



November 2005

Winding Roads

*Porsche Club of America
California Inland Region*



*Holiday Party 2005
PCA Escape to the Wine Country
Martin's Tech Ramblings, Motor Oil
Ventura German AutoFest Tour Report*



Winding Roads

Volume XX No. 11

Editor:

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

Writers:

David Witteried Gregory Reed
Mark Charus Mike Forest
Rich Paré Marvin Snodgrass

Photographers & Artwork:

David Witteried Rich Paré
John Crnkovich Greg Reed
Janice Witteried Rich Bessette

Advertising:

David Witteried witteried@charter.net
760-373-1413

Mailing:

David Witteried witteried@charter.net

Printing:

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

Proofreading:

Rich and Mary Ann Paré

On the Cover:

Front: A rare Porsche Spider at the Ventura German AutoFest People's Choice Concours. Photo by David Witteried.

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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 

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  page 7

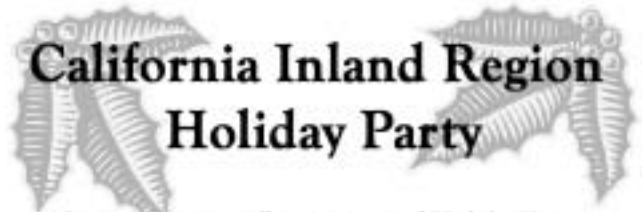
December

- 10 Holiday Party  page 1

February 2006

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

More Events to come! If you have any ideas or suggestions please contact Mary Ann Paré at 661.256.3486 or rmapare@yahoo.net.



Come one, come all to our annual Holiday Party to be held on December 10th 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 not later than December 1st.

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

Rich and Mary Ann Paré 661.256.3486
3460 Granite Ct.
Rosamond, CA 93560-6814

Board of Directors:



President:
Gregory Reed



Vice President:
John Crnkovich



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Rich Paré

President—Gregory Reed

2248 Greenhill Street
Rosamond, CA 93560
661.256.6144
gtreed@2si.com

Vice President— John Crnkovich

3306 Sundance Avenue
Rosamond, CA 93560
661.256.1578
jcrnk@direcway.com

Past President—Rich Paré

3460 Granite Court
Rosamond, CA 93560
661.256.3486
rmapare@yahoo.com



Secretary—Tim O'Hearn

3301 Garnet Ave.
Rosamond, CA 93560
661.256.3176
t.ohearn@sbcglobal.net

Treasurer—Herman Rijfkogel

3331 Poplar Street
Rosamond, CA 93560
661.276.7506
herman_rijfkogel@yahoo.com



Secretary:
Tim O'Hearn



Treasurer:
Herman
Rijfkogel

Committees:

Newsletter/ Webmaster

David Witteried
760.373.1413
witteried@charter.net



Events

Mary Ann Paré
661.256.3486
rmapare@yahoo.com



Membership

Neil Masco
661.256.0173
neil@masco.cc



Autocross

Rich Bessette
661.810.8443
richs914@
direcway.com



Turbo Time

By Greg Reed— President
Photos by Brian Mayfield



Hello again CAI members! By the time you read this, we will have driven up through Lake Elizabeth and eaten at Claim Jumper for one of our favorite annual events. Make sure you save enough room for that big chocolate cake they serve for dessert. I'm thinking we need an annual fun run – with sneakers not tires, to keep off the extra pounds! Our club is certainly good at finding eating establishments. We continue to have great turnouts for our Breakfast Meetings. Last month we had 15 members and 11 cars, this month we had 20 members and 14 cars! There were also events going at the California Challenge during the first Saturday of the month, so we could have had an even bigger Breakfast turnout.

I won't spoil the results of the annual Golden Empire Region event, but we did very well as a Region and the event was a lot of fun for all participants. I want to remind you that your Board is making plans for the Holiday Party in December. If

you'd like to help out, please contact Mary Ann Paré for information. In the spirit of Thanksgiving and looking back on my first year as President, I think we all have many things to be thankful for. As a club, we've added 12 new members since this time last year. That's about a 15% growth rate, which is outstanding. The Zone now has over 6500 members, up 370 members from last year. Percentage wise, Cal Inland is the second fastest growing Region in Zone 8! This is something we can all be proud of, so pat yourselves on the back.

