



Winding Roads

March 2006

Porsche Club of America
California Inland Region



OCTOBERFEST
TIMELINE
Jim Gude's Car
Show Adventure

57

Car number:

Owner: Mike Marix

Car model and year: 1952 America Roadster

4 cylinder 70 hp air-cooled normally aspirated engine

Drivetrain: Rear mounted engine driving rear wheels.

Modifications: None

Significant history or points of interest:

The America Roadster was intended for export, and was not listed in Porsche catalogs or publicized in Europe. It was designed for competition, with an open cubbyhole in the dashboard instead of a glovebox, side curtains instead of glass windows, hollow doors and a completely removable windshield and canvas top. Of 17 cars produced, this is one of 16 America Roadsters with aluminum bodies, weighing only 1580 lbs. This gave it a considerable advantage in competition over steel-bodied 356s. Within this series several variations in body detail occurred. The 17th car in the series received a steel body. The price of an America Roadster in 1952 was \$4600.

Currently the status and location of 10 of the aluminum-bodied cars is known. One car is known to have been destroyed and five are unaccounted for.

This car is the most original example of an America Roadster in existence, and has accumulated less than 10,000 original miles.

THREE TECHNICAL ARTICLES
Boxster Wind Noise, 911 Carrera
Sunroof & What Is a Time Trial?

ZONE 8 AWARDS BANQUET
Cal Inland Takes 4 Awards!



Winding Roads

Volume XXI No. 3

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On the Cover:

Front: 1957 American Roadster at the 2005 Riverside Region Porsche Timeline at Lake Arrowhead. Photo by Jim Gude.

Back: Hot Pursuit! 26 years of development, 1976 911S and 2002 Carrera.

C O N T E N T S

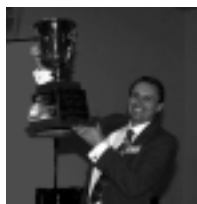
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The Winding Roads is the official publication of the Porsche Club of America California Inland Region and is published monthly. \$14 of each member's annual dues is for subscription to the newsletter. Copies are also available by subscription to non-region members at \$35 per year (Continental U.S.) and for \$50 for overseas surface mail. Any statement appearing in the Winding Roads is that of the author, and does not constitute an opinion of the Porsche Club of America, the California Inland Region, its Board of Directors, the Winding Roads editors or its staff. The editorial staff reserves the right to edit all material submitted for publication. © 2006 by the Porsche Club of America, California Inland Region. All rights reserved. Permission is given to charter regions of PCA to reprint articles in their newsletter if credit is given to the author and the Winding Roads. Office of publication: 9900 Susan Avenue, California City, CA 93505. POSTMASTER: Address change to PCA-CAI Newsletter Editor, 9900 Susan Ave, California City, CA 93505.





California Inland Region

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






See event flyer in this issue  or visit the web site 

March




- 4 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 4-5 Club Race, AZR 
- 4-5 Drivers Education at Spring Mountain, LVR   Page 8
- 11 Z8 Concours & Judging School
- 12 Z8 Autocross, SDR   Page 10
- 14 CAI Board Meeting @ 5:30 Zuma's
- 18 Z8 Rally, CAI, POC Rich Paré   Page 3
- 24-26 Z8 Speed Festival at California Speedway   Page 5
- 25 Z8 Concours at Speed Festival, RIV   Page 6
- 26 Z8 Autocross at Speed Festival, RIV/CAI/GER   Page 6

- 9 Z8 Autocross, OCR 
- 11 CAI Board Meeting @ 5:30 Zuma's
- 15 Z8 Concours, SGV 
- 22-23 Z8 Time Trial at Streets of Willow, SDR 
- 29 Z8 Rally, SBR 

April

- 1 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 1 CAI Descanso Gardens after Breakfast Tour   Page 12
- 1 Z8 Rally, RIV   Page 10
- 8 CAI - Z8 PCNA Distribution Warehouse Tour 

May

- 5-7 Cinco de Mayo, SAR
- 6 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 6 Z8 Concours at Cinco de Mayo, SAR
- 7 Z8 Autocross at Cinco de Mayo, SAR
- 13-14 Drivers Education at Spring Mountain, LVR 
- 15 Z8 Autocross at Willow Springs, GPX 
- 16 CAI Board Meeting @ 5:30 Zuma's
- 20 Z8 Autocross, GER
- 21 Z8 Concours, GPX 

If you have any ideas or suggestions contact Mary Ann Paré at 661.256.3486 or rmapare@yahoo.net.

