?

Holding a can of beer in your hand while negotiating a wide left hand diminishing radius sweeper is fraught with danger. First of all, it’s difficult to actually drink with a full face helmet. I’m considering a change for next year. And, there is spillage. Of course, if you start your run with half a can, you can keep most of the beverage from soaking in to your carpet or pants.

The drug thing has always confused me. Most Porsche owners won’t smoke in their car (well, Miles might...). That leaves pills and needles. The pills can actually be consumed before the announcement, so I guess that constitutes a loophole of a sort. But needles are different. It takes two hands to shoot up, so if you see someone steering with their knees, have a close look at what’s really going on behind the wheel.

Photos by Dave Leong

---

**Time Trial Firsts** by Hank Watts, Chief Instructor

The following drivers and car numbers were issued certificates at the last event:

- 104 Jim Bauman
- 730 David Sturtz
- 908 Dean Thomas
- 410 Bill Winkler
- 303 Jeff Edgar
- 634 Roxanne Graas

While we at it, the following were first-time-with-us students . . .

- 359L Milaca Bernardi
- 359 Shawn Bernardi
- 707 Jerry Foster
- 130 Mark Hutchinson
- 305 Armando Levy
- 701 Ron Nigh
- 228 Terrance Seto
- 430 Eric Shahoian
- 268 Brook Sutton
- 219 Susan Thomas
A Time, Speed & Distance (TSD) Rallye. The rallye will have no intentional traps. Beginners and first timers will be given mileage or street names at most turning points. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped.

The rallye covers 90 – 100 miles and will take 3-4 hours to complete. Rallye is open to all cars, not just Porsches. Registration opens at 8:45 A.M. Cost $15.00 per car. Driver/Navigator Meeting at 9:30 and first car out at 10:01 A.M.

Starting Location: Bernal Plaza Shopping Center, San Jose. From US 101 South or US 85 South take the Bernal Road exit. Bear right at the signal onto Bernal Road. Turn right into the Bernal Plaza Shopping Center. Meet in the parking lot behind Hollywood Video. For information: Call Co-Rallyemasters Larry or Greg Adams at 650.345.2232 or e-mail oldcarnut@aol.com
The results from last weekend’s time trial are now on the web site. There were 19 new class lap records. 81 people ran for time and 44 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:

+ Mat Lowrance (TTOD) and Louise Sousoures (TTODL)
+ Bill Winkler, who had the closest guess for Sunday (off by 0.033)
+ And to the new lap record holders:

| BR  | Gary Dorighi   | (98) |
| BX  | Brian Perry    | (356) |
| CI  | Ray Scruggs    | (43) |
| DM  | William Kelly  | (102) |
| DP  | Bob Fooshee    | (811) |
| EM  | Susan Thomas   | (219) |
| FM  | Gene Kindred   | (90) |
| FX  | Jim Housman    | (84) |
| GI  | Mark Powell    | (253) |
| KM  | Ron Kain       | (793) |
| LI  | Brian Kirkis   | (170) |
| LML | Chris Cox      | (21L) |
| LP  | Michael Forrest| (505) |
| LPL | Laura Mead     | (908L) |
| TP  | Edward Shih    | (259) |
| UL  | Louise Sousoures| (24L) |
| W   | Jim Sjoberg    | (190) |
| Y   | Evan Williams  | (7) |
| ZL  | Donna Sylvanovich | (4L) |

photos by David Leong
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Saturday, getting there at 6:30am, previewing the cars, and picking out the ones I wanted. On Sunday, I dismantled them in my driveway, behind a huge hedge. If the community association knew what I was doing, we’d’ve been kicked out so fast.”

Preparation for numerous trips to the famed Pomona Swap Meets began on the Monday morning before each event. Kevin, Debra and one part-time employee would sort parts and load a trailer with the best of the lot. They’d finish by Friday afternoon and immediately drive seven hours to the Pomona Fairplex. After unloading, they would grab a few hours of sleep in the cab of the trailer before the gates opened to the public at 5:00am. Then, after a long day selling parts, they’d load the trailer with the leftovers and drive seven hours home. It was exhausting, but necessary, and Performance Wholesale grew.

