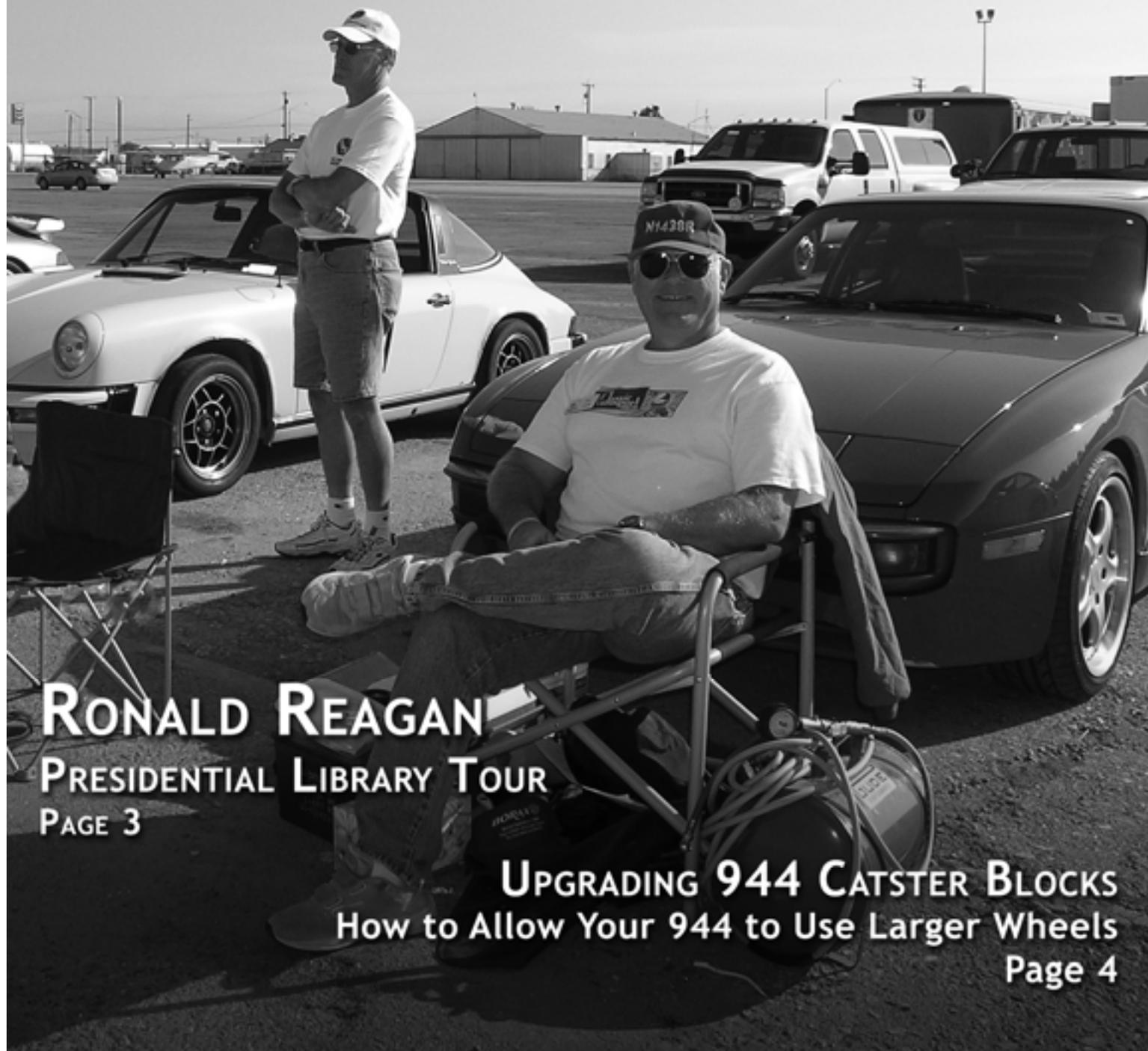




# Winding Roads

July 2006

Porsche Club of America  
California Inland Region



**RONALD REAGAN**  
**PRESIDENTIAL LIBRARY TOUR**  
PAGE 3

**UPGRADING 944 CASTER BLOCKS**  
How to Allow Your 944 to Use Larger Wheels  
Page 4



# Winding Roads

Volume XXI No. 7

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## C O N T E N T S

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**On the Cover:**

Front: Jim Gude relaxes at the 2005 California Challenge autocross while Marvin Snodgrass watches the racing action on the track. Jim's 944S is parked behind him.



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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 

## July

- 1 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 1 CAI After Breakfast Drive to the Old Ridge Route
- 8 CAI Cars, The Movie; 9:00 a.m. @ Cinemark 22 in Lancaster.
- 9 356 Club Concours
- 11 CAI Board Meeting @ 5:30 Zuma's
- 14-15 Z8 Hearst Castle Tour, OCR
- 15 Z8 Autocross, SDR
- 16 Z8 Concours, CCCR   Page 8

## September

- 2 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 9-10 CAI Ventura Show Tour, POC David Witteried
- 10 Z8 Concours at the Ventura Show, SBR
- 12 CAI Board Meeting @ 5:30 Zuma's
- 16-17 Drivers Education at A/S, SAR
- 16-17 Drivers Education at Spring Mountain, LVR
- 17 Z8 Rally, SGV
- 23 Z8 Concours, SDR
- 30 Z8 Time Trial at spring Mountain, SDR

## August

- 4-5 Z8 Rally to the Parade  Page 7
- 5 CAI Moonlight Tour   Back Cover
- 5 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 8 CAI Board Meeting @ 5:30 Zuma's
- 6-11 PCA Porsche Parade
- 12-13 Monterey Pre-Historics
- 18-20 Monterey Historics
- 20 CAI Tehachapi Car Show, Rich Paré, 661.256.3486, [rmapare@yahoo.com](mailto:rmapare@yahoo.com). 



If you have any ideas or suggestions contact Mary Ann Paré at 661.256.3486 or [rmapare@yahoo.net](mailto:rmapare@yahoo.net).

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Vice President:  
Abran Rivera



Past President:  
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# From the Editor's Bench

By David Witteried — Editor



