



Winding Roads

Porsche Club of America California Inland Region

January 2005



*New President's Turbo Time
Tour Report—Little Designs
New Member Perspective—Sports Car Itch
Technical—Detailing Your Porsche*



Winding Roads

Volume XX No. 1

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Front: A Chrysler PT Cruiser painted by Little Design is admired by PCA-CAI Members. Photo by David Witteried

Back: Things that go fast! 911S and F-18. Photo by David Witteried

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California Inland Region

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

See event flyer in this issue 

January


8 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster

Zone 8

2 Get National Website Logon ID for Online Porsche Parade Registration

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18 50th Porsche Parade Registration Opens

22-23 SDR Time Trial at Willow Springs  page 3

29 National Board of Directors Meeting, San Diego

February

5 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster

Zone 8

5 L.A. Vintage Literature Meet- L. A. Hilton

6 Dunkel Brothers 356 Swap Meet

March

5 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster

18-20 Death Valley Tour (Double-overnighter), POC John Crnkovich

Zone 8

5-6 AZR Club Race

12 Zone 8 Concours Judge School

18-20 Zone 8 Speed Fest Club Race SDR TT @ Fontana

19 RSR Zone 8 Concours

20 RSR Autocross

April

2 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster

Zone 8

23 SGV Concours

30 SBR Rally

May

7 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster
TBD Solvang Tour

Zone 8

6 SAR Cinco De Mayo Warm Up

7 SAR Cinco De Mayo Concours

8 SAR Cinco De Mayo Autocross

14 SBR Autocross

Board of Directors:



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John Crnkovich



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Turbo Time

By Greg Reed— President
Photos by David Witteried



Happy New Year to all! I hope all our members had a great holiday season and you all got that brand new 997S under your

Christmas tree. I don't know how Santa does it, but he manages to get it down that chimney to some fortunate PCA members every year. Having sat in a new 997S during the Ventura German Autofest, let me tell you, it is a sweet ride indeed! You didn't get one? Oh well, maybe next Christmas – but you better start being nice today (saving your lunch money won't hurt either).

Guess I might need to introduce

position. I've only been a member officially for a little more than two years! Although, I've been a Porsche owner for more than 10 years – that ought to count for something right?

I really want to commend David and Rich for having both been great past Presidents for me to learn from. Every event I've attended has been a great experience because of their leadership. They told me that they would help coach all of us young freshmen with our new responsibilities. I'm counting on you guys! I understand that we've had many Presidents over



Greg Reeds guards red 944 Turbo.

the years. I know David has served several times. It would be a good historical note to mention past presidents since our founding. Hmm, maybe I could dig

into that task some time. Well, I've run long already with my first article, so I'll close with telling you that I really expect to have a wonderful year. We have many fun events set up already. With some great planning and help from the

Golden Empire Region, we're hoping to have our first ever CAI autocross event. Even if you don't run your car,

(Continued on page 8)



Greg Reed with his wife Robyn.

myself to some, as I've been fortunate enough to become your new President. If you haven't met me yet, I'm Greg Reed from Rosamond. I've been a desert rat now for 9 years, courtesy of Boeing and the Air Force. I have had three 944s and all have given me great driving pleasure, once you dump some money into making them road worthy. I just recently sold my champagne 1983 944 and bought my son a black 1988 944 (Alex Hernandez's old vehicle).

By the time you read this, my 1989 guards red 944 Turbo will be out of the mod shop with its new turbocharger! Life is good and only made better by truly enjoying your car, your club, and the friendship of our members. As I think about all the responsibilities I've signed up for, I think -Wow, what big shoes I have to fill. Rich Paré and David Witteried mentioned that they wanted to get some new blood/fresh meat/etc into the board. So with some coaxing, I volunteered to run for the



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-Frohman, 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

From the Editor's Bench

By David Witteried — Editor



Wow! It's hard to believe that the year is already over. It seems just like yesterday that we were getting ready for last year's holiday party.