In his few spare moments, Kevin tinkered with the 911T, designing and manufacturing many parts to make it go faster. “People had never seen a 928 brake caliper on the front of an old 911 with Fuchs wheels before. We’d made a caliper adapter, machined a wheel spacer, machined the pads down a little bit to fit on the rotor. We did anything it took to get that brake on there.” When the competition saw the results, they wanted similar advantages. Brakes, suspension, engine... “They’d say, ‘Kevin, can you make one of those for us?’ I’d say, ‘Well, sure.’ Hence, The Racer’s Group was born.” Gradually, Performance Wholesale took a back seat to the more glamorous (and quickly growing) performance parts and services business. After a couple years in the Monterey Bay area, they purchased some space at Sears Point and moved The Racer’s Group to Sonoma.

As they began this new chapter in their lives, Kevin also began to think about taking “this racing thing” to the next level. In the fall of 1994, Kevin and a friend, Mike Cobler, started building a car that he could take to the next level. It was based on a 1970 911 tub and conformed to the then-current specifications for IMSA GT competition. He debuted the car in 1995 in the California Grand Prix at Sears Point. It was a 45 minute, single-driver sprint, televised live on ESPN. His goal, as he nervously told the local television correspondent shortly before the green flag fell, was simply to make it to the end of the race and not embarrass himself. Well, he didn’t embarrass himself; he won.

After a stunning professional debut, the results during the next few years were... well... It’s not that the podium became a stranger; it’s just that visits became less frequent. Kevin’s heavily modified 911 was gradually rendered impotent by IMSA rules makers seeking to tilt the playing field toward Porsche’s factory-produced 911 RSRs and away from lighter, independently-designed 911s (his first unpleasant taste of racing politics). Plus, sponsorship money to purchase the latest Porsche equipment was not immediately forthcoming to such a new team. At the professional level, fresh equipment was a crucial key to the podium.

Kevin and The Racer’s Group had to pay their dues. They soldiered on for the next six years, continuing to compete in Porsche Club Racing and various evolutions of professional sports car racing — IMSA, USRRC, Grand-Am, ALMS. Annual entries in North America’s most important endurance races — the Rolex 24 at Daytona, the 12 Hours at Sebring and Petit Le Mans — gave them a world stage and put them head-to-head with the finest racing teams in the world. All the while, they gained valuable experience. Kevin honed his skills behind the wheel; The Racer’s Group learned the organization and coordination it takes to be a top-tier professional racing team. They worked hard and began to position the team to seize an opportunity when the time was right.

Historically, Porsche rewards those privateer racing teams who consistently work the hardest, those teams who show they can do the most with the least. As 2002 loomed, The Racer’s Group had proved its mettle. Porsche Motorsport made available two of its factory-contracted drivers, Jörg Bergmeister and Timo Bernhard, to compete at the Rolex 24 at Daytona.

Kevin had developed a relationship with professional driver, Michael Schrom. The two agreed to partner during 2002, and they decided the time was right. "I have to give credit where

