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Camshaft Oiling Mystery Solved
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California Inland Region

Event Calendar — http://www.pca.org/cai

November
6   Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
13  Little Design Tour [back cover]
16  Ballots due for 2005 Board
17  Board Meeting at Zumma’s in Rosamond at 5:30.

Zone 8
7   Urban Challenge Zone 8 Rally [page 5]
13-14 Time Trial, San Diego Region
20  Presidents Meeting

December
4   Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
11  CAI Holiday Party

Zone 8
11-12 Time Trial, San Diego Region

January
Zone 8
15  Zone 8 Awards Banquet [page 7]

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Air & Water
By Rich Paré—President

As I write this in September and realizing that when you read it, Happy Thanksgiving will be the call of the day, I will have only one more column to write as your President. I’ll talk more on that next month.

What a wonderful weekend we enjoyed in September at the German Auto Fest in Ventura. The weather was warmer than previous years, which was OK because it had been cold by this year’s standard. Marvin Snodgrass and I entered the “People’s Choice Concours,” where the participants voted for their favorite cars in all the categories. We both came home empty handed! There were some very beautiful representations of almost all varieties of Por- sches in this very easy concours. This is my kind of show. Nobody sticks their hand under the seat and says “You’ve got grease on your seat rails!!!” Nobody worries about the stray hair that didn’t get vacuumed up before the judging! Got a piece of grass on your tire? Who cares! It is just a fun event and nobody worries because they missed a trophy by 0.0000000000000001 of a point! The cars that trophied in our classes were indeed very ex- quisite examples of late 911 and water-cooled front engined vehi- cles. Yes, I spent a few bucks. I guess anything under $1000 is con- sidered “just” a few bucks, right David? I bought several items from some ven- dors as well as the mandatory event T-shirts. The next day I got a needed part for the 944 at the swap meet, and very cheap compared to what I expected to pay.

Sunday’s Zone 8 Concours brought out the premium Porches, some of which were in the People’s choice the day prior. I was trying to count the dollar signs at this event, but once getting past seven dig- its, I lost count! Our neighboring region to the west was well represented with four cars being judged, and one in display only. Pat and Betsy Wadman (Pat is GER Prez) brought an ‘89 911 Cabriolet that they are considering purchasing. Betsy was drooling at the thought of competing with it in the “unrestored class.”

As can be expected when something goes on regularly, there will eventually be a tragedy. This year, a tractor-trailer hauling five pristine Por- sches, four 356s and a 911, high centered on the railroad tracks. Before an emergency could be declared to stop train traffic, a freight train plowed through the rig and… I would rather not go on. The driver received some injuries trying to get away from the impending impact. At least there was that bit of good news.

Well, once again it is time to put this column to bed. Until next month, stay healthy, happy, and keep the shiny side up.

Club Officer Elections
Your Votes Are Appreciated

Mark your enclosed ballot and please return before the Board meeting on November 16th.
Wow, it seems like I just wrote this column for last month’s issue. It’s probably because September was such a busy month for me. Let’s see… we attended the California Challenge, Day Away From Work Autocross, and Camarillo Airport Autocross. We missed the breakfast meeting in October because we were at the Challenge.

At the beginning of September my wife and I drove up to the Rio Bravo Resort near Bakersfield for the two-day California Challenge. I spent most of Friday cleaning our Porsche in preparation for the concours on Saturday morning. This year my wife wanted to enter the Wash-and-Shine class so we would be awarded more points toward the trophy for participants who enter all three events (concours, rally, and autocross). The trophy is not awarded until the Zone 8 banquet at the end of the year so we don’t know if we won it yet.

The concours was located at the Ming Lake Park just down the road from the Rio Bravo Resort. The cars were situated on a grassy hillside beneath large oak trees. Being this was our first attempt at a concours we were mildly surprised when we got a third-place trophy! I was even more surprised when my wife who was helping with scoring told me that we were only one vote less than the yellow 996 Turbo that got first-place for the People’s Choice Award. People must like bright yellow Porsches!