Between Porsche Club activities, business trips, and family trips; it seems like I have been out of town most of the month! Because of

all of these commitments you may be receiving this newsletter a little late. Unfortunately, June and July are shaping up to be much the same so the August newsletter will probably be late as well.

My wife and I just returned from a trip to her hometown of Glace Bay, Nova Scotia, Canada. This is a small fishing and coal mining town on the northeastern tip of Cape Breton Island, which is about as far north and east as you can go without getting on a boat. In a movie that featured the town (*The Bay Boy*) the opening scene describes the location as “the little town at the end of the world.” According to Expedia.com’s map this is 3,788 miles (that’s 4 time zones east) from our home here in the Antelope Valley... needless to say we didn’t drive! We did



Map showing California City to Glace Bay, Nova Scotia, Canada. From Expedia.com maps.

make the trip many years ago when we lived in the Salt Lake City area. This was when premium gasoline was one dollar per gallon in the late 80’s. We took our Porsche and spent about five days on the road. The trip was a lot of fun and I would love to do it again while spending a little more time in upstate New York and Maine which were both beautiful areas. Driving a Porsche up there makes you an instant celebrity as Porsches are so rare there. Every time we would park the Porsche a crowd of kids would gather around it. In fact we caused a traffic jam on my mother-in-law’s street the first morning we were parked there after word had

gotten out that a “real” Porsche was parked at Marge’s house! As before, one of the high points of the trip was having a lobster dinner. Now this is not a namby-pamby restaurant dinner with a dinky rock lobster... this was a toss them (the lobsters fresh off the boat) into a pot of boiling sea water we collected at the nearby beach, sit down in your grubbies, grab a hammer, and eat 2-lb lobsters until you couldn’t eat any more dinner! I think the final count was me eating four lobsters and Janice eating three plus the parts I don’t like. Yummy! We had a great time needless to say.