continued on page 19
## GGR Events Calendar

### October

<table>
<thead>
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<th>Date</th>
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</tr>
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<tr>
<td>3 Thursday</td>
<td>GGR Board Meeting hosted by James Ohl, 7:00 pm.</td>
<td>Contact James Ohl at 650.341.9020 or <a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
</tr>
<tr>
<td>4-6 Weekend</td>
<td>US Sportscar Invitational. Inaugural event at Laguna Seca, historic and modern race cars with a Porsche emphasis. Two PCA Club Race groups. Purchase tickets at the box office.</td>
<td>Contact Tim Fleming 916.985.4142. Swap Meet contact Gabe Szalay at 805.460.2565.</td>
</tr>
<tr>
<td>6 Sunday</td>
<td>LPR Autocross at Marina.</td>
<td>Contact Pete Siemens at 408.354.8129</td>
</tr>
<tr>
<td>10-14 Weekend</td>
<td>2002 914 West Coast Wramble in Reno. Tech Sessions and Autocross too!</td>
<td>Contact Rich Herzog at 775.721.1456 or visit <a href="http://www.artechnika.com/wcw-2000/Main.htm">http://www.artechnika.com/wcw-2000/Main.htm</a></td>
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<tr>
<td>11 Friday</td>
<td>Friday Night Social at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00.</td>
<td>Susan Kennedy 408.267.4052</td>
</tr>
<tr>
<td>12 Saturday</td>
<td>Zone 7 Rallye #8 &quot;Coyote Run&quot; hosted by GGR.</td>
<td>Contact Larry Adams at 650.345.2232</td>
</tr>
<tr>
<td>13 Sunday</td>
<td>SVR Swapmeet at Rancho Cordova</td>
<td></td>
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<tr>
<td>19 Saturday</td>
<td>GGR Adopt-a-Highway.</td>
<td>Contact Jean Ohl at 650.341.9020</td>
</tr>
<tr>
<td>19-20 Weekend</td>
<td>Zone 7 Autocross #7 &amp; #8 hosted by SR at Millerton Lake.</td>
<td>Contact Dean Posey at 559.297.0897 or <a href="mailto:kathyp@calbusfurn.com">kathyp@calbusfurn.com</a></td>
</tr>
<tr>
<td>26-27 Weekend</td>
<td>GGR Club Race at Sears Point.</td>
<td>Contact Chairman, Masuo Robinson at 408.399.4808/masuo@ix.netcom.com or Registrar, Doug DeVetter at 530.676.9046/doug.devetter@attbi.com</td>
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**GGR Board Meeting** location TBD, 7:00 pm. Contact James Ohl at 650.341.9020 or jameslohl@attbi.com

**Friday Night Social** at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052

**GGR/Strasse Autocross Series #9** at Alameda Point. Contact David Leong at 925.362.2431 or david@dleong.org

**GGR Time Trial #6** at Thunderhill. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

**GGR Advanced Autocross School** at Alameda Point. Contact Larry Sharp at 925.371.2258 or larrysharp@attbi.com

**GGR Adopt-a-Highway**. Contact Jean Ohl at 650.341.9020

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**Concours Rules!**  Tim Fleming, Zone 7 Representative

Proposed Concours rules change for 2003 follows below. This change will be voted on at the November 9th Presidents meeting. If you have any comments or questions, please contact our President, James Ohl or our Zone Representative, Tim Fleming (contact information is on page 3).

Proposed Change to Segment III
Concours de Elegance Series Competition Regulations

**Add the following to paragraph 11 d):**

Cabriolets, Boxsters, and other roadsters (i.e., all convertibles) must be displayed with the fabric tops in the closed or “up” position. Cars with hard tops attached will not be judged.

**Rationale:**
All cars with convertible tops should be judged according to the same criteria including, at least, the following: the appearance and condition of the rear windows, the appearance and condition of the top fabric, evidence of wear, and cleanliness.

If a car has its top folded down, then the condition of the rear window (free of scratches, discoloration, cleanliness) is hidden.

Comparing the condition of a hard top to that of a fabric top is illogical because the criteria are different (paint vs. fabric, glass vs. plastic windows, no mechanism vs. struts, bows, etc.).
credit is due. I owe a big part of 2002 to Michael. He and I put the business model together and made a hand-shake agreement to split the costs for Daytona. That’s what allowed us to bring Jörg and Timo, along with all-new equipment and the best crew, to the table.”

With the four-driver lineup in place and a 2002-spec 911 GT3-RS on order, the sponsorship dollars started to flow. The Racer’s Group had grown accustomed to being outspent 2:1 or 3:1 by well-funded GT teams, but somehow Kevin and his team still managed to become competitive. Then, on a warm and sunny Saturday in February 2002, they finally came to the starting line to battle on even terms. By Sunday afternoon, they’d won.

Because it is one of the three or four most important endurance races in the world, most teams would see a victory at the Rolex 24 as a culmination of years of hard work. For Kevin and The Racer’s Group, it was only the beginning. The victory also served as the team’s single most important stepping stone toward other goals: series championship points, Porsche Cup points, more victories, and the biggest goal of all...

Le Circuit des 24 Heures du Mans sprawls for 8 1/2 miles through the French countryside. On the heels of the Daytona victory, The Racer’s Group sent an application form to the race’s organizers, the Automobile Club de L’Ouest. Nearly one-hundred applications were considered. Only 48 invitations were sent. The Racer’s Group was among the 48.

