



Winding Roads

Porsche Club of America California Inland Region

November 2004



***Ventura German Auto Fest Tour Report
From The Editor's Bench— 5 Events in One Month
Camshaft Oiling Mystery Solved***



Winding Roads

Volume XIX No. 11

Editor:

David Witteried witteried@ccis.com
9900 Susan Avenue
California City, CA 93505
760-373-1413

Writers:

David Witteried Gregory Reed
Mark Charus Paul Turner
Rich Paré

Photographers & Artwork:

David Witteried Rich Paré
John Crnkovich Greg Reed
Janice Witteried

Advertising:

David Witteried witteried@ccis.com
760-373-1413

Mailing:

David Witteried witteried@ccis.com

Printing:

Mellor Printing Co. mellor@antele.net
661-824-3105

Proofreading:

Rich and Mary Ann Paré

C O N T E N T S

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Front: A beautiful 1969 Porsche in brown with mustard-yellow racing stripes at the Ventura Auto Fest. Photo by David Witteried.

Back: Getting ready to go on to the California Speedway! Photo by Mark Charus.



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California Inland Region

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

See event flyer in this issue 

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



**California Inland Region
Holiday Party**

Come one, come all to our annual Holiday Party to be held on December 11th at 4 P.M. at the Greenhouse Café. Once again we have the banquet room so we'll have some elbow room to move about enjoy each other's company and conversation.

\$20.00 per person, and we will need your reservations and checks in later than December 1st.

You may RSVP by e-mail, but please mail checks made out to PCA-CAI us.

Rich and Mary Ann Paré (661) 256-3486
3460 Granite Ct.
Rosamond, CA 93560-6814

Board of Directors:



President:
Rich Paré



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John Crnkovich



Past-President:
David Witteried

President—Rich Paré
3460 Granite Court
Rosamond, CA 93560
661.256.3486
rmapare@yahoo.com

**Vice President—
John Crnkovich**
3306 Sundance Avenue
Rosamond, CA 93560
661.256.1578
jcrnk@direcway.com

**Past President—
David Witteried**
9900 Susan Avenue
California City, CA 93505
760.373.1413
witteried@ccis.com



Secretary—Mark Charus
3109 Coyote Road
Palmdale, CA 93550
661.274.2744
mcharus1@excite.com

Treasurer—Mary Ann Paré
3460 Granite Court
Rosamond, CA 93560
661.256.3486
rmapare@yahoo.com



Secretary:
Mark Charus



Treasurer:
Mary Ann Paré

Committees:

**Newsletter/
Webmaster**
David Witteried
760.373.1413
witteried@ccis.com



Autocross
Rich Bessette
661.944.1024
richs914@directway.com



Membership
Gregory Reed
661.256.6144
gtreed@2si.us



Events
Paul Turner
661.823.9753
pturner20@hotmail.com



Air & Water

By Rich Paré— President
Photos by David Witteried



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 Porsches 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 0.000000000000001 of a point! The cars that trophied in our classes were indeed very exquisite examples of late 911 and water-cooled front engined vehicles. Yes, I spent a few bucks. I guess anything under \$1000 is considered "just" a few bucks, right David? I bought several items from some vendors 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.



Rich Paré preparing his 944 for the People's choice award concours.

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 digits, 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 Porsches, 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. 🚗



Pat



PORSCHE

Club Officer Elections
Your Votes Are Appreciated

Mark your enclosed ballot and please return before the Board meeting on November 16th.

From the Editor's Bench

By David Witteried — Winding Roads Editor

Photos by David Witteried



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.



David Witteried's 911 Targa being inspected by a Concours Judge.

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

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German Car Specialists

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 to the third gear as I entered the sweeper. Feathering the throttle while

(Continued on page 8)



Banquet attendees bidding in the silent auction.

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 Peo-



A police pursuit Porsche.

ple'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



Remains of classic Porsches after their transporter became stuck on nearby railroad tracks which was struck by a train at 5 mph.

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 be-



Rich Paré talking about his 944 with two admirers.

tween 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



Marvin Snodgrass' beautiful black 996 which was entered in the People's Choice Concours.

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 concourse or the swap meet. We later heard that a car transporter got stuck on

(Continued on page 8)



The memorabilia swap meet where you could buy books and hard to get parts.

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 Frwy. 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.
- Routing:** An Urban Challenge running kind of loopy-southward through Orange County. Estimated duration = 5 hours. Challenging for the experts, interesting for novices and thoughtful for all. Finish: central Irvine.
- 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 Olancho 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.



