

OCTOBER 2002



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# THE NUGGET

Visit the GGR website at <http://www.pca-ggr.org>  
The Zone 7 website is <http://vista.pca.org/zone7>

October 2002  
Volume 42, Number 10



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**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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## **James' Jabber** James OHL, President



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.




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# Porsche Time

Howard Yao, Outgoing Editor

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!



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Opus, the soon to be unemployed Nugget proofreader!

# **A Relentless Pursuit** Bob Chapman, Peachstate Region

"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.

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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




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## **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





# COYOTE RUN II

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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](mailto:oldcarnut@aol.com)

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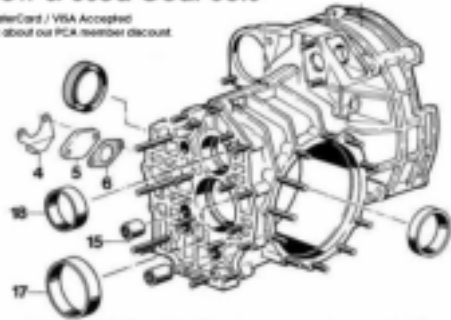
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## Time Trial Results Susan Angebrandt, Webmaster

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 Dorigi	(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

RENNWERKS PRESENTS

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To Enter Online:  
[www.pca-ggr.org](http://www.pca-ggr.org) and click on  
"Pre-register for October Club Race"



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 would'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** Larry Sharp, Vice President

## **October**

3  
Thursday

**GGR Board Meeting** hosted by James Ohl, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

4-6  
Weekend

**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. Contact Tim Fleming 916.985.4142. Swap Meet contact Gabe Szalay at 805.460.2565.

6  
Sunday

**LPR Autocross** at Marina. Contact Pete Siemens at 408.354.8129

10-14  
Weekend

**2002 914 West Coast Wramble** in Reno. Tech Sessions and Autocross too! Contact Rich Herzog at 775.721.1456 or visit <http://www.arteknika.com/wcw-2000/Main.htm>

11  
Friday

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

12  
Saturday

**Zone 7 Rallye #8 "Coyote Run"** hosted by GGR. Contact Larry Adams at 650.345.2232

13  
Sunday

**SVR Swapmeet** at Rancho Cordova

19  
Saturday

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

19-20  
Weekend

**Zone 7 Autocross #7 & #8** hosted by SR at Millerton Lake. Contact Dean Posey at 559.297.0897 or [kathyp@calbusfurn.com](mailto:kathyp@calbusfurn.com)

26-27  
Weekend

**GGR Club Race** at Sears Point. Contact Chairman, Masuo Robinson at 408.399.4808/[masuo@ix.netcom.com](mailto:masuo@ix.netcom.com) or Registrar, Doug DeVetter at 530.676.9046/[doug.devetter@attbi.com](mailto:doug.devetter@attbi.com)

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email: [ernie@vintagewingsandwheels.com](mailto:ernie@vintagewingsandwheels.com)

# GGR Events Calendar

## November

**GGR Board Meeting** location TBD, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

7  
Thursday

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

8  
Friday

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

9  
Saturday

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

16-17  
Weekend

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

23  
Saturday

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

24  
Sunday

**DR** - Diablo Region **GGR** - Golden Gate Region **LPR** - Loma Prieta Region **MBR** - Monterey Bay Region  
**RR** - Redwood Region **SR** - Sequoia Region **SVR** - Sacramento Valley Region **YR** - Yosemite Region

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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.

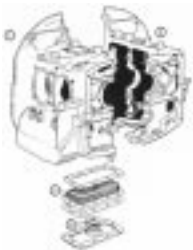
Comparing the condition of a hard top to that of a fabric top is illogical because the criteria are different (paint vs. fabric, glass vs. plastic windows, no mechanism vs. struts, bows, etc.).

## Come join the GGR Adopt-a-Highway

Next event is Saturday, October 19th at 9:00 am

Meet at Interstate 280, Park & Ride, Woodside Road Exit, Woodside.

