



October 2005

Winding Roads

Porsche Club of America
California Inland Region

Moonlight Tour Report
911 2.7 Carrera Conversion
49er Days Parade in Lake Hughes
Nominations for Club Officers Open



Winding Roads

Volume XX No. 10

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Front: David Witteried and Marvin Snodgrass' 911s waiting for a moonlight drive latter that evening. Photo by David Witteried.

Back: Porsche tails. Photo by Brian Mayfield.

C O N T E N T S

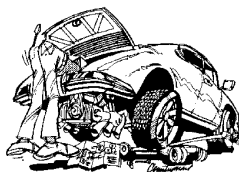
Inside this issue



Moonlight Tour (page 5)



49er Days Parade (page 4)



911 2.7 Carrera Conversion (page 8)

Features

Moonlight Tour	5
49er Days Parade	6
911 2.7 Carrera Conversion	8
For Sale	13

Event Fliers

Claim Jumper Tour, CAI	2
Phoenix Flight, AZR	4
Porsche Timeline Exhibition, RSR	7

Departments

Calendar	1
Board Of Directors	1
Committees.....	1
Turbo Time.....	2
From the Editor's Bench	3
Membership Report	6
Zone 8 Staff.....	13




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California Inland Region





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

See event flyer in this issue  or visit the web site 

October

- 1 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster
- 13 Board Meeting 5:30 @ Zuma's in Rosamond
- 15 Claim Jumper Tour, POC—David Witteried, Witteried@charter.net, 760.373.1413,  pg. 2

Zone 8

- 1 California Challenge Concours and Rally, GER
- 2 California Challenge Autocross, GER
- 1-2 Time Trial, Spring Mountain Day, SDR
- 3 Autocross @ Streets of Willow, GPX
- 29-30 Phoenix Flight, Southern Arizona Region
 - 29 Concours,   pg. 4
 - 30 Autocross,   pg. 4

November

- 5 Breakfast Meeting, 9:30 @ Greenhouse Cafe, Lancaster
- 10 Board Meeting 5:30 @ Zuma's in Rosamond

Zone 8

- 12 President's Meeting
- 13 Rally, Orange Coast Region

December

- 10 Holiday Party

February 2006

- 11 Valentine Party & Progressive Dinner, POC Mary Ann Paré, rmapare@yahoo.com, 661.256.3486.

Club Officer Elections Are Coming!

Interested in volunteering to be more active in the club, please contact Rich Paré at 661.256.3486, rmapare@yahoo.com.



Board of Directors:



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Gregory Reed



Vice President:
John Crnkovich



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Autocross

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richs914@
direcway.com



Turbo Time

By Greg Reed— President



Hello again CAI members!

The weather is certainly cooperating with us now for some pleasurable top off

driving. The moonlight tour was a really nice event that allowed most of us to feel the air in our hair (for the follicly challenged, I apologize). Our



Herman Rijfkogel sells a 50/50 ticket to Neil Masco. Photo by David Witteried

turnout was one of our best with over 20 plus members and guests and 11 cars lined up at Idy's to eat a great dinner—I'm getting stuffed just thinking

about it again. I want to thank Herman Rijfkogel for doing a fine job leading our tour and providing the accommodations at his friend's patio in Tehachapi.



James Mayfield posing in front of Rich Paré's 914. Photo by Brian Mayfield.

Our breakfast meeting this month also had a great turnout with 15 members and 11 cars! Chad Metten showed off his new 996 for the club, I think he must have 5 Porsches now. Brian Mayfield also showed off his new yellow 911. Brian now has two wide-body 911s at his house. Really nice cars guys! Our newest member, Abran Rivera also joined us for breakfast and to talk Porsches of course. We have some great events coming up that I hope you will be able to attend.

The German Autofest in Ventura is an annual favorite. Last year it was Porsche overload for me, as I'd never seen that much eye candy before. I also found a hard to find part for the interior of my car. Don't miss this event if you

too need a part for your favorite vehicle.