I want to thank everyone who has introduced the club to a friend or acquaint-



Members showing off their pride and joy to each other at the October breakfast meeting.

ance and encourage all to get active in your club activities. As we grow, it's getting harder

to remember everyone's name. So if I forget your name, I apologize. Unlike Rich Pare', I don't have a photographic memory; but, Dave Witteried will be



Your
Name

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happy to sell you a club nametag to help avoid any embarrassment.

Many thanks go out to my Board

Members and Chairs for all their hard work this year. Thanks to all for a great year so far and thank you for allowing me to be your President during this exciting year! Greg.



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.

From the Editor's Bench

By David Witteried — Editor



It is hard to believe that the end of the year is approaching so rapidly. Mary Ann Paré is looking for volunteers to join her on the Holiday Party

committee to plan this year's gala event. If you would like to help out please contact her at 661.256.3486.

I would like to also welcome our newest advertiser Smart Top who manufacture a handy device that allows you to raise and lower your convertible top while the car is moving. I would also like to remind our membership that when you use one of our advertisers services let them know where you saw their ad. Speaking of advertising, I am still looking for someone to take over the job of securing and maintaining our advertisers.

With this issue of the newsletter I am adding four more pages. In this month's issue I have enclosed a short story on the Escape to the Wine Coun-

try PCA event that my wife and I attended in October. With the extra space afforded by the extra pages I should be able to fit longer technical articles that I believe you will find interesting. Enjoy!

Club officer elections. We are looking for a few good members! There are two positions open for which we do not have candidates at this time. These are Vice President and Secretary. You should hear from Rich Paré sometime this month seeking volunteers for these two positions. The Vice President in addition to standing in for the President when he is unavailable, chairs the Activities Committee. The Secretary records the minutes from each of the Board meetings and writes a summary of the meeting for each newsletter. Please consider volunteering for one of these positions as this is your club and we can always use new and fresh ideas to improve our activities.

If you are not interested in being an officer, but would like to participate

more actively, consider volunteering as a committee member. I am sure the Vice-President wouldn't mind some help with the events committee. The newsletter could use an advertising person, and if you have an artistic talent you might want to try your hand at designing a newsletter cover. I can tell that some of the other Zone 8 newsletters have that kind of talent behind them. Also, our web site could benefit from a little more attention. I just don't have enough time to attend to it properly.

See you on the road! 🚗



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Holiday Party in December

By Rich and Mary Ann Paré
Photos by David Witteried

Come one; come all to our annual Holiday Party to be held on December 10th 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. Also, if you would like to volunteer to help with ideas for table decorations, wrapping prizes, etc., 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 email, but please mail checks made out to PCA-CAI to:

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Spend time with old and new Porsche friends!



Enjoy a great holiday feast!



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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, all 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.

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The Ventura German AutoFest

By David Witteried

Photos by David Witteried and John Crnkovich

Saturday morning on September 10 found three Porsches waiting in the parking lot at Baker's Square in Palmdale. At the appointed hour we departed for Ventura. This year I decided to take a less direct route to the coast.



David and Janice Witteried, Mike Forest, and John and Kimberly Crnkovich pause on the scenic byway leading to Ventura.

We drove up Palmdale Boulevard to Lake Elizabeth road and eventually rejoined Highway 138 for a short while before turning off onto the Old Post Road which we followed to Frazier Park. We then followed one of my favorite roads, Highway 33 to Ojai and then Ventura. These roads are great! Traffic is always light and the roads are twisty with lots of elevation changes. What more could a Porsche driver desire, these roads are what dreams are made of! Not only were the roads great but the weather was perfect as well.