As it did for Daytona, Porsche Motorsport made available two of its factory-contracted drivers, Timo Bernhard and Lucas Luhr. Once again, sponsors stepped forward to make the event possible for The Racer’s Group. Another brand new 911 GT3-RS was ordered from Weissach. Then, the real work started. “The team got together, and we said, ‘We’re going over there to try to win, or we’re not going.’” Every detail was reviewed, every list was checked, every reservation was made, and every screw was tightened. Nothing was left to chance.

Fittingly, a relentless pursuit is exactly what transpired for The Racer’s Group during most of the race’s 24 hours. After grabbing the lead at the start, the #81 of Kevin, Timo and Lucas spent hours two through sixteen chasing the #80 Freisinger Motorsport Porsche of Maassen, Bergmeister and Dumas. The Freisinger drivers provided staunch competition for The Racer’s Group through the night, but gradually the #81 trio reeled them in. During the race’s 17th hour, #81 resumed the lead. A clean run to the finish brought Luhr to the checkered flag, less than one lap ahead of Maassen.

Twenty years had passed from the time Kevin Buckler purchased his first Porsche until his successful first visit to the

continued on page 21
CALL TO ORDER
The meeting was called to order at 7:30 p.m. on September 5, 2002. Board members present were James Ohl, Larry Sharp, Louise Sousoures, Cherie Kuhn, Ken Park, Susan Kennedy, and Nugget Editor Howard Yao were present. Also present were Larry Adams, Jean Ohl, David Leong, Tom Pickett, and Jim Bauman.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting August of 2002 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS
1. Friday night social – well attended
2. August 10 autocross, first time at Alameda, well attended with about 100 drivers.
3. August 24 & 25 Time Trial, nicely attended, great weather.
4. September 1 Zone autocross at Marina, well attended with about 100 drivers.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. Received thank you letter from Parade official for submission of scrapbook.
2. Received from Zone 7 representative the proposed changes for concours for Zone 7 regarding hardtops for the Boxster.
3. Motion made to rescind boundary change proposal, approved unanimously.
4. Received email and call from Anne Del Villano who would continue collecting funds from advertisers in the Nugget.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes: Adopt-A-Highway will change from October 13 to October 19; November 21 Advanced Autocross School site will change to Alameda site.
2. Insurance is ordered for the current month.

TREASURER, Ken Park
1. Submitted report.
2. Discussion ensued regarding the finances for the Time Trial series.
3. Treasurer’s report approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. There were 28 new members this month; transfers in, 7; transfers out, 6. Motion to accept New Members was approved unanimously.

COMPETITION, Bob Gardner
1. Nothing to report.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Susan Kennedy
1. Received email from a member regarding GGR members donating their time at a KTEH pledge drive. Social Director will contact that
member and work on arranging a date.
2. Discussion ensued regarding upcoming swap meet, sectioning off portions of Carlsen.
3. Christmas brunch: Social Director to obtain date and venue.

NUGGET EDITOR, Howard Yao
1. Discussion ensued regarding the financial situation surrounding the Nugget, vis-à-vis printing costs, etc.
2. Letter received from Nugget mailing crew regarding potential bylaws change to determine who would like to continue receiving the hard copy of the newsletter as opposed to the version posted on our web site. Whereupon, a discussion ensued regarding GGR bylaws and the position of PCA.
3. A motion was made to change current circulation methods of the Nugget to electronically publishing every month through our web site and a hard copy to be printed and mailed to all members on a regular basis. This will commence January 2003, with the March issue to be the first hard copy printed for all members. Motion approved unanimously.
4. New Nugget Editors (Jim Bauman & Tom Pickett) to research all costs with regard to the above motion.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. All action items have been resolved.

E. NEW BUSINESS
1. Social Director, Vice President and Membership positions are filled with nominees, as well as new Nugget Editors. Competition Director is still unfilled at the present time.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:00 PM. The next Board of Directors meeting will be held October 3, 2002 at 7:00 p.m. at residence of Larry Adams. Call President at 650.341.9020 to add items to agenda.

famed circuit at La Sarthe. From PCA autocrosses to PCA time trials to PCA Club Races to professional sports car races, Buckler persevered. During those twenty years, his goals evolved, but one thing remained the same.

From the beginning, Kevin’s pursuit was always improvement. When he clawed his way to the front at each successive level of competition, he found he had a choice. “I could continue where I was, or I could take a step up and once again be a small fish in a big pond. What I found was that taking a step up allowed my level of improvement to continue.”