For more information, contact Jean Ohl at 650.341.9020



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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."

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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*

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# **For The Record** Louise Sousoures, Secretary



## **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 Angebrannt**

- 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



<b>Official Count</b>	
New Members:	28
Transfers In:	7
Transfers Out:	6
Total Membership:	1751



## August New Members

Kelly A Barry	Saratoga	1990	911 C4
Vince & Dan Bobba	Menlo Park	1955	356
Ernest Carter	San Jose	2002	BOXSTER
Roger A Costa	Cupertino	2001	BOXSTER
James Demas	Hillsborough	1995	968
George & Melinda Dobbs	San Jose	2001	BOXSTER
David M & Louise Edwards	San Jose	2002	BOXSTER
Henry R Felipe	San Jose	1995	993
Laura M Franco & Scott Hayes	San Mateo	2001	BOXSTER
Scott C & Megan Freiermuth	Redwood City	1990	911
Edward & Cynthia Ishizaki	Pacifica	1986	911
Marc W Kenyon & Kieu Bui	San Francisco	1982	911 SC
Uday N Kumar & Rajni Rao	San Francisco	2002	BOXSTER
Kevin Lascola & Lynn Pagel	Campbell	2000	911
David Lockwood	San Francisco	2002	996
Michael R Middleton & Nancy J Padgett	San Francisco	1999	911
Steve D & Jacqueline Mitchell	Gilroy	2002	996 4S
Hessam & Nika Mohajeri	Los Altos Hills	2002	996 C4
Jack & Joy Ogawa	Los Altos	2002	CARRERA
Scott C Richter	San Francisco	2002	911
Jeffrey D Seid & Michaela Camozzi	Redwood City	1986	911
Jack & Joan Sullivan	Woodside	2002	911
Marcus Vitone	Pacifica	2002	BOXSTER
William S & Doreen Warshal	Saratoga	1991	911
Stephen A West	Redwood City	1983	911
Jeff W & Shelli Winters	San Jose	1986	911
Rob C Woolen	San Francisco	1996	993 C4S





## Transfers In

John G Martina	San Francisco	1988	911
Keith & Joan Sammons	Hayward	1973	914



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**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
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**37 Years**

Brian & D'Anne Carleton	Saratoga	1956	993 4S
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**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
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**29 Years**

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

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

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

Harry & Mary Pellow	Cupertino	1963	356A
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**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

# New Members

Cherie Kuhn, Membership

## 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	Woodside	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	911S
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
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## 30 Years

Dennis & Diane Grimsman	Atherton	1957	356
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## 28 Years

Eddy & Jans Tan	Victoria	1957	356
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**27 Years**

G Gary & Judy Myers Menlo Park 1982 911SC

**25 Years**

James C & Judith Ann Koch Mill Valley 1969 911E

**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

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**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" 996 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 510.713.9248 or mahler9th@aol.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.

**1993 RS America.** Guards red, no sunroof/aircon. H&R lowered, 75k mi service just done. Extra 17" whls. Excl cond. \$33,000 obo. Contact Kai at 650.224.4635 or 911rsa@excite.com.

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

**1988 911 Carrera Targa.** Marine blue/blue lthr, vg body/paint. 120k mi, eng strong & dry. \$23,000. Contact Chris at 707.585.1065.