Mary and Crawford Cronkhite. Photo by David Witteried.

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 be 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 rmapare@yahoo.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



Lynn and Joni Barnes watch a slide show of last years events at the 2003 Holiday Party. Photo by David Witteried.

email, but please mail checks made out to PCA-CAI to:

Rich and Mary Ann Paré
3460 Granite Ct.
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Lancaster, CA 93334
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661-714-6686 cell
ptglessner@aercon.com
<http://www.aercon.com>
<http://www.aercon.com/ptglessner/>

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



Oil line fittings where they enter the camshaft housing. Photo by David Witteried.

Regions Winblown Witness. In the March 2002 Steve Grosekemper tells all. The part that was changed was not the Banjo Bolt, but the adaptor 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

The real answer comes from the Porsche Club of America's San Diego Regions Winblown Witness.

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)



Zone 8 Awards Banquet

Quails Inn at Lake San Marcos Resort

Saturday, January 15, 2005

Please join us for a special evening to celebrate the achievements of Zone 8 competitors, volunteers and regions. This years banquet will be held at the beautiful Quails Inn at Lake San Marcos Resort. Come early or stay on Sunday to play golf, tennis or relax on the lake in a party boat.



Dinner Entrees
\$40.00 per person

London Broil with burgundy mushroom sauce
Grilled Salmon with orzian-dill hollandaise sauce
Chicken Florentine with provolone cheese topped with creamy herb sauce
accompanied by caesar salad, iced tea, coffee and desert
6pm - No Host Cocktails
7pm - Dinner



<p><u>Region Presidents, Editors, Membership Chair meetings</u></p> <p>Presidents Meeting 11am-3pm</p> <p>Newsletter Seminar 2pm - 4pm</p> <p>Membership Seminar 2pm -4pm</p>	<p><u>AWARDS BANQUET</u></p> <p>Zone 8 Competition Awards Autocross, Concours, Rally, Time Trial Sam Wang Award Enthusiast of the Year Zone 8 Region of year Special Recognition awards</p>
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Send your banquet reservations with your check and dinner choice by 01/07/05
Beverly Giffin-Frohm, 1548 Roma Drive, Vista, Ca 92081-5028

Quails Inn reservations 800-447-6556
Deluxe King \$89, Lakeview King/Queen \$129 per night if booked by 12/14/04
Golf \$50 weekday \$60 weekend regulation course, \$27 Executive course
(ask hotel how to book tee times)
www.quailsinn.com



Janice Witteried times her husband during the practice runs at the Cal. Challenge Autocross.

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 sweeper, 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



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.

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



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

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 to 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

Personalized CAI Beer Mugs
 CAI, Zone, or PCA logo on one side... an engraved image of your Porsche on the other!

\$20 ea.

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Contact David Witteried for more information.
 760-373-1413

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 you 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. 🏎️

Zone 8 Staff

<http://www.pca.org/zone8>

Zone Representative

Beverly Giffin-Frohman
bevfrohm@yahoo.com
760.727.6068

Reporter/Web

Lawrence Loreda
2lloredo@earthlink.net
805.496.7987

Concours

James (JB) Brackenrig
3james@brackenrig.net
714.832.0335

Rally

Revere Jones
zone8rallychair@aol.com
626.791.9433

Time Trial

Paul Young
pdyoung@cox.net
619.449.1768

Autocross

Michael Dolphin
carrera3@msn.com
626.798.2312

Chief Driving Instructor

Vince Knauf
vvvince@aol.com
619.287.4334

Rules Committee

Richard Price
rtp356@thecarriagehouse.net
949.218.3700

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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.

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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).
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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):
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California City, CA 93505
dwitteried@Hotmail.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.

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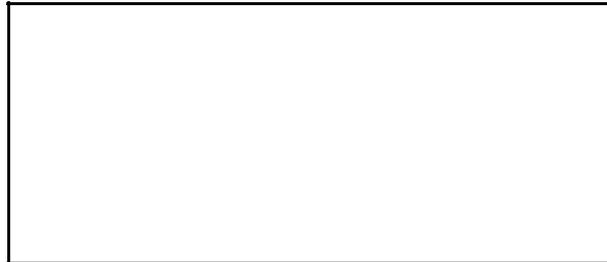
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WINDING ROADS

California Inland Region
David Witteried/Editor
9900 Susan Avenue
California City, CA 93505



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!