After a catered lunch at the Park we lined up our Porsches to begin the rally. This year the rally followed several back roads up to Tehachapi where we turned around and headed back down the mountain with a nice view of the Tehachapi Loop. We then headed up into the mountains again and made a circuit of the Walker Valley above Caliente. The drive seemed to go very well except we inexplicably were almost 15 minutes early on one of the checkpoints?! We finally figured out that we were supposed to take a break AFTER leaving one of the checkpoints, not before! Argh! Even with the boo-boo we still got a third-place trophy and had a lot of fun.

After a quick shower we headed to Tony Garcia’s house for the Saturday night banquet and silent auction. There were all sorts of items available for bidding on the auction tables ranging from artwork, tools, clothing, golf trips, as well as many other things. We found a table and introduced ourselves to our table mates. After everybody had a chance to socialize and make bids at the silent auction we sat down for a gourmet dinner of filet mignon or seafood linguine. After the dinner a short presentation was given by the charity organization, Mastering Abilities Riding Equines or MARE, which the proceeds of the California Challenge were being donated to. The MARE is an organization that provides therapeutic horseback riding, driving and vaulting programs to children and adults with physical and mental disabilities in Kern County. After dinner awards for the concours and rally were presented and the winners of the silent auction were announced.

Sunday morning we awoke early and loaded the Porsche to head down the hill to Shafter, just north of Bakersfield, for the autocross. The autocross is held at the Minter Field Airport where James Dean once raced. Typically the course is about 2 miles in length with lots of curves and at least one good straight-away. Approximately 20 drivers were entered which meant there was lots of time for practice laps! The track was quite challenging with a really fun sweeper at the north end of the track. This is what driving through the sweeper was like… I would exit a short slalom while down shifting from third to second gear; a quick lefthander followed by a short straight with the throttle planted was followed by an up-shift as I entered the sweeper. Feathering the throttle while (Continued on page 8)
Ventura German Auto Fest

By David Witteried
Photos by David Witteried and John Crnkovich

This is the third year that California Inland Region has made the trip down to the Ventura German Auto Fest. This year the featured Porsches were early 911s from 1965 through 1973.

On Saturday morning those of us who were not participating in the People’s Choice Concours congregated at our usual meeting place, Baker’s Square, in Palmdale. Four Porsches proceeded up into the mountains enjoying the canyon roads before rejoining the boring highways in Santa Clarita. As we approached the coast the temperatures dropped and we soon arrived at the Ventura Fairgrounds at Seaside Park where we were directed into the Porsche only parking area.

After parking our Porsches we walked over to the People’s Choice Concours area where we found Rich and Mary Ann Paré with their red 944 and Marvin Snodgrass with his black 996 on display. After visiting for a bit Mike Forest and I headed over to the memorabilia hall to see what was for sale. After browsing the aisles I headed back over to the main display halls to see what the vendors had available for sale.

The vendor displays were housed inside two of the exhibition halls. There were wheel vendors, instrument repair shops, dealerships, and various engine and racing equipment suppliers. In other words everything that is available in many of the catalogs you have was pretty much for sale at the show. I was especially interested in a speed-shift display that one vendor had. After wandering through the halls, successfully resisting temptation, my wife suggested getting a replacement pedal set to replace the wooden block I have on my gas pedal to help with downshifting. Hmmm… We then wandered through the For Sale hall and looked at the many Porsches that were for sale by their owners.

Returning to the concours area with my purchases, some Porsche shoe laces for my driving shoes, we checked to see how the concours was going. By now there were large crowds of people inspecting the Porsches arrayed on the grass and along the Main Street. The Main Street was quite a sight to see as the featured Porsches were lined up on either side of the street. I especially enjoyed some of the 911s in racing trim. The cars were just beautiful! We returned to the concours in time for the awards announcements. The suspense built as the announcer worked up to the best of show award which seemed to be a close race between Marvin’s 996 and a bright yellow 996 Turbo… unfortunately the Turbo won!

As the show wound down we headed back to our hotel for a swim in the pool and a quick shower before dinner. We all rendezvoused at the Hungry Hunter restaurant for a delicious dinner and fun conversation as we related or various experiences from the show. Several people remarked that I did not make as many purchases as I did last year… but I was still thinking about the pedals, hmmm.