Next month we also have the Claim Jumper tour on October 15th. Last years event included a spirited run in the mountains before settling down to a big dinner in Valencia. You have to get the curvy roads out of the way before you eat – certainly not afterward.

I also want to mention the 2005 California Challenge in Bakersfield is coming up at the end of September. This is a Concours, Rally, Autocross, and Banquet event. You're bound to find something to like with all those activities.



New member Abran Rivera talking with Chad Metten. Photo by David Witteried.

Again, we have lots of good driving, good company, and fun events coming up. Don't miss it! See you at our next event. 🏁

Claim Jumper Tour

October 15, 2005

Feel like a fun, spirited drive to Santa Clarita for a Saturday afternoon lunch? We will meet at Bakers Square at 11 o'clock to follow the twisties through Lake Elizabeth to Valencia where we will enjoy a sumptuous (i.e. lots of good food) meal at the Claim Jumper Restaurant located on the Old Road off of Lyons Avenue. We plan to be at the restaurant at 1-1:30 PM. For all of our members who live in the Valencia/Santa Clarita area make it a point to join us! POC is David Witteried, 760.373.1413.

From the Editor's Bench

By David Witteried — Editor



It is hard to believe that the summer has already come and gone. Though it's nice to be able to go outside and not be roasted by the sun!

This is the time of year when it is nice to be able to take the top off the Porsche and explore some of the local roads. In fact, on the 15th of October we will be going for a nice drive to the Claim Jumper Restaurant in Valencia on the Old Road. See the event flyer in this issue. If you live in the Santa Clarita or Valencia area please come down and join us for lunch! Maybe you can even join us for the drive back to Palmdale. We will be following one of the finer back roads in the area for some "spirited" driving.

In August Janice and I drove up to Northern California for the first PCA Escape event. The Escape events were proposed by the Zone Representatives as a fun, noncompetitive, alternative to the Parade. The Escape events will be

held on the opposite coast from the Parade each year. Unfortunately, this means that the next two Escapes will be held on the East Coast! This first event was called the Escape to the Wine Country and was hosted by the Red-



2004 Claim Jumper participants. Photo by David Witteried.

wood Region in Santa Rosa.

There will be an article with lots of pictures of our adventure in next months issue. I would like to welcome our newest newsletter advertiser, Dennis Kotzman.

Dennis is a member of the California Inland Region and works as a mortgage planner at Pacific Funding when he is not playing with his Porsche 911 Turbo. Pacific Funding specializes in residential properties and construction loans for non-commercial projects. Dennis promises

a free consultation for PCA members. So, if you are in the market for a new house or refinancing one you already

(Continued on page 8)

Bad E-mail Addresses

The following e-mail addresses no longer work. If you recognize one of these as your own please go to the PCA web site (www.pca.org), login, click on Member Services, and update your e-mail address.

- cketkp@aol.com
- mqedrexler@aol.com
- lynn2jon@comcast.net
- jiters1986@hotmail.com
- david.lucia@hotmail.com
- thomkuby@verizon.net
- jcrrnk@netzero.net
- oalonso@starband.net
- shortybk1@juno.net

You Can Win the 911 Club Coupe!



In honor of the 50th Anniversary of the Porsche Club of America, Porsche is pleased to announce the 911 Club Coupe, a limited production car made specifically for the PCA. This occasion marks one of the first times Porsche has ever officially named a car in recognition of a group. Only 50 Club Coupes will be produced, each car representing one of the PCA's fifty years in existence.

To honor the PCA's 50th Anniversary, PCNA is going to give away one of the 50 limited 911 Club Coupes to one lucky PCA member! PCA members can enter to win by visiting www.porsche.com/911clubcoupe.

PCA members may also register online for the opportunity to purchase one of the 48 limited edition 911 Club Coupes that will be offered for sale. Sweepstakes information, purchase details, vehicle specifications and full terms and conditions are available at www.porsche.com/911clubcoupe.