It's also hard to believe that I put out another 12 issues of the newsletter. If anybody has noticed, I am still looking for someone to solicit advertisers for the newsletter. If you are interested in this job please give me a call. I wouldn't expect it to take more than a few hours a month to do adequately.

I would like to thank everybody who has written articles or provided photographs for the newsletter. It's because of your contributions this newsletter won first-place in the national newsletter contest last year. I want to encourage you to submit an article. It's really not as hard as you may think. Once you get started the words just be-

gin to flow and before you know it you have a page or more of writing. In fact we have an entertaining article supplied this month by Jim Gude a new member who shares his passion for sports cars with us. Thanks Jim!

I believe last year was a banner year for the club as we had almost two events every month, three if you count the board meetings. This was really outstanding and is a great reflection on the efforts of the outgoing board of directors. This year's calendar is still a



Contributing photographers John Crnkovich, Rich Paré, and Greg Reed. Photo by David Witteried.

little sparse and still needs to be fleshed out. If you have an idea for an event please contact our events chairman Paul Turner or any of the other board members.

I would like to thank all of the members of the Board of Directors for

a job well done. I look forward to seeing what our new Board of Directors comes up with as there are several members who have not been on the board before. It should be an interesting year!

Advertisers! Be sure to use the services of our advertisers. And if you do, let them know how you learned of their business. Their advertising dollars help subsidize our newsletter which, given enough dollars, may allow the use of color in some future issue. I recently ordered a set of magnetic racing numbers from our newsletter printer Mellor Printing Company.

I recently had my hopes up that we might have found a site for an autocross at the Antelope Valley Fairgrounds. Unfortunately, while the fair-ground board of directors accepted the idea the price they proposed was very high, \$2500 per day. I spoke with the Zone 8 autocross chairman, Mike Dolphin, and he indicated that it takes about \$3000 to put on an autocross. If anybody knows of a site that would be suitable for an autocross, that we could use for free or a much lower price, please let us know.

See you on the road! 🏁

ZONE 8 TIME TRIAL STREETS OF WILLOW- JAN 22-23



Hotel: Inn of Lancaster
44131 Sierra Hwy, Lancaster
661-948-8771

Requirements:
Drivers must have competed in 6 autocrosses or equivalent in past 12 months
Snell '95 or newer helmet
Proper fire extinguisher mounted in car
5-point Harness for driver & passenger

Contact Jack Miller at 619.286.4419 (h)
or e-mail at tt@pcasdr.org

Entry Fees are \$250/driver
Transponder rentals are \$20

Zone 8 rules apply- see www.pcasdr.org

A "Little Tour"

By Richard Paré
Photos by David Witteid

Friday the 13th came on a Saturday in November of 2004 but it was a beautiful, bright, warm, sunny day as several members of Cal-Inland Region and a few from the Rosamond RodRunners met at the Jethawk Stadium to begin a



The tour group gets together at Jet Hawk Stadium.



The Dragonslayer

"long" tour down Ave I and over the tracks to "Little Designs." Owner Dave Little agreed to show off his business to us and it was an impressive display of artwork. Dave is a painter, no scratch that, he is an artist with a paint gun. For you Harley enthusiasts out there, if you are familiar with the "Dragonslayer," you are familiar with the work of Dave Little. Although specializing in motorcycles, Dave also paints cars and does body work. But he does not do major collision work, thus freeing him to do what he loves most, creating art on sheetmetal.



An example of Dave Little's signature ghost flames on Pete Katuszonek's 67 Camaro.

Pete Katuszonek, President of the Rosamond RodRunners has such a piece of artwork. Once his long term resto-rod was ready for finishing, Dave applied 50th Anniversary Corvette red paint over perfect sheetmetal and topped it off with some exquisite ghost flames. This is a paint job that is about "8 1/2 feet deep" and the flames on the side were so good, the sun reflected them on the concrete next to the car.

During the tour Dave explained his process of preparing a piece for his mastery. Once it is primed and ready, the base coats are applied, then more color coats on top which are clear-coated. Careful masking is applied for the selected design.