The following morning Janice and I had to head back home as we had things that needed doing at our house so we were not able to view the Zone 8 concours or the swap meet. We later heard that a car transporter got stuck on (Continued on page 8)
PCA / Orange Coast Region / Zone 8 Rally

Urban Challenge 2004

Sunday, November 7, 2004

Registration: 8:00 AM.  1st Car OUT: 8:45 AM.

Where:  Mall of Orange, parking lot adjacent to Krispy Kreme on the City Drive (State College extended) frontage; between I-5 and 22 Fwy. in Orange.

Cost:  $20 per car if pre-registered before October 20th.  $25 on the day of.

Entrants:  PCA membership required (Driver and/or Navigator).  Porsches preferred; inferior cars permitted.


Classes:  Standard PCA / Zone 8 Classes:  A, B, C, Novice (class D) and Touring (class E) routes are included.

Wanted:  NOVICES; no experience required!  Good stuff to bring: navigator (required), pencil(s), paper, clipboard and time of day watch or clock.

Lodging:  Numerous hotel/motels are located in the immediate area of the Start.  Contact Larry Moore for more specific information at tel: (949) 760-0789 or via email at beech60@earthlink.net.

Rules:  Zone 8 Rally Rules available at www.pca.org/zone8

--- (detach here) ---

Save $5 by pre-registering.  Pre-registration must be received by 5 PM, October 20.  Send this form, filled out with your check in the amount of $20 (made out to PCA/OCR) to: OCR Rally, c/o L.B.Moore, 1933 Port Bishop Place, Newport Beach, CA 92660.

Driver_________________________Navigator_________________________

Address________________________Address_________________________

City/St./ZIP____________________City/St./ZIP____________________

Phone (____)_____________________Phone (____)____________________

Class (circle one):  A  B  C  Novice  Touring
Membership Report
By Greg Reed — Membership

Hello Cal Inland Region members. We are on a roll! I’m excited to say that we had another good membership month, with five new members, one non-renewal and one transfer out. That puts us at 60 members. Let’s welcome our newest members: Hyun Min (Hugo) Choi from Seoul, South Korea who drives a 2003 Silver 911 4S (in South Korea), Michael and Jackie Quon from Canyon Country who drive a 2004 Arctic Silver 911 Coupe, Catherine and Pete Knight from Valencia who drive a 1989 white Carrera, Ellsworth (Lee) Lien from Olancha who drives a 1985 red 911 and Bob and Bing Lirag from Stevenson Ranch who drive a grey 2003 Seal Grey Carrera Coupe. WELCOME! Make sure you bring your Porsche to the next breakfast meeting to get a photo opportunity with fellow club members.

We also have many anniversaries this month: Mark and Deborah Storch at 13 years, Crawford and Mary Cronkhite at 6 years, Oscar Alonso at 3 years, Denise and Norm Keef at 2 years and Brian Bates at 1 year. CONGRATULATIONS! It’s easy to gain membership, just have the next Porsche driver you meet check out our website and register online at http://www.pca.org/cai. See you at our next gathering.

Holiday Party
By Rich Paré

Come one; come all to our annual Holiday Party to be held on December 11th at 4 P.M. at the Greenhouse Café in Lancaster. We again have the banquet room so there will lots of stretching and walking around room.

Those of you who attended last year will recall the food was excellent. We will have a dinner of turkey and ham and all the trimmings, including drink and dessert. And again, we will be charging only a portion of the cost, with the club picking up the rest of the tab. The cost will again be $20.00 per person, and we will need your reservations and checks not later than December 1st to insure the Greenhouse can accommodate the large crowd we are expecting.

As you may remember, we had lots of great door prizes and nobody went home empty handed. We have been gathering goodies for several months now, and, if any of you have something you would like to donate as a door prize, please contact us so we can arrange pick-up. Email us at rma-par@hotmail.com or call 661.256.3486 and leave a message if we are not home.