All too soon we arrived in Ojai and



David Alpert and his daughter shortly after we arrived at the Ventura Fairgrounds.

had to rejoin the civilized world of stop and go lights, and traffic. Shortly we arrived in Ventura and found our way to the fair grounds. We were ushered into the Porsche only parking lot where David Alpert and his daughter pulled in as we were exiting our Porsches. We



At the People's choice Concours where Rich and Mary Ann Paré were displaying their 944. Janice Witteried, Kimberly Crnkovich, Rich Paré, John Crnkovich, and Mike Forest.

then proceeded over to the Peoples Choice concourse area where Rich and Mary Ann Paré and Marvin Snodgrass were displaying their Porsches.



1952 356 Coupe with a split window owned by Dieter Vongehr.

After visiting for a short while I set off on my own to explore the various vendor booths and take pictures of the many fine examples of Dr. Porsche's craft. After enjoying a picnic lunch my wife and I wandered around the grounds revisiting the vendor booths. My wife found a Porsche crest watch that she liked. Unfortunately she put off buying it until later in the day by which time they were sold out. Lesson learned... if you like something buy it right away!



A classic 904 vintage racecar.

When we returned to the concourse area they were just beginning to announce the winners of the Peoples Choice. As each winner was announced the winning Porsche was driven up to the announcer's tent where they were given their trophy. We waited with eager anticipation which was rewarded as Marvin Snodgrass won his class! After each of the owners was given their trophies they performed a parade lap down the main street of the fairgrounds.



Marvin Snodgrass claiming his Peoples Choice award for the Saturday Concours.

Saturday evening the members who were planning to stay that night rendezvoused at the Hungry Hunter restaurant for dinner. We met Mark and Eleanor Charus there, they had spent the day shopping in Ventura. We all enjoyed a great meal and the camaraderie of fellow Porsche owners.



Ten members rendezvoused at the Hungry Hunter restaurant for dinner. From left: Kimberly Crnkovich, Mark and Eleanor Charus, Marvin Snodgrass, David and Janice Witteried, and Mary Ann Paré.

The following morning my wife and I followed the same route that we had taken out to Ventura on our way home. Unfortunately we did not get to see the swap meet and Zone 8 Concours on Sunday though I understand that both were great. 🏠

Concouring Competitively

By Marvin Snodgrass
Photos by David Witteried



Marvin checking out his competition, Linda Cobarrubias and Doc Pryor.

Some people might say that you have to be mentally deranged to think of putting a black car into a concours show, well call me a Shrink, because that is just what I have been doing this summer. After starting out in the spring with a couple of show's where I placed second and third in class, I stated to get the bug and, maybe learned a few things from watching others and talking with the rest of the mental cases that attend concours events.

I found that it takes a lot of time and a real love to see a car that is clean and gets a lot of attention from others (maybe that's it, we just like the attention).

All joking aside, concours events can be a lot of fun. Once you spend the better part of a week cleaning, polishing, probing, dusting, and cutting fingers by putting them places you would



Marvin's obsession! His black 2002 996.

never think a judge would possibly look for dirt or, heaven forbid find some grease. Once you have the car as clean as you think it can ever be you do it all over again, and then comes the day of the event and you arrive there at the crack of dawn and start the cleaning process all over again, right up until you hear those words in the back ground...LIGHT DUSTING ONLY. then you take a deep breath and hope that you got every spot of dust, lint, smudge, or any thing else they might find. Then you wait for the call for Trophy presentation and hope that you did okay. At the German Auto Fest event I managed to get Peoples Choice on Saturday and Best

of Show on Sunday. That was followed up by 2nd place at San Diego, and followed by 1st place and Best of Show at Bakersfield. I believe at last count I have, or I should say the car has received this summer a total of nine trophies. 🏆

Martin's Tech Ramblings — Motor Oil

By Martin Jansen

Editor Nicolas Liakas has asked me to contribute from time to time with "technical" articles for "Der Auspuff: Nick can be very persuasive, and so here goes. Martin's Tech Ramblings will be (mainly) about my thoughts on some miscellaneous technical issues regarding Porsches and Porsche care.