As Greg Reed mentions in his column, we are seeking members who would be interested in becoming more active in the club by filling some of our board positions next year. Three of our board members have reached their 2 year term limits, and Rich and Mary Ann Paré have stated that they want to retire from the board which they have served on for the last 10 years. If you are curious what the various positions

*(Continued on page 8)*

## Turbo Time

By Greg Reed— President



We had a good turnout at our Breakfast Meeting this month and plans are under way for the Agua Dulce Winery tour on June 17th,

our after Breakfast July mystery tour (I hear a song from somewhere), and our moonlight tour on Aug 5th (Claude, you can run point for us again). You don’t want to miss those events folks, so mark your calendars! We currently have an opening on the Board to replace our VP Jonathan Bergmann. His busy work schedule hasn’t been kind to his Porsche love interests. If you’re interested as a walk-on candidate or would just like more info, please email me (gtreed@antelecom.net). On the note of replacements, some on our Board (me included) will end our two

year term limits this December. Our club is made up of dedicated volunteers. We just need more! You’ll hear me beat this drum more, later in the year. On another subject, isn’t it wonderful when your P-car is running great? I keep getting questions on the status of my cars. So to bore you with the latest, my ‘89 turbo has been completely reverted back to stock, save the turbocharger and the waste gate, and it now is running worse than 6 months ago! It’s still over the hill, with the shade tree mechanic. The green ‘83 944 is having starting problems. Neil has been hinting it’s one or both of the speed sensors. I hope to have it running soon. Once the ‘83 is starting dependably, the ‘88 will go to get the power steering pump bracket welded back to the block (that’s what can happen when

you hit a loose Pit Bull in Lancaster at 40 mph). The ‘88 is drivable after repairing the cut lower radiator hose (when the bracket gave way) and removing the power steering pump. The goal will be to give the ‘83 to my son and sell the ‘88 when both are running well. I dream of driving my Turbo for some of our events coming up. Somehow, the Taurus just doesn’t have the same appeal. I remember teasing John Crnkovich about his forever 911 project. He took action and went out and bought a Boxster. He is even keeping his 911 parts in-a-box project. I may get fed up and go buy something too. Ah, the new 997TT, the stuff dreams are made of. Sorry for the ribbing John, I now know the feeling! Well, until next time - keep the turbo spooling. 🚗

# Reagan: There Was No Substitute

## A Tour to the Ronald Reagan Presidential Library

By Cheri Jensen-Peltola

Photos by Cheri Jensen-Peltola

The fog was just starting to diminish as some members of the California Inland Region's Porsche Club took a few turns toward the building atop a Simi Valley mountaintop. The flowers and the green, manicured landscaping peeked through a mystical scene. The Ronald Reagan Presidential Library and Museum looked regal as it looked down at its subjects filling up the parking lot on a pleasant Saturday morning.

Porsche owners know there is no substitute for what it feels like to put your hands on the steering wheel of this fine machine. Aficionados claim that you can buy a Porsche off the car lot in the morning and hit the racetrack that afternoon without tweaking the vehicle at all...it is that smooth and well-tuned.

Aficionados of the 40th president claim Ronald Wilson Reagan's eight years as head of the free world was well-tuned as well. As visitors tour the library and its various rooms depicting this former ditch-digger, movie star, California Governor, rancher and past President of the United States - you sense the vast amount of contributions he has made to his beloved country and to countries and people around the world.