From the Vice-President

By John Crnkovich — Vice President
Photos by John Crnkovich



Well, I'm back from vacation during which I toured the back roads of Oregon. September, October, and November are perfect months to take the car out and

drive the back roads of Southern and Central California. Taking a drive up to Lake Tahoe for an overnighter or a long day trip you can exercise your car and see some beautiful countryside. Expect some outrageous gas prices running up the East side of California. During the Labor Day holiday gas was running \$3.79 to \$3.99 a gallon. Sequoia National Park is very beautiful this time of year. The drive from Lodgepole to King's Canyon is quite enjoyable. At Lodgepole you can park at the visitor center and hike to waterfalls or take a somewhat longer hike to mountain lakes. Going towards King's Canyon one can stop at Grant's Grove and hike among the giant trees.

For those who like the ocean, a trip up the coast to San Simeon or Monterey is a delight. There are many Porsche roads to drive from our area. Routes 166, Rt 46, and Rt 58 will take you through the back country. Taking

some of the side roads you will be surprised at the little towns you may find. If you take the Caliente turn off from Rt 58 you're on a scenic drive to Lake Isabella. If you drive a few miles further on the 58 you can take a turn off to the Carrizzo Plain. Here on the plain the San Andreas Fault cuts through California as a very perceptible gash,



especially if viewed from the air.

Further north one can take RT1, probably the most scenic drive in California. It runs up through San Simeon to Big Sur and Monterey. Once in Monterey a quick bite to eat at one of the restaurants at Cannery Row and

you are off to more scenic by-ways at Pebble Beach and Pacific Grove. While in the area you can take in the Monterey Aquarium or swing over to Laguna Seca Raceway. There are many county roads you can take through the mountains that are quite beautiful.

If any of our members have suggestions on tours give me an email. If you know of new routes to take we would love to hear from you. My email address is jjcrnk@direcway.com.



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Phoenix Flight 28

Zone 8 Concours, Autocross and Charity Auction
October 29-30, 2005 * Carefree, Arizona

Benefitting The West Valley Child Crisis Center
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Saturday, October 29, 2005

- Car Show and Zone 8 Concours D'Elegance • 10:00am-3:00pm
at Carefree Town Center
- Awards Party and Charity Auction • 5:30pm-11:00pm
Carefree Resort & Villas • 37220 Mule Train Rd., Carefree • 480.488.5300
Attire: 50's Style or Resort Casual

Sunday, October 30, 2005

- Zone 8 Autocross • 7:30am-4:00pm
Location to be announced

Celebrating 50 Years of the PCA 

Moonlight Tour

By Herman Rijfkgogel
Photos by David Witteried

Sunny skies and blistering heat welcomed the California Inland, Porsche Club of America Members in the early evening of August 20th. As the temperature started to drop, members of our club started gathering in the Mc Donald's parking lot in Rosamond for an evening of dining and relaxation, our Moonlight Tour.



Neil and Lynda Masco in their 928 followed by Herman Rijfkgogel in his Cabriolet.

Five p.m. was fast approaching as I drove to Rosamond to meet members of our club for the drive to Tehachapi. Arriving shortly before our meeting time, I could see that a few of the members had already arrived when I saw a clean red 1987 Targa that I had never seen before. The Targa belonged to Donay and China who had just joined our club and were participating in their first function. I introduced myself and asked to look at their car. A typical Porsche owner, everything was opened



Lots of Porsches parked at Idy's Restaurant.

and conversation started. While looking over their car, other members were still arriving and gathering in the shade to escape the heat. The parking lot was filling with Porsche's, as others drove by, other drivers admired our cars. The time was fast approaching to leave for our first destination, Idy's restaurant in Tehachapi. It appeared that John Crnkovich may have been a no-show for the drive when suddenly all eyes

were fixed on a white Boxster entering the parking lot. Everyone wondered who this could be? The closer the car got we could see that it was John in his newly acquired Boxster. And yes, we all looked over his new Porsche and talked about his car before it was time to leave.