Motor Oils. - Synthetic motor oils, such as Mobil 1, which is the factory fill for your new Porsche, are superior to the old style oils, and will do more to protect your motor - especially at the two most critical times, which are cold startup and extreme heat. My hands-on experience is that synthetic has a greater degree of "clinging-ness" than regular oils, which is particularly useful for those "garage queens: It means that during start up, when the oil pump has not had a chance to pump oil to the bearings, synthetic provides better protection.

(Incidentally, for air-cooled 911 motors, during prolonged storage (lets say more than 2 weeks), often the oil drains completely out of the oil tank into the motor sump. After start-up, the oil must first be pumped back into the oil tank by the scavenge pump before the oil tank can feed the oil pump and create engine oil pressure. This is the reason that under these conditions, there is often a delay of several seconds before you see oil pressure on the pressure gauge. This lack of oil pressure is also a good reason to not race

(Continued on page 10)



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PCA / OCR Zone 8

Sunday, November 20, 2005

- Start Location:** The Block of Orange
(I-5 and State College)
- Start Time:** 9:00 am
- Rally Routing:** Within Orange County
- Finish Location:** TBD in Irvine
- Rally Master:** Tom Gould
- Cost:** \$20 per car pre-registered by
November 10 or \$25 day of.
- Registration:** Forms will be available on the
OCR website (PCAOCR.ORG) on
or before November 1st



This will be an "urban experience" similar to the 2004 event. Fun for the beginners and challenging for the experts.

PCA Escape to the Wine Country

By David Witteried
Photos by David Witteried

On August 25-28 my wife and I drove to Northern California to attend the inaugural PCA event Escape to the Wine Country. The idea behind this event was to provide a noncompetitive PCA event on the opposite coast from the annual Parade. Attendance was limited to the first 200 members to sign up. My wife, Janice, and I sent in our application as soon as we became aware of the event. We also made our reservations at the Flamingo Resort which was the headquarters for the event that same night.



Thursday evening reception at the Flamingo Resort. Janice Witteried talking with other Zone

We got an early start on the road on the 25th so we could cross the San Joaquin Valley before the heat of the day settled in. We succeeded in beating the heat and arrived in the Bay Area early in the afternoon. We were lucky that each time we encountered traffic we were able to change roads and avoid the jams. We arrived in Sonoma early in the afternoon and were able to spend several hours visiting with former California Inland Region members Ken and Karen Sarver at their newly remodeled home. After getting a tour of their beautiful new home and several hours of conversation about what was going on with the club we made a short drive



At the Friday morning meeting point. Each line of Porsches is a separate tour group.



Our tour group pauses at Duncan Mills.

to the Flamingo Resort.

Pulling into the resort grounds we saw Porsches everywhere. We checked into our room and after taking a quick dip in the pool we got dressed for the Thursday evening reception. At the reception we were treated to a sumptuous buffet and had the opportunity to meet other PCA members. Many of the people that we met were from California and surrounding states. However, we also met many members who had driven or flown in from all over the country.



David and Janice Witteried with their yellow 911 Targa.

The following morning we made a short drive to the meeting point for the various tours to the Napa Valley and surrounding areas. Shortly after we had arrived at the parking area and joined the line of Porsches for our tour group, the parking lot filled with almost 200 Porsches of various models and vintages. There was even the famous Yellow Bird Porsche GTR driven by Alios Ruf from Ruf Auto Center

of Germany. Janice and I had signed up for the Bodega Bay tour which was about 94 miles in length. There were also tours to Pope Valley, Napa Valley, Mendocino, and Alexander Valley. For those who did not want to drink and drive while visiting several wineries there was also a bus tour.



Porsches on the road during the Sonoma tour.

After a short driver's meeting we collected our catered lunches and climbed into our Porsches to begin our tours. Our group drove along the Russian River towards the coast and beautiful two lane highways. We soon stopped at a small town where there were several art galleries and various

(Continued on page 9)



Parked at our lunch stop.