One of the highlights of the museum is the Air Force One pavilion. Reagan and his staff used this "flying

White House" in the sky. Onboard, visitors walking through the aircraft see various cabins with office-type items, paperwork, photos and rooms devoted to traveling journalists, staff and family members. The aircraft was used by seven presidents for 28 years.

while he was in political office. Of note is the Strategic Defense Initiative and how close we all were to nuclear war during that time.

Interesting movie memorabilia from The Gipper's days as a movie star and his life with his wife and former

actress, herself, Nancy, are examples of his charismatic personality. Family life and Dutch's days as California's governor depict a caring man that had a lot to give fellow Americans. The only area of the museum that looked out of place is the room devoted to the United States Calvary and other early military units. Although Reagan served, it

***"When was the last time you bought a car – or there are some other things there – even a good cheese or videocassette recorder and the label read, 'Made in the USSR?'"***

Ronald Reagan

At the Annual Convention

National Association of Counties,

Indianapolis, July 13, 1987

From Ronald Reagan: The Great Communicator

by Frederick J. Ryan, Jr.

Also on display is a Marine One helicopter, a common mode of transportation for chief executives. The presidential motorcade is of note as well. The United States Secret Services protected the specially-built limousine with local police.

A big highlight for those touring the museum was a replica of the White House Oval Office as it was when Reagan was at the helm. The room's décor featured western items and was decorated in southwestern colors.

Another item on the "do not miss" list is a piece of the Berlin Wall leading to scenic views and a version of the White House South Lawn. One bit of trivia is the obvious difference between the western side of the wall and the Communist side. The western side is full of graffiti, not possible in a Communist country.

Representative of Reagan's initiative of "Peace through strength," the library grounds features an F-14 Tomcat.

Other items and areas on display is the Cold War gallery, reminding visitors of the important role President Reagan played to stop the Cold War

seemed like a stretch to use that much museum space instead of the other things in Reagan's life that were noted internationally as a promoter of world peace.

Somber tones are understated. The memorial site does not have an eternal flame, but is classy and understated –

*(Continued on page 8)*



Cheri and Jeff Peltola with their 964.



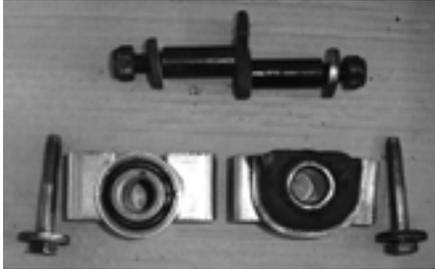
A piece of The Berlin Wall.

# How to Upgrade 944 Caster Blocks to Allow Usage of 17 Inch Wheels on the 944

By Jim Gude  
Photos by Jim Gude

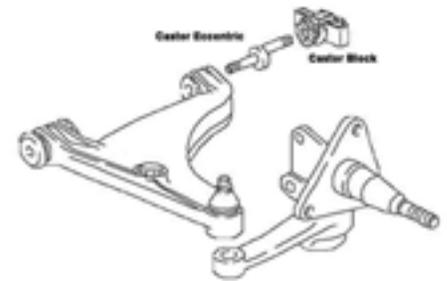
When I bought my 944S one of its features that I liked most, were its very pretty 18 inch wheels. With that said, Porsche does not approve the usage of 18 inch wheels on any car not so originally equipped. The largest wheel diameter approved by Porsche (for the 944) is 17 inches (hence the title of this article) and then, only with certain suspension modifications. In my case, I upgraded the suspension as if it had 17 inch wheels of the same width. Porsche recommends 7.5x17 rims (offset 65mm) with 225/45 tires on the front and 9x17 rims (offset 55mm) with 255/40 tires on the rear). Modification

to the suspension requires replacing the original rear lower control arm (caster) mount with 968 parts. On all but the very earliest 944s, this mount has an eccentric bolt in it that allows adjustment of caster; thus the mount is referred to as a caster block.