In sports car racing, the successful pursuit of improvement can only lead to one place. The race. But it was not until several years into his professional racing career that Kevin allowed himself to seriously consider it as a goal. “Since I was a little kid, I dreamed about the 24 Hours of Le Mans...But, I don’t like setting unrealistic goals, and (until the late 1990s) it was unrealistic.”

By 2002, it wasn’t just realistic, it was reality, the culmination of years of toil and dedication and highs and lows. And shortly after 4:00pm on June 16, three drivers ascended the top rung of the Le Mans GT podium. Kevin Buckler, smiling broadly, grasped the winners’ trophy and thrust it above his head. And those who understand the relentless pursuit of a dream and the final realization of that dream will understand why he won’t let go of it now.
New Members

Cherie Kuhn, Membership

<table>
<thead>
<tr>
<th>Official Count</th>
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<tbody>
<tr>
<td>New Members: 28</td>
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<tr>
<td>Transfers In: 7</td>
</tr>
<tr>
<td>Transfers Out: 6</td>
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<tr>
<td>Total Membership: 1751</td>
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</tbody>
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August New Members

Kelly A Barry  
Vince & Dan Bobba  
Ernest Carter  
Roger A Costa  
James Demas  
George & Melinda Dobbs  
David M & Louise Edwards  
Henry R Felipe  
Laura M Franco & Scott Hayes  
Scott C & Megan Freiermuth  
Edward & Cynthia Ishizaki  
Marc W Kenyon & Kieu Bui  
Uday N Kumar & Rajni Rao  
Kevin Lascola & Lynn Pagel  
David Lockwood  
Michael R Middleton & Nancy J Padgett  
Steve D & Jacqueline Mitchell  
Hessam & Nika Mohajeri  
Jack & Joy Ogawa  
Scott C Richter  
Jeffrey D Seid & Michaela Camozzi  
Jack & Joan Sullivan  
Marcus Vitone  
William S & Doreen Warshal  
Stephen A West  
Jeff W & Shelli Winters  
Rob C Woolen

Saratoga 1990 911 C4
Menlo Park 1955 356
San Jose 2002 BOXSTER
Cupertino 2001 BOXSTER
Hillsborough 1995 968
San Jose 2001 BOXSTER
San Jose 2002 BOXSTER
San Jose 1995 993
San Mateo 2001 BOXSTER
Redwood City 1990 911
Pacifica 1986 911
San Francisco 1982 911 SC
San Francisco 2002 BOXSTER
Campbell 2000 911
San Francisco 2002 996
San Francisco 1999 911
Gilroy 2002 996 4S
Los Altos Hills 2002 996 C4
Los Altos 2002 CARRERA
San Francisco 2002 911
Redwood City 1986 911
Woodside 2002 911
Pacifica 2002 BOXSTER
Saratoga 1991 911
Redwood City 1983 911
San Jose 1986 911
San Francisco 1996 993 C4S

Transfers In

John G Martina  
Keith & Joan Sammons

San Francisco 1988 911
Hayward 1973 914
**Transfers Out**
Edward W Brakus & Ed Brakus Sr  
San Diego  
2001  
BOXSTER
Sean T & Anastasia Lannan  
Concord  
1984  
11T
Dennis & Mona Liu  
Monte Sereno  
1996  
911
Gordon M & Megan Sparkes  
Newark  
1981  
928

**42 Years**
Robert O Boyd & Suzanne Greenley-Boyd  
Walnut Creek  
1958  
356A

**37 Years**
Brian & D’Anne Carleton  
Saratoga  
1956  
993 4S

**35 Years**
J Paul & Carol A Greene  
Los Gatos  
1966  
911
Gary E & Mindy L Evans  
Santa Cruz  
1989  
911
Charles Y & Elaine Leong  
Palo Alto  
1962  
356

**30 Years**
William H Cilker & Kenton Smith  
Los Gatos  
1982  
911

**29 Years**
Steven H & Geoff Tam Scott  
Oakland  
1989  
911SC

**28 Years**
Sandra L & James D Sheehan  
Santa Cruz  
1986  
911C

**27 Years**
James M & Susan C Alderson  
Livermore  
1979  
928

**25 Years**
Harry & Mary Pellow  
Cupertino  
1963  
356A

**20 Years**
Rodney B & Cynthia Chew  
San Leandro  
1973  
911
Warren Riddell & Christine Lundahl  
North Ryde  
1972  
914