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Escape (Continued from page 8)



Vince and Cecelia Knauf, Loma Prieta Region.

shops to visit. We took this opportunity to get to know some of the other PCA members in our group. After our break we continued along the Russian River until we reached the coast where we turn south towards Boofdega Bay. We stopped for a photo opportunity at Goat Beach and a chance to stretch our legs. We continued south along the coast enjoying the scenic views along Highway 1 until we reached another beach where we stopped for lunch.



Another great Northern California road.

After enjoying our lunch we turned inland on some very narrow roads that were perfect for our Porsches. As we ascended the hills we climbed out of the coastal fog into a deep forest. We then stopped and made a short hike to a grove of giant redwood trees that had been saved from the lumber mills by the local residents. After enjoying the



Walking between the giant redwood vats that were used to age wine many years ago. Now they are used to store water.

cool forest we continued on our drive to the Martin Ray Winery for a tour and wine tasting. We then returned to the hotel where we enjoyed the pool and had a relaxing dinner in the resort dining room.



Pat Wadman, Golden Empire Region, getting his 1973 911T Targa cleaned up for the Sunday car show.

On Saturday morning we drove out to the park where the car show was being held. We arrived and placed our Porsche on the grass along with other Porsches of similar vintages. I then grabbed my camera and wandered around the grounds snapping pictures



A small boy and future RUF employee makes vrummm noises with Alios Ruf. This kid knows his cars!

of all of the beautiful Porsches. I especially enjoyed the rainbow hues of the 912s. We spent a very enjoyable afternoon talking with other members, tasting wine, enjoying a barbecue lunch, and generally getting a generous overdose of Porsche fellowship.

Saturday evening there was a reception by the hotel pool followed by a fantastic banquet. At the banquet Alios



David and Janice Witteried's 1976 911S Targa.



Pretty sparkles like light off waves on 911 fenders.

Ruf was the guest speaker. Alios told us about the history of the Ruf company and how his father bought his first Porsche, a wreck which they repaired, enjoyed and sold for a tidy profit. This "accidental" beginning led to a thriving business of repairing and customizing Porsches which continues to this day.

All in all the extended weekend was a lot of fun! Unfortunately, there will not be another Escape event on the West Coast until 2007 as the next two Parades will be on the West Coast. It was great being able to get together with so many other Porsche enthusiasts and not have to worry about getting up early to get the car ready for a competitive event. Needless to say where looking forward to our next opportunity to make another Porsche Escape! 🏠



David and Janice Witteried at the Saturday evening reception.



Membership Report

By Neil Masco — Membership



For those who have wondered about our membership distribution and the cars owned by members, this month's report is a

breakdown of such figures. With our most recent membership count of 88 members, I sorted through the records and got the following figures.

First off are our members' listed locations. The local membership was broken into three areas, being South (from Saugus southward), Mid (from Leona valley to California City), and North (Tehachapi and northward). Other addresses included are Montana, Military (APO), and overseas.

Area	Members	%
North	13	14.77
Mid	35	39.77
South	23	26.14
MT	1	1.14
APO	5	5.68
Overseas	11	12.50
Total	88	

The breakdown of car models was a little more difficult, since there are many variants within some model lines. I chose to follow the model the car was marketed as, rather than the internal designation (at risk of offending purists). This does not take into account the multiple Porsches that many members have - just the ones that I have on record.

Car	#	%
911	45	51.14
Boxster	9	10.23
928	3	3.41
944	11	12.50
356	3	3.41
914	9	10.23
912	4	4.55
Cayenne	1	1.14
968	1	1.14
924	2	2.27

Anniversaries for November include:
 Gregory & Meg Baltad, 1977 911;
 2 years

David & Chungnam Lucia, 1963 356; 27 years
 Marvin Snodgrass, 2002 911; 3 years
 Joel & Megan Terle, 1987 944; 1 year
 John & Linda Zbysenski, 1970 914-6; 8 years

Welcome new members:
 Reynaldo & Julie Garza, 1988 911
 John & Dina Huffman, 2005 911
 Joel Miller, 2005 911S 🚗

Ramblings (Continued from page 6)

the motor during startup.)