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From the Editor's Bench

By David Witteried — Editor
Photos by David Witteried



Time, and in this case, miles really fly by when you're having fun! On our way home after the January breakfast meeting my yellow 911S

Targa posted 200,000 miles on its odometer. This leads me to some fond recollections from our shared past... When I purchased my Porsche it already had 57,000 miles on the odometer and I was a young single 25 year old Captain in the Air Force. You could say this car changed my life... Granted I had thought about getting a sports car, but a Porsche had not been on my radar screen until I rode in a (much more flamboyant) friend's 911S. The experience blew me away! I'll never forget the sensation of flying down a back



200,000 miles and counting!

road with the road rushing below my feet, with only the tops of the headlights visible in front of us! I had never thought about owning what I thought of as a rich man's car but about a month later I had purchased my Porsche. After waking up to the fact that I now owned a Porsche (I couldn't afford this car I

kept thinking to myself!), I decided to take my new purchase out for a ride and while at a local watering hole I met my future wife. We both enjoyed riding around the Sierra foothills near Sacramento finding scenic places to picnic and out-of-the-way roads to explore. I think we explored almost every paved, as well as a few unpaved roads in Northern California before being transferred to Utah. While in California we joined the Porsche club of America and enjoyed participating in tours and dinner meetings, this is also where I got my first opportunity to autocross my Porsche. After many years and one engine rebuild (at 68,000 miles due to the infamous 2.7L pulled head-stud problem) we are still enjoying our Porsche on and off the track with our many

(Continued on page 12)

Turbo Time

By Greg Reed— President
Photos by David Witteried



Greetings CAI members! It can't be Spring yet – in February? I think this is only a short respite before another cold spell, but

let's take advantage of it! I got the opportunity to test out one of my Christmas presents, my new pressure washer. I kept it on low pressure so as not to blast the paint off my recently purchased 1983 944. Yes, I'm back at three 944s again. Hey, the price was right! Who can turn down a good deal? I think that anytime you can pick up a nice "slightly used Porsche" at a good price, you ought to take advantage of it. If you look, it won't take long to find a used Porsche that will put a smile on your face at a very good price.

Speaking about prices, for just a few dollars, four CAI couples went to the Z8 Award Banquet in January and had a great time. Robyn and I were the only couple (of the four) that walked out without an award. It was almost



David Witteried wins the California Challenge trophy for overall champion.

raining awards on Cal Inland. OK, I'm exaggerating a bit, but we all walked out with either an award, a purchased gift from the auction, or both! Rich and Mary Ann Paré took home a 1st place Rally award in Class "E" for Driver and Navigator respectively. Rich Besette took home a 1st place Autocross

award in "GSS" class. David Witteried took home a 2nd place Autocross award in "GS" class and won the Golden Empire Region California Challenge Cup for getting a combined best points in all three events at the Challenge (concours, rally, and autocross). All great accomplishments and a credit to the competitiveness and tenacity of our members – Congratulations! We also had a great dinner and a great breakfast at the Lake San Marcos Resort, and helped raise money to fight breast cancer.

A special Thank You goes to John Crnkovich, Rich Paré and Marvin Snodgrass for contributing gifts for the auction. I hope in the future you can make it out to one of these banquets; they are really a lot of fun. If you really want to know how to win an award for the next banquet, make sure you ask our experts. Don't forget that we can use your help hosting our first ever Zone 8 event, our Rally on March 18th.

(Continued on page 12)



PCA Cal-Inland Region Present:
Porsche Club of America Zone 8
Lost In the "Other" Desert Rally



A Time-Speed-Distance Rally

WHEN: Saturday, March 18, 2006
Registration Opens: 9:00 AM. First car leaves at 10:01 AM.

WHERE: Cinemark Theater across from Clear Channel Stadium
Exit Ave I from Freeway 14, West to Valley Central Way, turn left, then right to get to theater parking lot

COST:
\$25 per car at the start, \$20 per car if you pre-register by March 11, 2006

EVENT:
Under 4 hours. Variety of Los Angeles and Kern County roads: fun for all.

CLASSES:
Novice (E), Tour (D), SOP (C), NAV (B), Expert (A). See <http://www.pca.org/zone8/>
Click on Competition Rules, and then click on Rally. Standard Zone 8 Rally Classes.

NOVICES:
No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper, pencil(s), water bottle. You will have fun, even if you leave any of the above at home. You must have a driver and navigator.

INFO:
Richard @ 661-816-8667 for additional info. Or email: rmapare@yahoo.com

This event is hosted by the Cal-Inland Region of the Porsche Club of America. You do not have to be a PCA member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

PRE-REGISTER-----

To SAVE \$5.00, pre-registration MUST be received by March 11, 2006. (Make checks payable PCA/CAI)

Send this form to Zone 8 Rally, 3460 Granite CT, Rosamond, CA 93560.