968 Caster Block on Left Failed 944 Caster Block on Right Eccentric Bolt Above and Mounting Bolts.

getting it out of the body shop. I was driving to the Lake Arrowhead Time-line (another subject) when I noticed the car wandering. When I joined a group of Porsches driving in a rather spirited manner, I noticed that the car would not hold a line in a curve; instead it seemed to have a mind of its own. A later inspection revealed that the rubber in the caster block had severely failed allowing the A-Arm to wobble with about an inch of movement. This bothered me a great deal as (on the way to Lake Arrowhead) I had been driving very hard with a 1000 plus foot drop on one side of the road.



Control Arm Showing Caster Block and Eccentric Bolt Locations,

Failure to modify the suspension may result in failure of the caster block. The caster block on my 944S failed at the California Challenge Autocross and may have caused or contributed to some fender damage that occurred when a tire touched the fender peeling the lip out. I first noticed the caster block problem on my first drive after



Fender damage.

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- 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 racecars." Warwick Bryan, V.P. of Vintage A.R.A.
- "Excellent Seminar!" - Bernard Juchli - Chief Mechanic for Jay Leno's collection.

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During my research I contacted Elephant Racing which builds after market parts that can be used with the original caster bolts. They are far superior in construction and I think the best (albeit more expensive) way to go. Elephant racing say that their solid blocks should ride nearly as smooth as stock due to the lower friction provided by the monoball bearings. Furthermore, the Elephant Racing monoball bearings are sealed so that they will not deteriorate with exposure to weather. Since I had already purchased the 968 parts, I used them and plan upgrade to the Elephant Racing parts the next time I have the front end apart.



A Work of Art- Elephant Racing's Caster Block.

The 968 eccentric bolts have the same dimensions as the 944 eccentrics but vary in having a serration on one of its faces. The only other possible difference would be a different heat treatment or alloy; but I don't know if that is the case or not. As for the serrations, they possibly may help maintain caster settings. In hindsight, I wish I had saved my money, tried the 944 eccen-



These serrations are the only discernable difference between the 968 and 944 eccentric bolt.

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trics, and watched the caster for results. Since Elephant racing uses the 944 eccentrics, they most likely are plenty strong.

**Parts Required:**

- Two Caster Blocks, part number 951 341 023 01 at about \$72.00 apiece;
- Two 968 Eccentric Bolts, part number, 951 341 431 02 at about \$66.00 apiece;
- Four Nuts, part number 900 910 115 02 at about \$3.00 apiece.

Total cost about \$288.

- Or Elephant Racing's Caster Blocks, currently listed at \$295.00 each.

Total cost \$590.

**Stepwise procedure:**

This is a very easy procedure with raising the car on jacks being the most difficult part.

1. Raise the car and remove the front wheels. Once the car is raised and supported by jack stands (or some other secure means) mark the position of the caster adjustment tabs in relation to the control arm. This gives a decent starting point for when the new parts are installed.
2. Remove the nuts at each end of the eccentric bolt. They are very

*(Continued on page 6)*

**Membership Report**

By Neil Masco — Membership



No new members to welcome this month. Our total count from the last report shows 84, so in the interest of keeping our membership growing in a positive direction I would like to ask our members to help recruit. Anybody can invite that neighbor or co-worker to join and I can provide, to our members or anybody else who contacts me, information on the club as well as free Panoramas. We even have business cards that can be handed out or left as invitations. If you would like any of these materials, feel free to contact me at the email and phone numbers found at our website ([www.pca.org/cai](http://www.pca.org/cai)) or in this newsletter.