But coming back to the subject of oils, extreme heat can be generated in localized engine areas, not only under track conditions on a hot day, but also sitting idling in traffic on a hot day with the air conditioner on (at least for an air-cooled motor). Because it is idling, there is low oil flow and pressure, and low cooling airflow. Not the best of lubricating conditions. Synthetic oils can withstand higher temperatures before degrading, and therefore offer more protection under these difficult conditions.

If you are a do it your selfer, and you cannot find say grade 10-40, you can mix 15-50 and 10-30 in an approximately 1 to 1 ratio and approximate the 10-40 grade.

Of course, the next question is how

often should I change oil? The answer varies. If you lease your car and turn it in after 3 years, just follow the factory schedule. But if you are a Porsche "car nut" and really care about "your baby: and want to keep it for a long time, I would recommend a different schedule.

If you frequently start your car from cold for short "go to the store" trips, 3000-4000 miles between oil and filter changes is about right. The reason is that condensation within the engine, (which happens for each cold start-up) and the combustion products (the small particles which turn the oil black and are too small to be filtered out), degrade the oil's additives (such as anti wear and anti foaming and "detergents: to name just a few), and of course, the black carbon particles do not lubricate - they accelerate wear. This unpleasant stuff needs to be flushed out with a more frequent oil change schedule. Remember: oil (even synthetic oil is very cheap compared to a motor rebuild.

On the other hand if, when you take your Porsche for a drive, you warm it up carefully, (this does not mean idling the motor to "try to warm it up"), and your trip is long enough to have all components of the engine stabilize at normal operating temperature (for me, something like a 20 mile drive), then I would recommend 4000-5000 miles between oil and filter changes. This is because the condensate will have a chance to evaporate out of the motor during this longer trip, and there also should be fewer carbon particulates because of fewer start-ups.

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.

Some people will argue that these shorter oil change schedules are not necessary, and that there are still enough additives in the oil for good lubrication and protection with longer oil change intervals. This may be true, but for me, I just don't want all those possible abrasive carbon particles circulating through my motor. I flush them out of my motors with more frequent oil and filler changes.

As can be seen from above, I am an enthusiastic user of synthetic motor oil. But there are cases where I would not use it. This is mainly because synthetic oils tend to exacerbate oil leaks, and let's face it, older air-cooled Porsche motors which have not been rebuilt, have a propensity toward leaking oil. So if your old girl leaks oil, or uses a lot of oil, don't change to Synthetic. However, the oil change schedule as described above is still valid. Remember, the black carbon particles for the most part will remain behind in the engine. But right after your next engine rebuild, when all of the engine seals have been changed to modern updated seals and with newer seal materials, I would recommend that you protect your engine investment with synthetic oil.

While still on the subject of oils, I would also like to recommend Swepeco 201 as your transaxle/gearbox oil, particularly if your air-cooled Porsche has pre 1987 (pre G50) transaxle. These older Porsches have a Porsche style gear synchromesh system, and the Swepeco oil improves the ease of changing gears. Later Porsches and earlier water-cooled Porsches used a different synchromesh system, which improved the ease (effort of) changing gears over the earlier Porsche system. Swepeco is not synthetic, but is actually designed for heavy-duty truck use. It already has the additive in it to protect your limited slip differential. Lots of racers use Swepeco, as do I. I have found it superior to even the "Gucci" (small boutique brands such as Redline) synthetic transaxle lubricants. By the way, it is blue in color, so if you have drops of

blue oil on your garage floor, you know that you have a transaxle seal leak, not an engine oil leak.

There is no shortage of self-appointed gurus (like me) out there in "gear-head" land, all of which will have rather entrenched opinions on motor oils, which may agree or disagree to varying degrees, to those valuable engine oil philosophies expressed above. One of my friends for example, feels oils are adequate so long as they are fluids. Another will spend all day extolling the virtues of his favorite flavor of "Gucci" (boutique) brand synthetic oil.