Driver: _____	Navigator _____
Address: _____	Address: _____
City, St., Zip: _____	City, St., Zip: _____
Phone: _____	Phone: _____
Class: _____ (see web site)	Email: _____

Lake Arrowhead Oktoberfest Porsche Timeline

By Jim Gude

Photos by Jim Gude

As I exited the outhouse at the California Challenge Autocross last October, I saw a gentleman running towards me. At first I thought that he was in a hurry to use the facility, I was shocked when he greeted me and said he had been trying to catch up with me since he first saw my 944S. He introduced himself as Dave Yertzley, one of the organizers for the upcoming Porsche Timeline at Lake Arrowhead. Dave asked me to enter my Porsche as they didn't have a good 944 available for the timeline. He went on to say that it would be embarrassing not to represent each significant model. For those who don't know, the Lake Arrowhead Timeline is a fund raiser for Children's Center of the Inland Counties. It is put on by the Riverside Region in conjunction with the Lake Arrowhead Oktoberfest. Honored by the invitation, I promised to appear in two weeks. Later that day I managed to wrinkle a fender in the autocross due to a mechanical failure. Wanting to keep

my promise I took the car to Mike Johnson at Mountain Paint and Supply in Tehachapi who had it looking like new in time for the event.

I awoke early and drove up on the morning of the event. As I came up through San Bernardino I fell in behind a much modified 911 and a Cayenne with manufacturer's plates who seemed to know where they were going (as they certainly were going too fast to navigate). As we climbed up the mountain we were passing cars as if we were playing a video game. The inner beauty of a Porsche was apparent as all of our passes were easily accomplished in a safe and sane (never reckless) fashion. We soon fell into a rhythm where the Cayenne would pull me on the straights and I would catch up in the turns. Nevertheless, I was amazed by the way the Cayenne stuck as he wasn't about to let the 911 get away. Similarly, I wasn't about to let a sport-ute leave me even if it was a Porsche. I was correct in think-

ing that they knew the way as we soon popped into the parking lot at Lake Arrowhead Village. After we parked, the driver of the Cayenne came over and said (with a big grin) that I was really hauling for an old 944. Tongue-in-cheek I replied (with a grin) that I was simply following a sport-ute but had noticed that it was difficult not to spill the cup of coffee that I had balanced between my knees! I never mentioned (but kept thinking) that the front end of my Porsche felt loose (another story about castor blocks) and I should have eased off and let them go.

Registration was easy and (since Riverside Region got a percentage of the beer sales) free. There were also free donuts, coffee, ball caps and tee shirts! I soon had my Porsche parked in my designated display area. Lake Arrowhead Village is a scenic shopping area on a small peninsula on Lake Arrowhead. For the Porsche Timeline our cars were distributed throughout the

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1952 American Roadster.

pedestrian mall. A route with informational signs was set up that guided the visitor on a tour starting with 356's, then 911's, Turbos, race cars, entry level Porsches, and finally front engine Porsches. I was placed in a lineup starting with a 924, then my 944S, a 968, a 928S4 and finally a Cayenne. It was thrilling to place my humble car in a display containing such cars as a Carrera GT and a very historic, limited production, 1952 America Roadster that had been shown at Pebble Beach! It was also thrilling to watch people actually stop and look at my car.



Jim Gude's 944S on display.

As I walked about I couldn't help but feel that I was in a small European village populated with nothing but Porsche's. The feeling was greatly enhanced as a live band filled the air with polka music. Directly in front of the band, a celebration of beer drinking and bratwurst eating was encouraged to excess by a humorous master of ceremonies. It was greater fun (at least for me) to look at the other cars and talk with their owners. When we grew tired of visiting, most of us plopped down in chairs adjacent to our cars. This allowed us to answer the many questions asked by the public. It was a wonderful experience; I talked with nearly every

exhibitor, took many pictures and generally enjoyed myself. The camaraderie was excellent! Everyone, from those with the exotic and rare entries, to those with more humble models were equally welcomed and shared in enthusiastic conversation about all things Porsche. The pictures tell the best story; I wish that we could print the 130 or so that I came home with.

At the end of the day as I left I had to work my way through what had become a large crowd. A group of Harley riders (not part of the event) came to my aid by clearing a path and moving barricades as they escorted me through the crowd; they were very effective! Once clear of the crowd, I thanked them with a big thumbs-up salute which they enthusiastically returned. It

felt very good to be recognized by a group so different, yet strangely similar to our own. I have been invited back for 2006 and I am already looking forward to another great day of Porsche saturation! 🍷



The Turbo and race car display area.