At 5:24 we began our convoy to Tehachapi. John took the lead with his new Boxster as a variety of Porsche's followed, three 944s, one 914, one 928, one 996, and another Boxster and three 911s, for a total of 11 Porsches. We took the back road (90th street west) with some nice straights, curves and hills. In the distant I could see the windmills near Tehachapi approaching quickly. Just before going up the hills,



China Moon and Donay Griffin with Kimberly and John Crnkovich.

there was David Witteried standing on the side of the road with his camera taking pictures so we can enjoy the fine photos of our cars on the road in our



Enjoying the hospitality of our hosts, Louis and Murial Russo. Herman brought his telescope so we could enjoy the night skies.

newsletter and website. On behalf of our club members we extend a special thank you David for sharing these amazing photos. As we arrived at Idy's our group of Porsche's took over the parking lot. What a sight!

The cars and their proud owners were just one part of the terrific evening. Idy's provided us with a vast array of delectable foods to choose from as well as live entertainment. Following dinner we ventured on a moonlight

(Continued on page 7)

Vehicle Aerodynamics Seminars

By Aerodynamicist, Paul T. Glessner, M.S.

for Racers, Racing Enthusiasts and Car Designers

Learn a few things about going faster, safer and with more style: **History of Aero, Atmosphere:** Boyle's Law, Equation of State, density, temperature, perfect gas, viscid fluid, inviscid fluid, **Lift (downforce):** three ways it is defined: Newton, Bernoulli, Circulation, equation of, wings, airfoils, camber, chord, aspect ratio, ground effect, airfoils, camber, stagnation point, span, sweep effects, flaps, types and effects of, vortex lift, gaps, slats, continuity equation, aerodynamic center, pitching moment, center of pressure, pressure coefficient, downwash, Coanda effect, winglets, Kutta condition. **Drag:** parasite and induced, equation of, form, flat plate, CL v CD curves, laminar flow, turbulent flow, separation, Oswald's efficiency factor, power map, aero maps, drag area, excess power, bluff bodies, boundary layer, side winds, sideslip, wheels, flow entrainment, **Wind Tunnels:** open jet, closed jet, test section, model balance, ground plane, coordinate systems, Reynolds number, drag as a f(Re), **Flow Visualization:** smoke, oil, yarn tufts, pressure and temperature sensitive paint, laser velocimeter, virtual 3-D, water tunnel, **Computational Fluid Dynamics:** Navier-Stokes equation, benefits, attributes, vices and performance, plots of output. **Things that work and don't work:** NACA ducts, Gurney flaps, wing positions, splitters, intakes, radiator design, air surface treatments, vortex generators, bleeding, ground effects, aerotubing. **And tons of reference URLs, books and papers.**

"While I am not an engineer or a major technical type, I enjoy the discipline of aerodynamics and was pleased at how Paul was able to explain its intricacies to individuals like me." - Jay Leno, Tonight Show Host.

"The amount of info in one day was 'unexpected.' This in-depth class answered a lot of questions; every racer needs to hear this." - Patrick Sallaway, Senior Instructor - Bondurant School of High Performance Driving.

"Learned far more than I thought before the course. I will definitely apply what I have learned today to my racers." - Warwick Bryan, V.P. of Vintage A.R.A. ?

"Excellent Seminar!" - Bernard Juohli - Chief Mechanic for Jay Leno's collection.

Organize 15+ people and Paul will come to your location. That organizer will only pay \$100 instead of the \$300 per person seminar fee.

ptglessner@aol.comwww.aeroseminars.com(661) 729-5628

Membership Report

By Neil Masco — Membership



OK folks, “Sharktoberfest” is almost here. While it is obvious that this is an October event, the “shark” part of the name might not make sense to most. Well, let me explain. This is the third annual event to celebrate the Porsche 928, so nicknamed by enthusiasts either for the way it eagerly gobbles up highway miles, or (more likely) the way the headlights look like shark eyes when they are in the retracted position. It is a good thing it was not nicknamed for the way the lights look while they are up, because “frog” sounds rather unflattering for a sports car.