We look forward to seeing all of you at this year's party to close out a very exciting and successful event year, and get started on the next. Remember, great food, great prizes, and great company. Who could ask for anything more? Oh yes... dress casual or fancy as you please.

You may RSVP by email, but please mail checks made out to PCA-CAI to:

Rich and Mary Ann Paré
3460 Granite Ct.
Rosamond, CA 93560-6814
Camshaft Oiling Mystery Solved
By Bruce Anderson — PCA Senior Technical Advisor

Some time back we told you that Porsche had restricted the oil flow to the cams. The reasons given for restricting the oil flow were given as the following:

a. They were getting too much oil in the cam housing with the use of modern synthetic and thinner mineral oils.
b. The smaller sized fittings slightly raised the oil pressure when the engine is hot.
c. With the better oils the cams require less lubrication quantity.
d. And possibly other reasons of less importance.

At the time we were told that the "Hollow Screw" (Banjo Bolt) used to attach the cam oil lines to the cam housing were changed for the 1987-89 models from N.021.0563.3 to the 999.134.018.02. The original oil Banjo Bolt had a hole for oil that was about 5.5 mm in diameter and the new 999.134.018.02 hollow screw has a hole that is about 2.5 mm in diameter. This change was made to restrict the oil flow to the cams. Well this was just not true, when the two Banjo Bolts were compared we found that the old originals (part no. N.021.0563.3) had four 3.5 mm holes, while the new supposedly more restrictive part had three 4.5 mm holes actually providing less restriction.

The real answer comes from the Porsche Club of America’s San Diego Regions Winblown Witness. In the March 2002 Steve Grosekemper tells all. The part that was changed was not the Banjo Bolt, but the adapter that screws into the cam housing that has the smaller restricted hole. The Banjo Bolt that we have been messing with screws into this adaptor. The original part was 901.105.361.00, the new part is 901 105 361 01. To differentiate between the older version and this new version the new part has a groove around the center. The original part had a 6 mm bore while this new part has a 2.5 mm orifice… now it all makes sense.

Steve Grosekemper’s article deals with the possible effect of this restricted oil flow to the cams. The change was first introduced with the 1991 Turbo. Steve’s article says that the reduction of the orifice was intended to reduce oil foaming, but that he was concerned that the reduction might not deliver enough oil to the cam housings. To answer this question for himself he installed these pieces with the restricted orifice in a number of different cars. He removed the top valve cover with the engine running to see if there appeared to be adequate cam lubrication with the restrictors in place. He saw good oil

(Continued on page 8)
Winding Roads

The Editor’s Bench (Continued from page 3)
accelerating and turning it feels like I am hanging on by my fingernails! As I approach the exit to the sweep, a small left-hand kink onto the straightaway, I shift into fourth gear and drift onto the straightaway with my right foot squeezing the accelerator to the floor as my Porsche’s suspension shifts from left to right… Waaa-Hooooo! Boy that was fun! At the end of the day everybody had had a great time and I took home a first-place trophy.

Everybody had a great time at the California Challenge and a lot of money was raised for the charity. I would like to thank the Golden Empire Region for putting on such a great event.

The following Monday morning I woke up and headed for Willow Springs for the Day Away From Work Autocross while my wife went to work. The Grand Prix Region was putting on their annual autocross at the Streets of Willow. This would be my second race at the Streets and I was looking forward to trying out my new racing tires on the front of my Porsche is almost stretched all the way around car after three fun events in one month! I wish more of our members would try out some of these events, I think you would really enjoy yourself, I know I do!

Don’t forget: to vote for the Region Officers, the Little Design Studio tour on the 13th, and the annual California Inland Holiday Party on the 11th of December. Mark your calendar! RSVP! Be there!

Ventura Auto Fest (Continued from page 4)
the railroad tracks after the show and was hit by a freight train which destroyed five antique Porsches! Several of the Porsches had just been purchased the previous day by the collector who owned the cars. Ouch!

We all had a great time and the Region had a very good turnout with about 16 of our members attending the show. Make plans for attending next year if you had to miss it this time around. Oh yes, I got the pedals!