Speed Festival

2006

FRIDAY - SUNDAY
 PCA Zone 8 Time Trial
 PCA Club Racing
 POC Racing
 Voadar Row
 Lunch Time Track Tours

SATURDAY
 Sprint Races
 Zone 8 Concours
 Concours hosted by:
 Riverside Region
 Driver's Dinner

SUNDAY
 Sprint Races
 PCA/POC 1-Hour Enduro
 Zone 8 Autocross
 Autocross hosted by:
 California Inland Region
 Golden Empire Region
 Riverside Region

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- Circle Porsche
- Desert European Motorcars
- Hooke Motors
- McKenna Porsche
- Newport Beach Porsche
- Pacific Porsche
- Pioneer Centres
- Porsche of Downtown L.A.
- Rusnak/Pasadena
- Rusnak/Westlake
- The Auto Gallery
- Walter's Auto Sales

March 24-26

California Speedway

Fontana, California




www.zone8.org

**ZONE 8 SPEED FESTIVAL
AUTOCROSS**



Sunday, March 26, 2006 @ the California Speedway



Tech Inspection opens at 7 am
Use Cherry Street entrance. Register at Credentials Kiosk, then under bridge to infield Lot A
Cost: \$50 per driver (\$40 if payment and registration form are postmarked seven (7) days prior to event).

- \$10 Parking per car (included in entry fee)
- Waiver for minors form* fully signed, required for all minors (under 18)
- Your car must pass our Technical Inspection for leaks, loose objects, etc.
- Bring an approved helmet (some loaners may be available)
- PCA Zone 8 rules apply. (may be viewed at www.pca.org/zone8)

Application Form - PCA Zone 8 Speed Festival Autocross

Name: _____ Car Make: _____ Model/Yr: _____

Email: _____ Event Date: _____

Class: _____ Car # _____ PCA Region/Trip affiliation: _____

Entry Fee \$50, payable to PCA Riverside Region. Mail to Jim Burke, 5187 Catalina Road
Riverside, CA 92509 Info call 951-681-6929 or email jimb@riverside.pca.org

*See www.pca.org/members/entrance/default.asp

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PCA Zone 8 invites you to attend the Zone 8 Speed Festival
presented by Southern California Porsche Dealer
March 24-26, 2006 - California Speedway, Fontana, California



**RIVERSIDE WILL BE HOSTING THE PCA ZONE 8 CONCOURS ON
SATURDAY MARCH 25/06**

- CLASSIFICATION DIVISIONS and Class Designations
- 1. CONCOURS DIVISION**
- C-1 All Closed 356s
 - C-2 All Open 356s
 - C-3 911-912 (1965-1973)
 - C-4 911-911 Turbo, 930, 92E (1974-1983)
 - C-5 911-Carrera & Turbo (1984-1989)
 - C-6 Carrera, GG C-6 911-Carrera & Turbo (1990-present), 1989 C4 Carrera, GT2, GT3
 - C-7 Boxster, Cayman
- 2. UNRESTORED STOCK DIVISION**
- UR-1 All 356s
 - UR-2 Future use
 - UR-3 911-912 (1965-1973)
 - UR-4 911-911 Turbo, 930, 912E (1974-1983)
 - UR-5 911-911 Turbo (all air-cooled 1984-X-110)
 - UR-6 Future use
 - UR-7 Future use
 - UR-8 914/914-6
 - UR-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
 - UR-10 Special Interest, Current Competition, Limited Production Cayenne & 997s
 - UR-11 Future use
- 3. WASH & SHINE DIVISION**
- WS-1 All 356s
 - WS-2 911-912 (1965-1973)
 - WS-3 911-911 Turbo (G Series)
 - WS-4 914-6 (1974-1983) (G Series)
 - WS-5 911-Carrera & Turbo (1984-1989) (Type 964)
 - WS-6 911-Carrera & Turbo (1990-1998) (Type 993)
 - WS-7 911-Carrera & Turbo (1990-1998) (Type 993)
 - WS-8 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
 - WS-9 914-4, 914-6
 - WS-10 Special Interest, Current Competition, Limited Production
 - WS-11 Cayenne

CAR PLACEMENT WILL BE AT 7:00 AM JUDGING WILL START AT 10:00AM.
BEFORE MARCH 13TH COST \$40.00 TO BE JUDGED (NO LUNCH). AFTER - \$45.