Most people are unfamiliar with the 928 for many reasons. This is partially due to the low production numbers, totaling somewhere in the neighborhood of 61,000 units worldwide from the year 1977 through 1995. Also, it was rumored to be the replacement for the popular 911, and this upset many enthusiasts. After all, a proper Porsche has the engine in the back and is air cooled, right? Well, good luck finding a new air-cooled Porsche now. Anyway, the 928 has proven to be a wonderful performer and received accolades from many editors and car enthusiasts. It was a high-tech GT car, not a street-racer, that lived up to its ad “more comfortable than anything as fast, faster than anything as comfortable.” There were several variants, including the S4 model that broke the land speed record for production cars in 1986 at 171+ mph in stock configuration.

I can ramble on about other technical specs that make this car wonderful,

but highlights include aluminum hood, doors, and fenders; an alloy V8 engine with overhead cams; and the Weissach axle (which created a type of 4-wheel steering), and huge brakes. Many owners have customized their cars with features such as stroking the engine to 6.4 liters, and supercharging. So, if this is a car that has caught your interest, or seems like it might, check out Sharktoberfest (www.sharktoberfest.com) in Anaheim, October 21-23.

On to the membership report: 90 members are on the latest official count, with 12 residing overseas.

October Anniversaries include:

- Bernadette Anderson - 2002 Boxster, 3 years
- Mark & Ann Drexler - 2002 911, 4 years
- Eric & Sylvie Lussac - 2002 996 Coupe, 3 years
- Jeff & Ann Moyes - 1963 356, 15 years

Welcome to:

- Jonathan Bergmann & Margaret Minkus - 1999 Boxster
- David & Nicholas Bianchi - 1983 944
- David Castaneda - 2001 boxster
- China Moon & Donay Griffin - 1987 911
- Abran Rivera & Alice - 1987 911



49er Days Parade

By Rich Paré

Photo by Mr. Smith

It was a beautiful day in the neighborhood when Mike Forest and I departed his house about 8 A.M. on July 30th. We met another vehicle at the corner of Elizabeth Lake Rd and Godde Hill Rd and the three of us proceeded into the lovely town of Lake Hughes. We found the registration table and got our number and moved to our designated lineup spot for the parade. There we delved into a small bit of car decoration and prepared ourselves for the task at hand.



Mike Forest and Rich Paré driving in the 49er Days Parade in Lake Hughes.

To call it task is really a misstatement. It was a pleasure. The third vehicle contained the very lovely Miss Rosamond, Sammie Smith, who was to ride on my little yellow 914. The equally lovely Rosamond First Princess, Laura Berrio, was to ride on Mike’s orange 914. Our lineup spot was partly shaded so the towels came out to cover the roll bar until it was

(Continued on page 7)

Holiday Party Volunteers Wanted!

Volunteers needed to help with the Holiday Party - December 10th at the Greenhouse Cafe. This will be in the Banquet Room - any ideas for door prizes, table decorations, etc greatly appreciated. Contact Mary Ann Pare at 661-256-3486 or rma-pare@yahoo.com.

49er Days Parade (Continued from page 6)
time for the start.

The call came to head 'em up and move 'em out. This was getting exciting, the entries in front of us began moving and we began moving only to stop – on a hill! Uphill!! Our clutches were going to get a workout today! We were moving again and things weren't too bad until we stopped again – going uphill! If I remember correctly that was the last uphill stop we had to make. There were a few more brief stops but it was on the flat and level. You will notice in the picture that I am veering to the left at that particular moment, there were horses in front of us, and I'll leave it at that!