**10 Years**
Anthony A Waitz & Wei Jiang  
Menlo Park  
1988  
924S
Gary R & Debbie Baldocchi  
Redwood City  
1982  
911SC
Gordon J & Jeffrey J Smith  
San Francisco  
1982  
911SC
William F & Judith A Adams  
Sanbruno  
1974  
911
Stephen Paul & Cheryl Kuhn  
Clayton  
1976  
911S

**5 Years**
James & Lillian Murillo  
San Mateo  
1985  
911
Wallace L & Heather Dean  
Cupertino  
1997  
986
Paul Millar  
Sonoma  
1976  
912
Ronald W & Suzanne Branitt  
Woodside  
1998  
911
September New Members

Michael & Jana Cashin
Menlo Park 2002 911 TURBO
Karen K Christensen
Atherton 2002 996 TURBO
Bill Dietz
Redwood City 2002 BOXSTER
Alexander Eagle & Alex Eagle Iv
Los Gatos 1984 911
Jackie & Jim Handy
Saratoga 1989 911 CARRERA
Will Ittner
San Jose 1966 912
Joe & Nicole Majka
San Mateo 1998 CARRERA
John E & Cynthia Major
San Francisco 1964 356 C
Bill L & Kristina Marr
San Jose 2002 BOXSTER
Robert A Marr & David Cooke
Dublin 2001 911 CARRERA
Howard M & Lorraine Mc Kinley
San Francisco 1968 912
Charles Mccallment
Pacifica 1979 911
Corey J & Marie Mcmills
Woodsise 1967 911 S
Raul A Mendez
Belmont 2002 996
Jim & Lessie Miller
San Jose 2002 BOXSTER
Jack Moore & Bonnie Slavitt-Moore
Saratoga 1997 911 TURBO
Robert J Murphy & Caroline Kloss
Sunnyvale 1996 911
Russell J Notides
San Francisco 1995 993
Friederike & Clemens Pfeiffer
Sunnyvale 2002 996 CARRERA
Mark G & Sandra Reese
Salinas 1972 914
Thomas L Rosch
Woodside 1998 996
John P Ruffell
Sunnyvale 2002 996
Bernard Selna
Millbrae 2002 996
William J Vass
Moss Beach 2002 911
John H Weale & Kirsten Hildrum
Albany 1988 944
Carl M Wellons & Paul Sullivan
San Francisco 1999 BOXSTER
Harald & Eva Weppner
Belmont 1971 911 T
Aubrey A & Vicki Wing
Sunnyvale 1985 911 CARRERA

Transfers In

Grant Chow
Sunnyvale 1989 911
Joe M Giannini
Castro Valley 1973 911
Deepak & Leena Kakar
Cupertino 1993 968
Wendell H & Claire-Marie Laidley
San Francisco 2002 911
Jay & Geoffrey Morrison
Orinda 1960 356
Patrick L Rotelli
San Francisco 2000 BOXSTER
Norman & Jenny Yung
San Francisco 1998 911

Transfers Out

Colleen B Boyd & Jay Chapman
Las Cruces 1965 356
Donelle Jordan
Riverbank 1971 911
Tom A & Karen Negri Marx
San Rafael 1974 911 S
David H & Karla A Sierra
Aptos 1986 944T
Brett Smith
Oakland 2000 BOXSTER
Thomas J Theobald
Colorado Springs 2000 BOXSTER

34 Years
Walter E Vendley
Palo Alto 1956 356A

30 Years
Dennis & Diane Grimsman
Atherton 1957 356

28 Years
Eddy & Jans Tan
Victoria 1957 356
27 Years
G Gary & Judy Myers  Menlo Park  1982  911SC

25 Years

15 Years
Ian Craven  San Carlos  1983  911SC
Lawrence J & Louise Frye  Atherton  1988  930

10 Years
Van K & Darien Zannis  San Mateo  1999  911
William D & Jane Prentiss  Orinda  1985  911
John S & Laura Walters  San Mateo  1972  911S
Richard J Griffone  Sunnyvale  1971  911T
Stephen Jarrell & Alice Tompkins  San Rafael  1969  911