DISPLAY \$20 RAIN OR SHINE

NAME _____ ADDRESS _____ BODY TYPE _____ MOBILE _____ YEAR _____

CLASSIFICATION- _____ COLOR _____

PCA REGION _____ PHONE _____

SEND CHECK TO ROBERT CHAMBLIN AT 23510 BLOOMING MEADOW RD. MORENO VALLEY CA.92557

ANY QUESTIONS E-MAIL RMCPAINT@MSN.COM

MAKE CHECK TO RIVERSIDE REGION PCA

Tech Q&A — Howling Noise from Gas Flap Area of Boxster

By Scott Slauson, PCA WebSite

Q: I have finally tracked down the cause of the howling noise. Through some experimentation, I have concluded it is caused by air rushing by or through the large (1/2" diameter) vent hole at the very front of the fuel filler compartment. I have been able to completely eliminate the noise by applying some electrician's plastic tape over this hole. I also have met with the Porsche Regional Service rep and my dealer tech who claim they are unaware of the problem and therefore do not have a positive fix for it. The tech attempted to resolve the problem by "kinking" the air routing hose behind the vent hole to eliminate the noise but I haven't verified that it works. Will keeping the tape over this hole compromise the vapor recovery system and cause vehicle/engine performance issues later? I have noticed that this hole has been eliminated in the new 987 Boxster!

A: What you hear is the Shut Off Valve actuating and air rushing in to the tank. This air is brought into the tank from the hole that is located by the gas cap. This is actually normal and required for proper operation of the tank venting system and the mass air flow sensor. The Shut off valve is opened or closed depending on the load state of the carbon canister.

The 987 has eliminated this hole do to a different design in the tank venting system. This system uses a DM-T1 (Diagnostic Module - Tank Leakage) valve assembly. This valve draws the fresh air from a filter and is all located on the carbon canister as a package. This change in its location and the fact it draws the fresh air through the filter acts like a muffler, thus eliminating the venting sound. 🚗



Membership Report

By Neil Masco — Membership



In spite of losing a couple of members who have moved out of state, the official January membership count shows 92 primary members (same as last month), with 59 affiliate members. I understand that those members who transferred moved out of state, but Texas and Arizona are not really THAT far of a drive. After all, if our 11 overseas members can stay with us, why can't they? I'm just kidding of course, and wish them the best of luck in their new homes.

The PCA website has a useful change in the works. Those of us who have tried using the online tools at the pca.org website to change their membership information have found it to be very tedious and awkward to use. This has required manual entry of almost all of the member's existing information as well as what has changed. Some members have just gotten fed up with it and forwarded me their new information so that I can go through the process myself. Well, help has arrived! The website is being updated so that a member can log in and view the contact information that is the club has for that member, and then any individual field

that has changed can be edited. This much more user-friendly version is in testing as of this writing, and will hopefully make it onto the main website soon.

Welcome new members:

Larry Estrada, 1984 911 Targa

Will Harwood, 1983 911SC

Larry & Randi Murillo, 1991

928S4

Rob Rossito, 1985 928S (6.5 liter)

March Anniversaries include:

William & Barbara Agerton, 10 years, 1986 928

Tim Barnarb, 2 years, 1967 912

Rich & Gay Bessette, 6 years, 1970 914

John & Shirley Bumgarner, 2 years, 1986 944

Angelo & Joni Jefferson, 3 years, 1987 944 Turbo

Christopher Mack, 8 years, 1983 911

Jim Novotny, 1 year, 2001 996 🚗



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, oil 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 Juohil - 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

Secretary's Report

By Janice Witteried — Secretary



California Inland Board meeting February 2006 Meeting. The meeting was called to order at 6:30PM on Wednesday February 15,

2006. (Date was changed due to the usual date being Valentine's Day)

In Attendance: Greg Reed (President), Janice Witteried (Secretary), David Witteried (Newsletter Editor), Rich Pare (Past-President), MaryAnn Pare (Activities Chairperson) and Neil Masco (membership Chairperson).

Old Business:

- The minutes from the January meeting were read.
- The Progressive Dinner was enjoyed by all who attended. Thanks to our hosts, The Friends (Elaine and Ed) and Charus's (Eleanor and Mark).
- We discussed that we are tax-exempt and we have a tax ID number

New Business:

- We need to update our information to the IRS. Greg will check into this.
- Lanean Hughes PCA Awards Chairperson sent Greg the information on the changes that will make it easier to nominate members for the different awards such as family of the year, enthusiast of the year and region of the year.
- There was a discussion on the floor about how the club's money was spent during the year. A motion was made by Rich Pare to keep our charitable donations based on our previous years to keep it at 10% of our monies. The motion was second by Janice Witteried. The motion was passed.

Treasurer's report: Our treasurer was sick tonight. Greg Reed stated our small region deposit was in the bank. The 50/50 draw still is a good money maker for our club.

Events: MaryAnn and Rich are

ready for our first Zone 8 event on March 18. This will be the Zone 8 Rally. There will be 5 classes and two awards in each class. The route has been pre run and sound like a fun time. If you are interested in helping contact Rich or MaryAnn Pare.