July anniversaries include:

- Mark & Eleanor Charus, 8 years, 1992 911;
- Louis & Ruth DeCoy, 9 years, 1979 924;
- Ed & Elaine Friend, 9 years, 1989 928;
- Thomas & Patrice Kuby, 15 years, 1968 912;
- Ron & Michelle Wells, 20 years, 1975 911T. 🇺🇸

*Castor Block (Continued from page 5)*

- tight and will require a breaker bar and a 19 mm socket. Be careful not to damage the brake lines that run close to the passenger side caster block.
3. Using a 17 mm socket, remove the two bolts that hold the caster block in place. The suspension will not drop so long as the for-



*The updated caster mount block at the top and the old-style (superseded) caster mount block at the bottom. Notice the distinct reduction in the amount of rubber in the updated part.*

- ward control arm mounts are left in place.
4. Slide the caster block off the eccentric bolt and then remove the eccentric bolt.
5. Lubricate the caster bolts or clean and lubricate the old caster bolts.
6. Slide the eccentric bolt into the control arm, install the washer, and finger tighten the nut that holds the eccentric bolt into the control arm.
7. Slide the caster block onto the eccentric bolt, install the washer, and finger

tighten the nut that holds the eccentric bolt into the caster block arm.

8. Install the caster block by holding it in place while starting the bolts that attach the caster blocks to the chassis (don't forget the large washers).
9. While holding the eccentric nut (with a 19 mm end wrench) in place aligning it with the marks indicating its relationship to the control arm, tighten the caster block mounting bolts to 34 foot pounds of torque.
10. Continue to hold the eccentric nut in place aligning while tightening the eccentric nuts to 63 foot pounds of torque.
11. Replace the front wheels and lower the car.
12. The final step is to take the car to an alignment shop. Have the front end aligned to the factory specifications except for caster, which should now be 3 deg 15-45' (as specified by Porsche Technical Bulletin #9303).

Tools Needed:

- Torque wrench
- Breaker bar





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- Ratchet
- Short extension
- 19 mm socket
- 17 mm socket
- 19 mm end wrench
- 17 mm end wrench
- Jack
- Jack stands
- Soft lug socket (19 mm)

References:

- Porsche Technical Bulletin #9303,
- Porsche Technical Bulletin #9305,
- Porsche Factory Workshop Manual. 🛠️



Newly Installed 968 Caster Block.

## Secretary's Report

By Janice Witteried — Secretary



California Inland Board Meeting June 13, 2006.

The meeting was called to order at 6:30 p.m..

In attendance: Greg

Reed (President), Mary Ann Paré (Activities Chairperson), Rich Paré (Past President), Herman Rijfkogel (Treasurer), David Witteried (Newsletter Editor) and Janice Witteried (Secretary).

Old Business: Nothing to report on the monies from the Festival of Speed. Greg will be contacting the Zone Rep Beverly Giffin-Frohm.

New Business: Jonathan Bergmann has resigned as Vice President. A new Vice President is needed to take his place for the rest of the year. It is



Burt Misevic, Event Chairman  
617 Valley Vista Drive  
Camarillo, CA 93010  
805.482.7076

**PORSHCE CLUB OF AMERICA  
SANTA BARBARA REGION  
1000 MILE CHARITY TOUR**

**TOUR DETAILS**

The Porsche Club of America, Santa Barbara Region, proudly presents the 1000 Charity Tour to the 2006 Porsche Parade for Zone 8 PCA members. We will leave the Thousand Oaks area on Thursday morning, August 3<sup>rd</sup> at 9:00 a.m., and culminate our tour at the Porsche Parade in Portland, Oregon on Saturday afternoon, August 5<sup>th</sup>. Portland Parade registration is not required, but you must drive a Porsche to enter.

Along the way, participants will enjoy a gimmick tour that includes several stops at grocery stores to purchase canned goods. We'll hit the road against hunger and donate our bounty to the Ventura County and Portland, Oregon Food Banks.

The first day, our tour will take us over back roads to the city of Woodland, where a block of rooms has been reserved at the Best Western Shadow Inn at a discounted rate. A catered bar-b-que dinner will be served that evening with your choice of tri-tip steak, chicken or vegetarian plate and includes unlimited soft drinks and water.