More paint, more clear-coat. More masking for the next part of the design, more color, and even more clear-coat. The process goes on and on until the desired effect has been obtained. Then, (and this is where Pete came unglued!) out comes the sandpaper and all this beautiful paint is sanded

perfectly smooth to make sure that any dust particles that MAY have found a home in the wet paint are removed. Then the buffer is placed into service and the finished product is ready for reassembly. This is not a production shop as you can see from the description. Each step is lovingly applied and if it comes out wrong, undone and re-done, thus the clear-coat after each step. By applying clear-coat you don't have to worry about going into the previous color application to correct a mistake.



Dave Little and one of his masterpieces, the Dragon Slayer chopper.



Dave Little conducting a tour of his paint shop. He is explaining how parts are painted to achieve the spectacular results his shop is famous for. Herman Rijkogel and Ken Sarver listen attentively.

After the tour, Dave served us lunch and had some door prizes donated by some of his vendors. For those that attended, it was a great tour. At least three of us talked to Dave afterwards about doing some work on our cars.

Thanks Dave, we appreciated your time and effort. 🙏

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New Member Perspective or How My Sports Car Itch Was Scratched

By Jim Gude

Photos by Jim Gude and M. Higgins



I grew up in Thousand Oaks where the car culture reigned supreme. At 16 I sat at the bottom rung of that culture as my first car was a 1953 Ford, 4-door sedan. It had the very desirable six and a two speed FordOMatic (ha!). My main

memory of it was wallowing through turns with its recaps squealing. Its only virtue was that

Within the sports car culture, it was the doing, not what kind of car you owned, that made you an enthusiast.

it hauled me back and forth to high school thus avoiding the humiliation of riding the bus. In those days I worked nights at McDonald's, saved for college, and lusted for sports cars... Okay, I liked girls too but that's a different subject.

At the supermarket I stood at the magazine rack poring over the Sports Car Graphic and Road and Track magazines; sometimes I even felt rich enough to buy one (the magazine that is). I lusted for Porsches, Ferraris and Cobras, but they were way too expensive. A Spridget or Spitfire would fill the bill and seemed more in my league. Nevertheless, after all of that, when I went off to college in 1968, it wasn't a sports car that I was driving but a 1966 Datsun PL 411 Sedan. My parents sold it to me so cheap that I just couldn't pass it up.



Datsun 411 at an autocross.

The sports car bug still itched so I added a rear sway bar, larger front sway bar, wider wheels, fatter tires, a few engine tweaks, and a loud exhaust

system. So equipped, my little Datsun was a terror and made a decent auto-cross car. The car was fun, but sadly I was barley off the bottom rung in the car culture of that day. In fact most folks thought me a bit odd. In those

days, most people thought that enthusiastically modifying (tuning for you young

folks) a little Japanese car was just plain silly; how times have changed. I also realized that no matter what you drive, do what you enjoy. Within the sports car culture, it was the doing, not what kind of car you owned, that made you an enthusiast.



Volvo P1800.

The itch still wasn't scratched. In 1970 I was seduced by a beautiful red Volvo P1800. Not the greatest sports car, in fact more of a Volvo sports coupe. It was so nice, that is until I rolled it into a ball while driving through the canyons. Lucky to be alive (in fact I was unhurt) I replaced it with a nice little 65 Mustang which had a 289 and 4-speed. The itch still itched. By 1972 a full house engine and much modified suspension made the little Mustang more of (except for its crummy brakes) a road going Trans-Am car than the sweet little Mustang with which I started. I actively auto-crossed the Mustang and enjoyed the local sports car club culture of auto-cross, pizza, and fast drives through dark canyons.

Come 1973 and I was happily in

college, playing with cars and working part time at my brother's garage. His business, which has since grown into Gude Performance (see it at gude.com) was smaller then. At that time we mainly fixed and modified Datsuns. As I was saying, things were going well and then the oil embargo messed things up.