Our 20th Anniversary Party is coming up in October and the club is in need of Volunteers to form a committee to put together the party. If you are willing to help please contact MaryAnn Pare.

Membership Report: See Neil's report.

Newsletter Report: The website is

up to date with the Club Officer information made current. David needs someone to write an article for the progressive dinner. Still looking for someone to get us some advertisers
Meeting adjourned at 7:44 p.m.



**LAS VEGAS REGIONS of the
PORSCHE CLUB OF AMERICA and
SPORTS CAR CLUB OF AMERICA
are holding a
DRIVER EDUCATION and OPEN TRACK WEEKEND
at the
SPRING MOUNTAIN MOTOR SPORTS RANCH
in Pahrump, Nevada on**

**4 and 5 March 2006
on the 3+ mile new road course track**

Helmets are required (Snell '95). Vehicles will be inspected for safety. Long sleeved shirts, long pants and closed toe shoes are required.

Track opens at 7 AM (Gate entry fee charged)

**Mandatory Drivers' Meeting 8:15 AM
Rookie/Student student class 8:45 AM**

*****Limited to the first 100 drivers!*****

Entry forms are available at www.LVRPCA.com and www.LVRSCCA.org.

Track information available at www.springmountainmotorsports.com.
Pre-registration: \$200 per day, \$350 both days

Registration at the track: \$225 per day, \$375 both days

To guarantee a grid spot, and save \$25 per day, send completed entry form (including self tech) and check payable to LVR/PCA to:

Nita Burrows, Registrar
5565 N. Campbell Rd.
Las Vegas, NV 89149

For additional information:
Call 702-395-3886
Email: nb827@aol.com OR jcb986@aol.com

To guarantee a reservation, entry form (available at www.lvrcca.com) with payment must be received by February 21, 2006.

12/20/05

Zone 8 Awards Banquet

By David Witteried

Photos by David Witteried, Janice Witteried, and Greg Phillips



On January 14 members from the 13 PCA Regions that make up Zone 8 joined together to celebrate the achievements of individuals and their Regions during 2005 at the Zone 8 Awards Banquet. Before the banquet we had opportunities to

6,000 Porsches were sold within Zone 8 with California representing 25% of all sales within the United States.

After an excellent dinner the awards ceremonies began with California Inland Region being well represented. We had four members who won trophies this year! Rich and Mary Ann Paré won 1st in the Beginners Class,

restaurant on Lake San Marcos after which we made our way home. 🏠



Terry Wells (PCNA), Doug Battle (PCNA), and Michael Dolphin (Z8 Autocross Chairman).

socialize with other members in time to peruse the silent auction tables and make bids on the items. The proceeds from the auction were donated to the Breast Cancer Foundation.



Looking elegant, Betsy Wadman, Janice Witteried, Robyn Reed, and Gay Bessette.

Rich Bessette took 1st in GSS (street stock) autocross series with his 944, and I got 2nd place in GS (stock) autocross with my 1976 911S. This year I also got to take home the very large California Challenge Trophy for getting the most combined points in the concours, rally, and autocross (after three attempts).

Everybody who attended the banquet had a great time with the auction



David Witteried talking with charter members of PCA, Jack and Ginny Case.

The guest speaker this year was Mr. Doug Battie the Western Area Manager for Porsche Cars North America. Mr. Battie spoke about how Porsche maintained the value of it's brand while other manufacturers were heavily discounting their automobiles during the last year. Mr. Battie also expressed the appreciation of PCNA for the continued loyalty and patronage of PCA members. In 2005, over



Rever Jones presents Mary Ann and Rich Paré with their 1st place trophies in the Beginner rally class.



Mike Dolphin presents David Witteried with his 2nd place trophy in Autocross class GS.



Mike Dolphin presents Rich Bessette with his 1st place Autocross trophy for GSS.

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

\$20 ea.

Greg



+





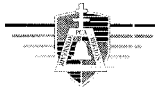
Contact David Witteried for more information.
760-373-1413