5 Years
Dominique Laconico & Hiroyo Shigehara  Los Gatos  1987  930
Jude A George  Los Gatos  1998  986
Robert & Lee Wagner  Gilroy  1969  911
Leslie F Johnson & Lisa C Berry  Los Gatos  1997  911T
Richard & Joe Spinelli  Livermore  1978  911
Andrew W & Kristen West  San Francisco  1988  911
John F Reilly  Half Moon Bay  1997  911
Stephen & Julie Roberts  Oakland  1979  928
Juan A Pineda & Lorraine O’Connor  San Francisco  1985  911
J Chadler Plavan  Modesto  1967  911

Specializing in:
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**PORSCHES FOR SALE**

**1983 944 Race Car.** Former Ted Smith car. Class records at Laguna & Sears. Recent top-end, headers, suspension. References avail. $7,900. Contact Iain Stobie at 818.225.4801

**1990 944 S2 Cabriolet.** White/blue int. 77k mi, great cond. 17” 966 Technology whls, serviced by Bauer. $14,500. Contact John Crittenden at 510.655.5655 or jcrittenden@cooley.com

**1973 911 3.6L.** Carrillo rods, Haltech, MSD, headers, oil coolers, custom gears. Quaife, RSR clutch, Tilton starter, RS style body, still street legal. $30,000. Contact Jim Hayes at 775.857.1960 or jimsue911@aol.com

**1995 911 Carrera Cabriolet.** Guards red/tan. Recent new top. 18” turbo twist. 85k mi, excl cond. $35,000 obo. Contact Mike Mitchell at 650.558.8236 or rich_tennison@hp.com

**1974 914-6 Race Car.** 3.4L twin-plug, 325hp/1850lb, 915 trans, big brakes, full race, everything fresh. $34,000 obo more details if truly interested. Contact Lloyd DeMartini at 925.606.8543.

**1986 911 Carrera Coupe.** Ice green/blk, 2nd owner, clean, garaged, 77k mi. Contact David Rothenberg at 650.375.0198

**1999 996 C2.** Ocean/graphite, 6sp, 11k mi, 17” whls, never in rain, garaged. $56,500. Contact Paul at 650.404.3872

**1973 914 Race Car.** New 3.0L, 46 IDA Webers, over 300hp, GT flares, spoiler, cage, custom paint, call for details. $32,000. Contact Ken Mason at 650.566.2312 or ken@masonkr.com

**1999 996 Factory Slant Nose Turbo Cabriolet.** Guards red/blk, 42k mi, great cond, B&B exhaust. PCNA authenticity. $55,000. Contact Dominique at 408.309.0990 or dlaconico@aol.com

**1988 911 Factory Slant Nose Turbo Cabriolet.** Guards red/blk, 42k mi, great cond, B&B exhaust. PCNA authenticity. $55,000. Contact Dominique at 408.309.0990 or dlaconico@aol.com

**2000 GT3 Supercup.** 1st owner, two Speedvision spec motors, two sets BBS whls. Video, data acq, radios, no serious wrecks, no bondo. $107,000. Contact Dan Jones at 650.743.6681

**2000 911 C4 Cabriolet.** Triple black, 6sp, windstop, warranty, always garaged, 19k mi. $72,500. Contact Carl at 650.949.1166

**1977 930.** Sea-foam Green. Always garaged and babied, only used for occ. short trips. Contact Geoff at 408.292.3593 or edufilm@hotmail.com

**1987 911 Factory Slant Nose Turbo Cabriolet.** Guards red/blk, 42k mi, great cond, B&B exhaust. PCNA authenticity. $55,000. Contact Dominique at 408.309.0990 or dlaconico@aol.com

**1973 19914 Race Car.** New 3.0L, 46 IDA Webers, over 300hp, GT flares, spoiler, cage, custom paint, call for details. $32,000. Contact Ken Mason at 650.566.2312 or ken@masonkr.com


**1978 911 Street/Track.** Cover of 9/01 Excellence, see for details. 3.6L, Bilstein RSRs, Big Reds, ERP, Sanders, TRG, B&B, Quaife, Fikse... spent over $90k. Contact Josh at jofstein@hotmail.com