**1993 928 GTS.** Blk/blk, 70k mi, exc cond, no dings, moving to NYC. \$35,000. Contact Graham at 650.558.8577 or graham@assetman.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

**1986 944 Turbo.** Comp club racer/TT. MAF, billet A-arms. 276 hp, pro built/maint, 2 sets whls. \$12,500 obo. **993 Twin Turbo Race Car.** 615hp & 2150lb. Runs 1:35 at Laguna. All best equip, 2 sets whls. \$65,000. Contact Stan at 650.965.1574

**1984 Factory Turbo-Look Cab.** Triple blue, sport seats, LSD, All records. 65k mi, excellent cond. Contact Josh Ofstein at 415.922.3931

**1992 911 American Roadster.** Triple blk, only 250 built. 17" whls, 320 hp, Quaife, 63k mi. Must

sell, \$42,500 obo. Contact Jim at 650.595.8848

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

**1972 914 Race Car.** Tubed tub, trick susp, 220hp 2.0 4 cyl, 4/4 piston brakes, short gears, eng/trans rebuilt. Cost \$30k, sell for \$10,000. Contact Gordon Wolf at 707.226.5506

**1989 944 Turbo S.** Red/tan, 149k mi. Body & int rate 9/10. Recent valve adj, receipts. Doesn't pass smog, fixing as time permits. Stock, runs strong. \$10,000 obo. Contact Rick at 408.326.2943

**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 650.349.9932

**1973 914.** AX car, almost no rust. Has 1.7 & 2.0 motors. Moving forces sale. \$3,500 includes trailer. Contact Mike at 925.603.1270 x237.

# Marketplace

## 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. **Mahle 3.3L Piston/Cyl Set.** 20k mi in excl cond, all within factory specs, nothing wrong, I'm just going bigger. \$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

**Boxster 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 Roll bar.** Used with shoulder belt bar. \$100. Contact Raoul at 408.356.7620 or rcvideo@aol.com

**914 Wheels.** 4 Mahle 5.5x15 4-bolt whls. Good cond w/ usable Yokos. \$500 obo. Contact Rick Drain at 650.367.9926 or ggr@ricks-cafe.com

**911 Parts.** 15mm/15mm early 911 sway, cad plated hdwr, blk bars, concours cond, \$300. Momo Prototipo 13.6mm steering whl, rare, \$275. Contact Cris Huergas at 510.523.7763

**911 Wheels & Tires.** Gotti 8.5&10.5x15 w/ 50% Hoosiers, \$1,000. Etoile 9&11x15 w/ 50% Yoko AVS, \$1,000. Excl cond. Contact Ron at 408.246.5851

**911 Camber Truss.** In good servicable cond. \$85 + shipping. Contact David at 415.597.2417

**The ESSES** newsletter, from Vol 1.1-4.1, plus prototype issue \$50. GGR logo 2000 party **shirt**, new \$60. **MFI manual** for early 911 \$35. **Road & Tracks** from mid 80s, \$25. **Delta MkX CD Ignition** unit, \$50. Contact Bob at 650.571.8412

**Early 911 Seats.** From '69 911E, highbacks. One in good cond, other needs recovered. In Modesto, make

any offer. Contact Chad at 209.606.1696.

**Fikse FM10.** 8&10x17" forged, 3pc, off '92 C2T. Exc cond. \$1,700 for wheels, \$1,900 with 50% Kuhmos. **Brey Krause Lap Belt Kit.** R-9001/9003, bolts to stock mounts. \$50. Contact Jim at 650.595.8848

**BBS-Mahle 7x15 Wheels.** 23mm offset, OE 1980, basket pattern. Set of 4, \$120. Contact Hayden at 650.595.5772 or hayden@wevo.com

**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 elects, S brakes, alum trailing arms, cvs... must move. Contact Mike at 415.752.8837 or mserpe@yahoo.com

**912 & Misc Parts.** Steel whl hubcaps (porcelain & plain crest), bumper 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 grovejnl@harborside.com

**Fuchs.** 7&8x15, complete with center caps. Contact Paul at 650.579.0836 or toncacorpam@webtv.net

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

## WANTED

**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](http://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>

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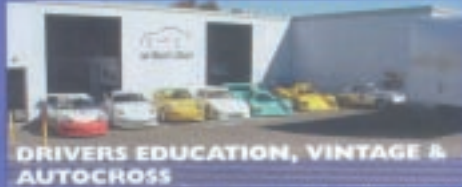
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