Our second day's journey will take us through the Cascade Mountains to the lovely town of Bend, Oregon. Members of the PCA High Desert Region will meet us and donate can goods for our cause. Rooms have been reserved for our group at the Ameritel Inn Hotel in Bend at a special rate. Dinner that evening will be on your own. A list of restaurants is provided below.

On Saturday, we will drive to Portland and gather at a local park with other PCA members before caravanning to the Red Lion Inn Parade venue. We will be a "Parade of Porsches" arriving at the hotel that afternoon. We anticipate local publicity for this charity event.

This is a sanctioned PCA event and insurance waivers must be signed by all participants. Alcoholic beverages will not be consumed during the driving portions of the tour.

also time for the club to be thinking of new board for 2007. All but the Secretary position needs to be filled.

Treasurer's Report: Was given by Herman Rijfkogel.

Membership Report: See Neil's Report.

Autocross Chairperson: No Report.

Newsletter Report: The cost of the newsletter has gone up again and we have lost one of our big advertisers. Anyone interested in helping the newsletter get some advertisers? Newsletter articles are due ASAP for the August issue. David will be out of town for two weeks.

Events Chairperson: MaryAnn has been working hard to fill in the changes that have been made to the schedule. There will be a mini tour after the breakfast on July 1st. A possible event

on July 8th might be a viewing of "CARS" at the Movies 22 in Lancaster. Guy and Jennifer Williams will host the August 5th Annual Moonlight Tour.

Meeting adjourned at 7:35 p.m..



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7

*Ragan Library (Continued from page 3)*  
 the way Reagan lived his life. His voice over the loudspeaker throughout the museum echoes what a great spokesman he was and how he got his point across convincingly and with a touch of humor when needed. It was comforting to hear his voice again.



Mary Ann and Rich Paré's souvenir photo from Air Force One.

*“Ours was the first revolution in the history of mankind that truly reversed the course of government, and with three little words: ‘We the people’ are the driver, the government is the car. And we decide where it should go, and by what route and how fast. Almost all of the world’s constitutions are documents in which governments tell the people what their privileges are. Our constitution is a document in which “We the people” tell the government what it is allowed to do. ‘We the people’ are free. This belief has been the underlying basis for everything I’ve tried to do these past eight years.”*

*Oval Office*

*Reagan’s Farewell Speech to Americans, January, 1989.* 🇺🇸



Jeff Peltola walking in the footsteps of the 40th president.

*Editor’s Bench (Continued from page 2)*  
 are, and what responsibilities they include, you can visit our web site and review the club bylaws at <http://www.pca.org/cai/bylaws.htm>. None of these positions requires an excessive amount of work or time commitment. The club will benefit from some fresh blood taking up the reins and leading the club to new and fun activities with the cars we love! Please give this matter your serious consideration.

The Tehachapi Car Show is coming up on August 20th. There are at least 4 members from Cal-Inland Region who have entered their Porsches in this event. I also corresponded with the Golden Empire Region, and they may have 4 Porsches in attendance as well! We are planning to place our Por-

sches in the display area in the morning then go to get some breakfast. It sounds like there will be lots of fun activities all day. The event entry form is not in this issue of the newsletter but is available on our web site, the June issue of the Winding Roads had the front of the flyer describing the various activities, and I have posted the complete flyer on our web site. Hope to see you there!

Shirley Bumgarner has volunteered to be the committee chairperson for Cal-Inland’s 20th Anniversary/Holiday Party on Dec 9th. Please contact at [www.warmbloods@hotmail.com](mailto:www.warmbloods@hotmail.com) if you would like to volunteer to assist in putting this very special event together.