**1988 911.** Tan/tan. Stock, always garaged, owned 9 yrs, new tires, 93k mi. Contact Rick at 650.508.8236 or rich_tennison@hp.com

**1986 911 Carrera Coupe.** Blk, sunroof, 45k mi, orig owner, ultra clean & loaded. $27,900. Contact Jeff at 510.530.6648 or jksellman@aol.com

**1987 944 Turbo.** Fresh engine, clutch, torque tube, and trans from 2001. Racing engine, 2.5L, 360hp. Many other mods. Call for complete desc. $20,000. Contact Mike Mitchell at 510.713.9248

**1991 911 C2 Turbo.** 106k mi, CA car, no mods, all records, looks new. LSD, GPS. $27,800 obo. Contact Jim Murillo at 650.349.9034

**1993 258 X/Type.** Triple black, 17” whls, 320 hp, Quaife, 63k mi. Must sell, $42,500 obo. Contact Jim at 650.595.8848

**October 2002**
PARTS & MISC

7&8" Fuchs w/ Kuhmos. 7" are 944T countersunk. Kuhmos with 6-8 sessions of wear. $1,100. Contact Armando Levy at 415.585.3557

930 Bra & OEM Speakers. Colgan Nose bra and OEM speakers and grilles from '87 930. All offers considered. Contact Bill at 415.876.2455

Trailer. For 911/914, 17.5' long, 14' bed, 8' ramp. 3000 lb cap, single axle, 2 yrs old. $2,250. Contact Ken Holladay at 408.922.9385

Free 914. 1974 car free to 20 year old or younger. Project car, no engine, right rear susp needs work. Body very sound. Contact Craig Watkins at 707.829.0700.

964 G50 Limited Slip. Rebuilt factory LSD. New disks, fine spline. $800 obo. Contact Garrick Lew at 415.788.9000 x113

Free Tires. 2 Pirelli 225/50VR16 P7s to PCA member. Contact Gary David at 408.735.1066

GHL 964 Cat Test Pipe. Stainless with O2 bung. $310 new, will sell for $200 obo. Contact Jim Paugh at 650.595.8848 or jim.paugh@sun.com

Boxter Car Cover. New in box from factory. Sold new for $180. Buy it for $125. Contact Ken Mack at 408.268.4369 or kennethmack@earthlink.net

944 Sport Seats. From '86 Turbo, elec/heated, blk, both in excl cond. $1,200 obo. Contact Jeff at 650.941.4331 or reitme4@sbcglobal.net

911 Parts. Hood $150, complete doors $500, rear windshield $50, Roll cage w/ door & harness bar $550, Alum race doors, Fuchs, many others. 1974 911S roller. Lots of parts for cheap, working elecs, S brakes, alum trailing arms, cv's... must move. Contact Mike at 415.752.8837 or mserpe@yahoo.com

912 & Misc Parts. Steel whl hubcaps (porcelain & plain crest), bumber overrides F&R, Chrome engine grill, all NOS. 912 "Flapper" boxes. 5.5x14" Fuchs, 914-6 fr slotted rotors. Contact Larry Grove at 541.347.4289 or grovejni@harborside.com

Fuchs. 788x15, complete with center caps. Contact Paul at 650.579.0836 or toncacopam@webtv.net

Camera Mount. Attaches to roll bar brace for TT videoin. Make offer. Contact Anne at 650.462.9378

FIELD CARS

Design 90 Wheels. Need one pair. These were "winter wheels" are are 7x16 w/ 55mm offset. Contact Ken Mack at 408.268.4369.

911 Roller. Coupe roller or with damaged engine. Prefer early body with Carrera flares. Wide body also. Contact Juan Pineda at 415.641.9192.

944/924 Drivers Wanted. For race series for the 944/924. The 944 Cup West Coast Chapter begins in Oct. Visit www.944cup.com for info.

911 Factory Jack. For '74 911. Will pay or free for the needy. Contact Ros at rosd2@hotmail.com

FIELD CARS. I want to take pictures of "interesting" cars that have gone to seed in someone's yard. Contact David at 408.745.7870 or a4tfan@yahoo

CLASSIFIEDS - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only, please include your PCA number. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html