Porsche Club of America - San Diego Region
Event Pre-Payment Form

Car Number _____ Car Class _____	Car Number _____ Car Class _____
Driver Name _____	Co-Driver Name _____
Phone _____	Phone _____
E-mail _____	E-mail _____
Member # _____ Region _____	Member # _____ Region _____
Have you driven 4 or more SDR AutoX's? Yes <input type="checkbox"/> No <input type="checkbox"/>	Have you driven 4 or more SDR AutoX's? Yes <input type="checkbox"/> No <input type="checkbox"/>
Would you like an Instructor? Yes <input type="checkbox"/> No <input type="checkbox"/>	Would you like an Instructor? Yes <input type="checkbox"/> No <input type="checkbox"/>
Instructors, will you instruct? Yes <input type="checkbox"/> No <input type="checkbox"/>	Instructors, will you instruct? Yes <input type="checkbox"/> No <input type="checkbox"/>
ITDE or TT, do you have a Competition Permit? Yes <input type="checkbox"/> No <input type="checkbox"/>	ITDE or TT, do you have a Competition Permit? Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature _____	Signature _____
Car Year _____ Model _____	MAKE CHECKS PAYABLE TO PCA-SDR
Event: <u>Choose Event Here</u> _____	Total Amount Paid: _____
If you would like to pay by credit card, please complete and sign: Visa or MasterCard ONLY	
Card No. _____ Exp: / _____	Signature _____
<p>THIS IS NOT A PCA-SDR EVENT REGISTRATION FORM.</p> <p>This form is for event pre-payment ONLY.</p> <p>To register, all entrants MUST present a completed event registration form at tech inspection. Available at: www.pcasdr.org/forms/AXRegForm.pdf</p> <p>If you pre-pay using this form: You will NOT need to go to the trailer. Immediately after tech inspection, turn in your completed registration form at the table at the front of the tech line to receive your run-group sticker and armband.</p> <p>If there are any changes to your registration data after submitting this event pre-payment form, you need to check in at the trailer on the day of the event.</p> <p>Helmets cannot be rented using this event pre-payment form. You must go to the registration trailer if you wish to rent a helmet.</p>	
<p>Please submit one event pre-payment form along with one check for each separate event.</p> <p>If paying by credit card, FAX without cover to 866-382-1715, or mail to:</p> <p>PCA-SDR Event Pre-Payment 1075 Law Street, San Diego, CA 92109</p> <p>This event pre-payment form and your check must be received no later than 11pm on the Tuesday prior to the event.</p> <p>If you arrive at tech inspection after 7:30am, you will be charged a late fee that you must pay at the trailer. Tech inspection closes at 8:00am.</p> <p>YOU WILL BE REQUIRED TO SHOW YOUR MEMBERSHIP CARD AT TECH IN ORDER TO DRIVE IN THIS EVENT</p>	

CAB Jan 06 PCA-SDR Event Pre-Payment Form 2006



PCA Riverside Region
And
Desert European Motorcars Ltd
Present

Porsche Club of America Zone 8
Palm to Pines Run
A Time-Speed-Distance Rally

WHEN: Saturday, 1 April 2006
Registration: 9:00 AM. First car starts at 10:01 AM

WHERE: Desert European Motorcars Ltd, 71-387 Highway 111, Rancho Mirage, CA; 800-347-4709
Exit Interstate 10 at Monterey Ave. Continue on Monterey Ave South through Palm Desert, 4.0 miles; turn right on Highway 111, 2.0 miles; Look for Desert European **Porsches** on your left.

COST: \$20.00 per car at the start, \$15.00 per car if you pre-register by 10 March 2006.

EVENT: Under 3 1/2 hours. Great roads, beautiful scenery, challenging for the expert, fun for the novice.

CLASSES: Novice, Tour, SOP, NAV, Expert. See <http://www.pca.org/zone8/>
Click on **Competition Rules**, and then click on **Rally**. Standard Zone 8 Rally Classes.

NOVICES: No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper pencil(s), water bottle. You will have fun, even if you leave any of the above home. But, you must have a **Navigator**.

INFO: Call Michael Lovett: 760-323-4850 for additional info and/or rally rules.
Or email M.Lovett@verizon.net


This event is hosted by the Riverside Region of the Porsche Club of America. You do not have to be a member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

*****Pre-Register*****

To Save \$5.00, pre-registration **MUST** be received by March 10, 2006. (Make checks payable PCA/RR)
Send this form to Zone 8 Rally, c/o Michael Lovett 1070 East Deepak Rd, Palm Springs, CA 92262.


Driver: _____ Navigator: _____
Address: _____ Address: _____
City, St. Zip: _____ City, St. Zip: _____
Phone: _____ Phone: _____

Class: _____ Email Address: _____

PORSCHE CLUB OF AMERICA - ZONE 8
JUDGING SCHOOL & CONCOURS PREP 

Saturday, March 11, 2006

Time: 8:30 am to 3:00 pm
Cost: \$20 per person (includes lunch)
Location: 13645-A Alton Parkway, Irvine, CA
Directions: Off the CA-133N, exit 10A toward Barranca Pkwy. Left onto Pacifica. Turn right onto Barranca Parkway and then left onto Alton Parkway.