1965 Ford Mustang at Jungle Land slalom.

As a College student, I simply couldn't afford to feed the Mustang; it had to go (I sold it for \$600!). I bought a little 67 Austin Healy Sprite (1275cc) and continued the sports car life in a very frugal manner. The little Spridget sipped gas and was a great little auto-cross car. The car was crude (typical for English roadsters) and it didn't have a working heater or a top for that matter. In fact decent girls wouldn't ride in it twice. With a much constrained social life, I finished college living like a hermit that liked to drive fast. Well, fast on tight curves; the Sprite could barely pass traffic on freeways.



1967 Sprite

I finished college in 1974 and before I even had a job, I went car shopping! I never thought much of Fiats but the X1/9 won me over. It looked good,

(Continued on page 8)

Membership Report

By Neil Masco — Membership



Hello all PCA Inland members!
I guess an introduction is in order, as many of you might not really know who I am.

My name is Neil

Masco, and I have been a PCA member for a little more than a year now, though I have had a 1987 928S4 for about five years now, and Porsche dreams for much longer than that. I was transplanted here from Florida about three years ago to work at Edwards, and boredom has not been a problem since! I do enjoy wrenching on my 928, as well as our other two cars, '87 and '93 Mercedes 300D's. Since my joining the PCA, I have stayed in touch with other PCA members primarily through the monthly breakfasts and a few fun drives. I hope to increase my own participation in the coming year to include some more driving, and meeting more of you.

Since I have taken on the honor of the membership office in our growing PCA region, let me give the monthly report (with a little help from our new Prez, Greg Reed):

Or membership has swelled to a total of 79 thanks to some PCA reorganization and an interest in our humble region from overseas. I wonder if our hard-working editor at large, David Witteried, had an influence on that... thanks David!

Here's the anniversaries for December:

- John and Linda Zbysenski - 7 years,
- Marvin Snodgrass - 2 years,
- Dana Hernandez and Robert Valles - 2 years,

- Gregory and Meg Baltad - 1 year,
 - Ronald and Dianne Davino - 1 year,
 - Alex Hernandez - 1 year,
 - Michael Sherrill - 1 year.
- Apologies to anybody I may have missed.

If anybody hears of a potential

member, please direct them to www.pca.org/cai, or let me know so that I can supply them with some materials that may sway them to join! 🙏



2005 Parade Contest

Killer PCA Garages & PCA Trophy Rooms, Places and Spaces

Are you the proud owner of a killer Porsche garage?
Do you have a Porsche trophy room, place or space?
If so, you'll want to start snapping photos for the very first **Killer PCA Garages and PCA Trophy Rooms, Places and Spaces** photo display. Photos will be judged (a brand new category) at the Hershey Art Show.

Send in your 4 X 6" or 5 X 7" photos (include yourself in photo or separate photo of yourself, if you like) to:

Janet Ledesma
Hershey Photo Display
10216 Hunt Club Lane
Palm Beach Gardens, FL 33418

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The Finer Points of Detailing

By Mark Payne, Mark's Clean Car Service, Pandemonium, OCR



Tony Garcia's daughter, Alessandra, waxing their 911. Photo by David Witteried.

What makes a regular wax job become a full concours detail? It is the extra attention given to all the small items.

This attention to detail is the difference between winning and losing a concours. Even if you're not showing your

car, this is the final step in completing a restoration, or achieving the highest possible standard for your car. The benefits of detailing a streetcar in this manner will help protect and preserve all the areas that normally do not receive enough attention. In the engine compartment, it's easier to spot an oil leak if the compartment is spotless. On the body, you can check for any rust (God forbid!) that may be forming in small inconspicuous places. Just the fact that everything is polished and protected will make you feel better, not to mention that your car will be looking its very best. Here are some ideas to push your detailing over the top.

1. Wash and wax your car. Sounds simple enough, and it can be, IF your car has had the proper treatment over the years. Start by washing your car with a bucket of soapy water and then chamois it off. You also can use a duster and a trigger wash if your car isn't too dirty. Both work well. Next polish or glaze the body panels and all painted surfaces; then apply a coat of wax for protection. Remember to always use clean towels. Now that you have your car properly waxed, you have a good starting point for some real detail work.