See you on the road! 🇺🇸

California Inland Region  
 Local Clubs

## CONCOURS AT THE COAST

July 16, 2006 in San Luis Obispo, CA

Hosted by the San Luis Obispo Club

12:30 PM Registration

1:00 PM Lunch

1:30 PM Show Starts

2:00 PM Auction

3:00 PM Open House

4:00 PM Dinner

5:00 PM Entertainment

6:00 PM Show Ends

7:00 PM Departure

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## Zone 8 Staff

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

### Zone 8 Representative

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760.727.6068  
bevfrohm@yahoo.com

### Autocross Chair

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Paul Young  
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pdyoung@cox.net

### Web Master

Tom Brown  
760.942.2706  
tb911@adelphia.net

### Treasurer

Linda Cobarrubias  
310.453.9602  
MS993@aol.com

## Commercial Ads

Size	Month	Qtr.	Annual
<b>Full-Page</b>	\$85	\$249	\$960
<b>Half Page</b>	\$45	\$129	\$480
<b>Qtr. Page</b>	\$20	\$57	\$204
<b>Bus. Card</b>	\$8	\$21	\$72

Ad includes a banner ad & link from our web site at [www.pca.org/cai](http://www.pca.org/cai).

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

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

Send ads to:  
David Witteried  
9900 Susan Avenue  
California City, CA 93505  
witteried@charter.net



## Classified Ads

No charge to PCA members.

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

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

Ads are automatically included on our region web site.

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

Send ads to (e-mail preferred):  
David Witteried  
9900 Susan Avenue  
California City, CA 93505  
witteried@charter.net



## For Sale...

**914 Parts for sale**, Rich Bessette,  
661.944.1024,  
richs914@direcway.com.

Roll bar	100.00
86 911 front end	<b>Sold!</b>
19mm master cylinder (used)	50.00
Stainless steel brake lines (used)	<b>Sold!</b>
F/G front bumper	125.00
F/G rear bumper	125.00
F/G front hood shell only pins req'd	100.00
F/G rear trunk shell only pins req'd	100.00
Used racing seat	25.00
Fuchs rims 7&8	700.00
Strip 74 roller body	200.00
Kerry hunter headers and stainless Supertrap	300.00
5 lug rear hubs	<b>Sold!</b>
Trailer arm boxes	<b>Sold!</b>
Chassis stiffing plates	50.00
44 Weber/w linkages and intakes	300.00
180lbs rear spring	50.00
MSD ignition box	75.00

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

**1987 Porsche 911 Turbo (930)**, 49,000 original miles, red with tan, concourse condition. One of my Porsches has to go. Sacrifice \$34,700, Marshall Deems, 818.519.7193, Mission Viejo, CA. (Photos on web site)



## **Winding Roads**

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



## **Our Next Event...**

### **July 8<sup>th</sup>**

"CARS" the movie - This animated movie has received great reviews from Autoweek (they devoted almost an entire issue to the movie!) and has a primary character "Sally Carrera" as (you guessed it) a Porsche 996 Carrera! We are planning to attend the 9:30 a.m. showing of this movie at the Cinemark 22 theatre across from Jethawks Stadium. We will meet at the north-west parking lot off of Ave I at 9:00 a.m. and go in together as a group. It is okay to bring your Porsches as there is full time security at the theatre. Maybe we can even all slip him/her a buck apiece to pay special attention to our cars.

### **August 5<sup>th</sup>**

The **Tehachapi Moonlight Tour** is scheduled for August 5th, and since it is a "moonlight" tour, it will be starting late. We will be meeting at the Idy's Restaurant (see ad on page 5) in Tehachapi at 6:30 p.m. for dinner. Then after dinner, we will be heading to Guy and Jennifer Williams' home for relaxation, enjoyment of the cool night air, and gazing at the starry skies. Bring your chairs, jackets or blankets to keep warm, and whatever turns your fancy. Hope to see you there! As always, if you have any questions call Guy or Jennifer at 661.277.7009. Please RSVP!

**Folks driving in from Lancaster, Palmdale and Rosamond can meet at the McDonald's restaurant in Rosamond at 5:30 to caravan up to Tehachapi.**