On the subject of frequency of oil changes, I strongly suspect that if there were to be a guru convention which included a poll on the subject (even disregarding the hanging chads), the Red Gurus would prevail over us more scholarly Blue Gurus, and after the inauguration (and lavish party funded by your friendly Oil Companies), you would be changing your oil

even more frequently than recommended above. Also, being that synthetic oil is generally synthesized from natural gas, maybe adding a few energy stocks to your portfolio might not be a bad idea. At any rate, it would be a good idea to support construction of the proposed LNG import terminal 14 miles offshore Oxnard. It is safe, clean energy, and eventually, for a USA with depleting oil and gas reserves, quite an attractive alternative to future Californians "freezing in the dark," and even more importantly, not being able to keep the motor oil in our Porsches pristine.

"It's the Best" brand or type of motor oil is one of those subjects where it is difficult to prove that you are right, or that the other guru is wrong. Sort of like politics, or even religion. But unlike arguing politics or evangelizing religion, it is always fun try-ing to persuade my "fellow guru on the

other side of the isle" that your favorite oil is better than his. And so, a challenge to all the other motor oil gurus out there: please e-mail your rebuttals and arguments on the above to me, and we will publish them at some future date. Make your reply good, at the very least, for its entertainment value.

Happy (Spirited) Motoring, Martin
martin.jansen@worldnet.att.net. 🏠

For Sale...

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@charter.net. Cal. City, CA.

944 sway bars. Front 25.5 tubular and rear 18 mm with fittings. Most 944s came with a small 21 or 21.5 mm front sway bar and either lacked a rear sway

(Continued on page 13)





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z8post@yahoo.com
805.496.7987

Concours

Ziggy Szielenski
ziggy928@hotmail.com
760.433.3699

Rally

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zone8rallychair@aol.com
626.791.9433

Time Trial

Paul Young
pdyoung@cox.net
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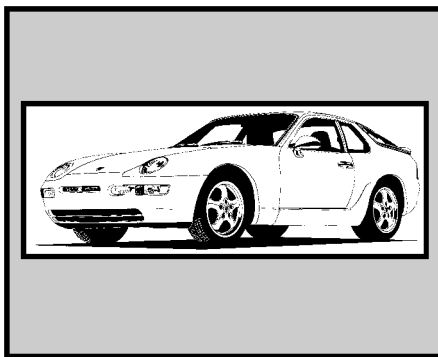
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For Sale (Continued from page 12)

bar or had an optional 14 mm rear sway bar. This is a chance to upgrade a regular 944 or 924 to a 25.5 mm tubular front sway bar and an 18 mm rear bar (as found on late 944 Turbos and optional on other 944s). \$250 or trade for set of stock 16" wheels, Jim, 661.821.3805

Self adhesive wood veneer for dashboard (never used) fits early 944 or 924. \$50, Jim, 661.821.3805.

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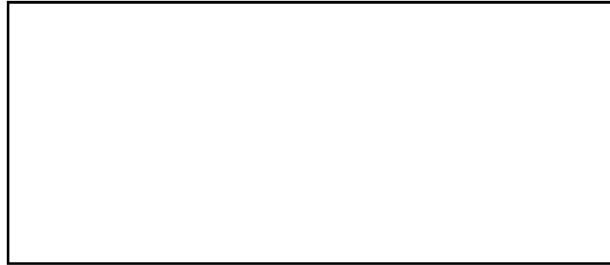
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Our Next Event...

November 5th Breakfast Meeting

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

November 10th Board Meeting

Monthly Board Meeting at
Zuma's Restaurant in Rosamond.
Nominations for next years officers will be
finalized. If you are interested in volun-
teering please come! 5:30 p.m.

Club Officer Elections Are Coming!

Interested in volunteering to be more ac-
tive in the club,
please contact

Rich Paré at
661.256.3486,
rmapare@yahoo.com.