The parade route turned out to be quite short. All the entries lined up were longer than the route! No matter, we had a great time and many along the route thanked us for supporting their parade. The "us" of course were the two young ladies trying to maintain their balance. Without them, Mike and I would not have been there. Sammie is a staff member at Zuma's Restaurant in Rosamond where Cal-Inland Region holds the Board Meetings. I drove up to one such meeting in Old Yellar and Sammie was waiting at the door for me and said, "I can see myself sitting on that car" and the rest is history. It was indeed a pleasure and an honor for Mike and I to carry the Rosamond and PCA names in an "out of town" parade. I am looking forward to more such events in the future Sammie! 🏇



Third Annual Riverside Region - PCA
Porsche Timeline Exhibition
Saturday, October 15, 2005, Lake Arrowhead Village, CA

This year the PCA Riverside Region will hold its third annual Porsche Timeline display featuring a sequence of cars which illustrate Porsche's evolution over the years, and cars which have unusual significance in the history of the marque.

We are looking for cars which will contribute to telling the story of Porsche and invite all interested people to participate. Each car will have a data sheet which ties it into the overall scheme and which includes specific historical and other information of interest. During the day, we will have volunteer docents designated by special shirts, who will be available to discuss the cars with spectators and who will also assist in providing security for the exhibition. We are particularly interested in having some of the early Porsches, pre-A, A, B, and C, as well as the more exotic Porsches, (or faithful replicas of them), such as the 550, RSK, 904, 911R, 917, 959 and Carrera GT.

Those who have participated in the past have enjoyed the chance to show their cars to members of the public and to discuss the significance of the cars. It's a great chance to get away for a day, relax in a pleasant location, and show your car. If you're interested in participating, please contact either:

Dave Yerzley
radoodave@att.net
818-845-6373

or
Bruce Herrington
bherrington@telis.org
760-363-0041

Or mail form to: Porsche Timeline, 2621 Woodstock Lane, Burbank, CA 91504

Name: _____
Address: _____
City: _____ State and Zip: _____
Phone: _____ e-mail address: _____
Porsche (model and year): _____ Body style: _____
Engine type: _____ Color: _____
Condition of car: _____
Any unusual history or special points of interest:

Moonlight Tour (Continued from page 5)

drive to our final destination in Bear Valley Springs. We were greeted by Mr. & Mrs. Russo who graciously opened their home to our club. Under the stars we had a 50/50 drawing and raffle for door prizes as we enjoyed

more food and drink. The evening was great, as usual great conversation and great people.

This was a night to remember. Many thanks to all members who joined us and made this a memorable evening for all. 🏇

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911 2.7 CARRERA CONVERSION, A Technical Question Answered

By Bruce Anderson

I am building a 1977 2.7 911S engine up to 1973 Carrera RS specifications. I have a set of cams and the mechanical fuel injection from a 1970 911S engine.

My questions mostly concern adapting the mechanical fuel injection to the bigger motor which has the Carrera RS pistons and cylinders. Must I have the space cam in the pump changed? Do the 35mm ports need to be opened up to 36mm?

If I am having the mechanical fuel injection stack rebuilt, should the bore be opened up more, along with intake port, to say 38-40 mm for better power?

Should the valve train be reset to RS specs and timing? Will there be any clearance problems if the deck is milled one millimeter? Will the 1970 911S distributor work or do I need a 1973 911 RS model? I plan to run headers and a sport muffler; do I need to plan anything to allow for this? The car will be mostly used at PCA track events and an occasional autocross.

Bruce Anderson: Yes, you will have to change the space cam in your injection pump to the one used in the 2.7 RS spec engine. I recommend that you contact Pacific Fuel Injection (1323 Rollins Rd., Burlingame, CA 94010, 415/342-5536) and have them do the work for you.

Unless you are performing the work yourself, I think I might be tempted to leave the ports at their present 35mm size. You will not see that much gain from 35 to 36mm and it will probably cost quite a bit to have someone modify your ports.

The mechanical fuel injection manifolds should match your engine's ports in size. You do not want the manifolds to have a larger bore than the ports in cylinder heads. This advice

may contradict my advice in the previous paragraph, but you may have to increase the port a little to match the size of your intake manifolds.