Camshaft Oiling (Continued from page 7)
flow through all of the holes in the camshaft spray bar. What he found with all of the cars he tested was increased oil pressure and decreased oil foaming.

Steve Grosekemper works at Dieter’s Porsche and BMW Service in downtown San Diego. 

on the track. There were about 50 drivers divided into four-run groups by experience level of the various drivers. The plan was to have two 20 minute practice sessions with continuous lapping with passing aloud on the front straightaway. This would be followed by practice laps then the three timed runs. The event chairman Mike Dolphin kept everything running on track and on time which resulted in everybody having a great time while playing hooky from work! After the race Rich Bessette, and I, along with several other racers went to the Golden Cantina Restaurant for dinner. What a great weekend!

The following weekend we headed down to the Camarillo Airport for another Zone 8 autocross hosted by the Santa Barbara Region. This was a much bigger event with about 80 drivers, with about half driving non-Porsche cars. The runway we were using had recently been repaved which resulted in the track being fairly slippery. I was feeling fairly frustrated by the time my timed runs came up as I have not yet had a good clean lap. I was knocking cones down all over the place and I couldn’t seem to reduce my lap time! On my last timed runs I knocked almost 2 seconds off best time with what I thought was a clean run… unfortunately, when the awards were given out I discovered I had tipped a cone which knocked me from second to third-place! Drat!

Needless to say the bumper smile Janice Witteried times her husband during the practice runs at the CAI Challenge Autocross.

Bruce Harrington watches as a run group enters the Streets of Willow for their 20 minute practice session at the Day Off From Work Autocross.

Kent Verderico, Perry Badshw and David Witteried bench race while watching the other drivers complete their timed runs.

Janice Witteried times her husband during the practice runs at the CAI Challenge Autocross.
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Commercial Ads

Full-page $75.00/month
1/2 page $35.00/month
1/4 page $15.00/month
Business card $5.00/month

Ad includes a banner ad & link from our web site at www.pca.org/cai.

Deadline for submitting new ads or for making changes to existing ads is the first of the month preceding the month of publication.

We reserve the right to refuse to print any ad deemed inappropriate.

Send ads to:
David Witteried
9900 Susan Avenue
California City, CA 93505
dwitteried@Hotmail.com

Classified Ads

No charge to PCA members.

Ads will be left for a reasonable amount of time. However, please let us know when the item has been sold.

Non-member ads:
$25.00 for each 25 words (per issue).
No extra charge to include photo.

Ads are automatically included on our region web site.

We reserve the right to edit or refuse to print any ad.

Send ads to (e-mail preferred):
David Witteried
9900 Susan Avenue
California City, CA 93505
dwitteried@Hotmail.com

Help wanted! The Winding Roads staff requires help selling advertising to local merchants! If you're interested in this position please contact David Witteried, Winding Roads Editor, 661.760.1413 or witteried@ccis.com.

For Sale…

Set of tie rod ends for sale $30 from a 1986 911 Carrera. Ken Sarver
661.258.0147.

911 Lemke Turbotronics oil cooler, thermostat and hoses with installation instructions, $400. David Witteried, 760.373.1413.

Four 15” 944 Phone Dial wheels $200. Greg Reed 661.256.6144.

1960 JUNIOR Porsche Diesel Tractor Model / Typ P 108 "K" ("Kurz"; German for Short). Beautiful condition, 14 HP, 1-cyl, 822 cc, air-and oil cooled, 3-seater option, fully restored, in concourse condition, available upon my return in late November, located in SoCal, $13000. Pls inquire full details and more pix by eMail: Jorg@Joergsworld.com
Our Next Event...

November 13th
Little Design Tour...

Meet at Jethawk Stadium at 11:30. We will take a very short drive to the Little Design owned by Dave Little of Rosamond. Dave is an artist with a paint gun. We will be touring his shop to see how he does what he does with flames, ghost flames and graphics of all types. I have invited the Rosamond Rod Runners car club to join us for breakfast and the tour. The President of the RRs has a '67 Camaro that Dave painted and ghost flamed. Some of you have already seen this car. The rest of you are in for a treat when you see it. Awesome doesn't even begin to describe it!