2. The rubber around the windows and doors will need some attention. Use rubber dressing sprayed on a towel and work it into all the rubber moldings and seals. Make sure to spend extra time with the windshield molding; this item tends to collect bugs and road grime more than any of the other pieces. Bottom line is to treat all the rubber seals and moldings

including around the windows, door seals, bumper trim, hood and deck lid. Treat only the rubber and not the freshly-waxed paint. A small amount on a towel works best for me. Don't be sloppy; any excess left on the paint will have to be removed.

3. Remove the license plate and the windshield wipers. These are simple things you can do for a more professional job. Some times your wiper arms need painting. This is a great time to do this.

4. Wax the door jams. Spend the extra time to do the bottom of the doors; this should protect them from any rust and/or debris from settling in. The hood and deck lid jams also need waxing; don't forget to wax the underside. When I'm done waxing the outside of the car, I will continue with waxing the jams and the deck lids. This works well because you have the towel in your hand and the wax is handy—it really goes fairly fast.

5. Scrub, clean and protect all interior pieces. Remove all mats and vacuum completely, including the glove box and door pockets. Clean seat sliders, sun visors, pedals, and under the dash. Be careful with the older leather seats as they some times respond poorly to vigorous cleaning.

6. Remove the spare tire and everything else in the trunk. Start by vacuuming the complete trunk, and pay special attention around the battery area. Clean your battery and check the water inside. Clean your spare and check the air pressure. Clean the tool kit and then reinstall everything.

7. To do an awesome job on your tires and rims you need to take them off the car. This does two things, it lets you really clean your wheels inside and out, and it lets you access your fender wells. The combination of doing both of these things makes for an outstanding detail job. Use a good cleaner with a scrub brush and clean your fender wells. Hose them off using a high-pressure hose nozzle. Do the same with the back of your wheels. Finish up by polishing your wheels and dressing the tires. You can also clean up the lug nuts before you install them back on the car. Please use common sense when performing these kinds of tasks.

8. Depending on how dirty your motor is, you will see how you need to clean it. If your motor is real dirty, you may need to go to the "self serve car wash" to clean it. This works very well if you do a few things correctly. Don't get water in places where water shouldn't be (like the points, etc.). Don't get the degreaser on the painted fenders. Wear eye protection and some dirty clothes. With a little luck, your engine should look pretty good within about 10 minutes. A more common approach is to put on some gloves, grab towels and start cleaning. WD-40, kerosene, Simple Green, and some brushes will give you a good start on cleaning up a semi-grimy motor.

9. Helpful hints: Touch up your paint by using a small brush. Do one thing at a time and complete it. Double-check your work in the sunshine. Use a detail brush to remove all wax residue. Polish all bright work. All these extra things add up to make an outstanding finished product. I hope these tips can help you with your detailing.

Good luck and wax on. 🛠️

PCA San Diego Region Time Trial Schedule Announced

PCA San Diego is happy to announce the Time Trial schedule for the 2005 season. Most, if not all, events will be Zone 8 events.

Jan. 22-23 - Streets of Willow

March 18-20 - California Speedway

June 4-5 - Buttonwillow Raceway

July 30-31 - Willow Springs Main Track

Oct. 1-2 - Spring Mountain Motorsports Ranch, Pahrump, NV

We hope you can make it to each event. If you have any questions about any aspect of time trialing, don't hesitate to contact Jack Miller at jmiller@pacificcollege.edu.

Sports Car Itch (Continued from page 5)
handled well, sported four wheel disk brakes, barely reasonable power, and a great heater! It was my first new car and I loved it. I actively campaigned the little Fiat in SCC and FCCA autocrosses. The little car and I did well, often beating the Hondas and early 914s that were our main adversaries. I liked it enough that when I needed a second car in which to car pool, I added a pleasant little 124 sport coupe to my little Fiat collection



Jim's X1/9 with a Lotus at Lone Pine time trial.