The valve springs should be set to the spec recommended for the Carrera 2.7 engine, which is 35.5+/- 0.3 mm for the intake valves and

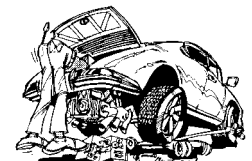
34.5+/-0.3 mm for the exhaust valves. The same is true of the camshafts at 5.00-5.40mm intake valve lift at Overlap TC with 0.1 mm valve clearance. These are the same specs used for the 911S engines.

If you put everything together stock there should be no clearance problems in this engine because this is standard configuration. It is always a good idea, however, to check clearances. If you do modify deck clearance, you will probably have to deepen the valve pockets and you may have to make an angle cut on the piston to more nearly match the piston to the head shape. You will also be at the extreme of the tensioner's reach and may have a problem when you put miles on the engine and the chains wear.

The advance curve of your 1970 911S distributor would be fine, but unfortunately Porsche changed the hole size in the crankcase to a larger diameter for the 2.7 crankcases. The best solution would be to purchase a distributor for the 2.7 Carrera RS engine.

You say you plan to run headers and a sport muffler. What headers? You should have no problems with this combination; if you change your exhaust system, you will probably have to adjust the pump mixture. For instance, if you take off the sport muffler for track events and replace it with megaphones, you will need to richen up the mixture.

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From the Editor (Continued from page 3)

own, give Dennis a call!

My household has finally upgraded from dial-up access and joined the broadband age of the Internet! Of course this means that my e-mail address has changed. Being the good member that I am, I logged on to the PCA web site, click on the Member Services button, and updated my e-mail address. We have several members whose e-mail address information is out of date! This means that you're not getting e-mail notification of upcoming events and changes to the club web site. The list of the bad e-mail addresses is contained in the sidebar on page 3. If you see your old e-mail address please update your information.

Election time for our club officers is coming up. The club is always on the lookout for new and fresh ideas as well as new and fresh club officers! I would like you to consider contributing some of your time to the club. Rich Paré our past president will be contacting the membership to solicit volunteers. If you would like to participate more actively in your club either as an officer or a member of a committee please contact Rich Paré at 661.256.3486. Remember, it's not the cars it's the people!

See you on the road! 🏁

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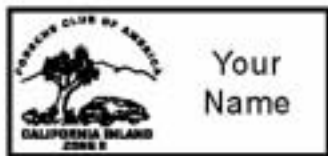
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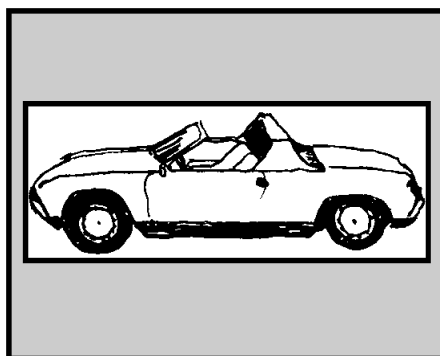
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1986 944 Turbo race car, well prepared, fast and reliable, very good condition, and ready to race, please email uscanvas@sbcglobal.net for additional photos and include fax# for spec. sheet. Don Sweitzer 713-270-6153.



1998 Ford Ranger XLT, 4L V6. Excellent condition. Serviced with Mobil 1 since new. New shocks and tires, extra tire and wheel, SnugTop bed cover, sliding rear window, CD, electric windows/mirrors, limited slip, towing pkg with hitch. Needed bigger truck for towing. \$6,999, David Witteried, 760.373.1413 or witteried@ccis.com. Cal. City, CA.

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.





WINDING ROADS

California Inland Region
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Our Next Event...

October 1st

Breakfast Meeting

9:30 a.m. at the Greenhouse Café in Lancaster.

October 15th

Claim Jumper Tour & Lunch

Feel like a fun, spirited drive to Santa Clarita for a Saturday afternoon lunch?

For more details see page 2.