Unlike my Sprite, decent girls would indeed ride in the X1/9. No longer living like a hermit I married my lovely Gail in 1982. The 124 was long gone but the little X1/9 was still like new. Needing a car with a back seat, I sadly sold the little Fiat and bought a BMW 2002. The BMW had dual Webers, ported heads, high compression pistons, Tii suspension and, well you get the idea, it went like stink. It scratched the itch but was a homely little thing. From every angle it was a tall box, much like my old Datsun. I wanted to autocross it but the old sports car culture had died. Parking lot autocrosses were gone leaving only SCCA solo events where it seemed most everyone was pretending to be a professional race driver. The days of a local autocross, then pizza and fast drives through dark canyons seemed gone forever.

Biannual smog checks finished the little Bimmer. The car just couldn't be



BMW 2002.

smogged. I sold it (the car is now used for historical racing) and bought an early 1985 944. Boy did this one scratch the itch. The car did everything well and lacked for nothing (except more horsepower of course). I enjoyed it for many years when suddenly (it seemed like overnight) the paint went bad. A cosmetic redo was in order but after pricing a quality paint job and found it cheaper to simply sell my old 944 (I was happy that it went to a good home) and bought a pristine 944S. The 944S did just about everything right and was bright red; I never cared for the metallic gray on my first 944.



Jim's first Porsche, a 1985 944.

The itched still needed a scratch. I now had this nice little 944S but something was still missing; it was the old long lost sports car culture. I missed autocrosses or rallies, followed by pizza and a fast drive. Since then I have discovered the PCA; more accurately, I think Richard Paré hijacked me. There I was minding my own business walking amongst the American iron and hot rods at the Tehachapi car festival. Most of the cars sat so high that I nearly tripped over a nice red 944. Regaining my balance I noticed that it was parked next to a yellow 914. I saw a fellow telling onlookers about the virtues of a 914 and asked him "Do you own the 914?" To which he answered "yes." I then asked "Who owns the 944?" He answered "My wife and I own them both." This guy's got it bad I thought. Richard shamed me into entering my 944S in the show and while we watched the crowd admiring our cars (One loud kid proclaimed the 944s to be Ferraris!) he told me about the PCA. I joined that night and went to the "Tehachapi Moonlight Tour" a week later. I met nice people with nice cars and couldn't believe it; the



944S soon to be seen at an autocross near you?

sports car culture was indeed alive and well at the PCA regional level. I will probably get back into autocrosses and rallies and of course the fast drives through dark canyons.

Itch scratched. 🏎️

Turbo Time (Continued from page 2)

come out and support this event. It will be a great experience. More info to come shortly. Also, if you think of an idea for a future event, please let your Board and Committee Chairs know. One change to note is that our monthly Board meeting will still be held at Zuma's in Rosamond, but the night will change to the third Tuesday at 5:30PM.

We had many new members in 2004 thanks to the efforts of all of you. If you haven't been to an event or even a breakfast meeting, make your January resolution to get active in your club this year. OK, must be time to go because the RPMs are hitting around 3000 and the turbo's kicking in. Buckle your seat belts and hold on, it's going to be an exciting ride! 🏎️

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

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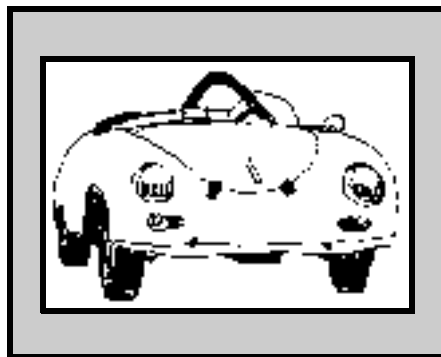
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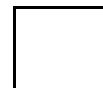
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Our Next Event...

January 8th

**Monthly Breakfast
Meeting at Green-
house Cafe...** Page 1

January 15th

**Zone 8 Awards Ban-
quet...** Page 2