The Concours school is for prospective judges, experienced judges, Concours participants and any interested individuals

You will hear from a panel of experienced judges discuss what they consider when judging your car

There will be special seminars in the afternoon to help you prepare your car for a concours - learn the "inside" secrets

Reserve your place now by sending your check for \$20 per person payable to PCA Zone 8, LLC by **March 6, 2006**. Send to Linda Cobarrubias, Zone 8 Finance Director and Co-Concour Chair, 2444 Wilshire Boulevard, Suite 510, Santa Monica, CA 90403. Any questions please email at MS993@aol.com or call 310 453 9602.

Name _____
Phone _____ Email _____
Address _____
Region _____ Would you like to become a Judge? _____
Questions for the school _____



ZUMA'S
Italian
Restaurant

(661) 256-1022 • (661) 256-1056
2701 Sierra Highway
Rosamond, CA 93560





Lidia's
Restaurant

Linda Pettitt
Owner/Partner

Specializing in Catering, Parties, Receptions,
Wedding and Special Occasion Cakes, Gourmet to Go

760 B Tucker Rd. (661) 822-9333
Tehachapi, CA 93561 cell (661) 972-4361

Thanks to the following members and sponsors for donating door prizes to the Holiday Party!

- Marvin Snodgrass
- Louis & Ruth Decoy
- John Crnkovich
- David & Janice Witteried
- Fran & Claude Bangs
- Mike Forest
- Rich & Mary Ann Paré
- Neil & Lynda Masco
- Pelican Parts
- Greenhouse Café

What is a Time Trial?

By Bob Beck, Arizona Region Driving Events Chairman, Going Places

A Time Trial is a fun, yet competitive, driving education event where participants navigate a course, or "track," as quickly as possible against the clock. So far this sounds like an Autocross right? The difference is in the practice.

Time Trial practice sessions are continuous laps. Unlike Autocross, you remain on the course for the entire practice session. Also, cars are sent out on the course in groups, not individually. This means that in addition to finding the fastest line around the course, you must also deal with traffic. Inevitably, cars will bunch up, and passing is a required and expected part of a practice session.

Time Trials are frequently run on real racetracks, or tracks are set up in a large parking lot or other open area using pylons (traffic cones). Tracks are designed or chosen to provide a fun and challenging test of your driving skills, and prepare you for the higher speeds of a real race track. Instructors are always available to assist new student drivers, or those wishing to improve their driving skills.

Time Trials are not an entry-level activity. A minimum of six Autocross' or four Autocross' and a drivers' school are required to participate. Additionally, safety equipment requirements are more stringent than for Autocross. See the Zone 8 Rules for details (www.pca.org/zone8).

Typically, a Time Trial is a two-day event (however, they are held in one day on occasion.) The first day is all practice runs, the second day has practice runs in the morning, with timed runs happening later in the afternoon. For the timed runs, cars are divided into classes so that drivers are competing against other cars with similar horsepower-to-weight ratios and modifications. Please note that the competitive nature of this is, like Autocross, against the clock. It is NOT wheel to wheel racing, even though the practice sessions may give that appearance.

Occasionally you will hear of another type of event called a Drivers Education (DE). This type of event is also sanctioned by PCA National and is essentially a non-competitive Time Trial. This means that the entire event is practice sessions (run in the same manner), there are no timed runs.

Drivers Education and Time Trialing are the perfect stepping stones to PCA Club Racing (which is wheel-to-wheel racing). 🏁



Dennis Kotzman
Mortgage Planner
661-257-7400, Ext. 223
Fax: 661-257-7408
Email: dkotzman@pfmd.com
www.FunderMan.com
27919 Smyth Drive, Suite 102
Santa Clarita, CA 91355-4034



Ted's Service Center
42600 10th. St. West
Building C
Lancaster, CA. 93534
(661) 942-2422

Ted C. Tanner
Owner



German Car Specialists

A Technical Question Answered 911 Carrera Sunroof

My 1987 911 Carrera has a non-working sunroof. I can hear the cables operate but there is no movement of the insert. Any thoughts?

John Paterek: 911 sunroof cables or drives have been known to sheer off



Your Name

Who are you? ...
Get a California Inland Region name tag for \$10. To order, contact David Witteried at 760.373.1413 or witteried@ccis.com.

at the cast guides. The roof remains in the locked position. You must remove the sunroof liner insert and trip the drives with a small screwdriver or unbolt them from the insert. The factory has superseded all drives to Carrera 2 type (964.564.143.00 and 964.564.144.100). They have a felt covering on the cable to reduce the noise and fit a larger diameter sunroof track. On pre-1990 911s, the guide must be hand filed to the smaller diameter of the old track. If not, the drives will lock in the guide. Pre-1984 911s will fail due to plastic trip mechanisms. Try to find new-old-stock (NOS) 1984 style cables or file as suggested by the Porsche dealer.

Reprinted from Upfixin der Porsche, Volume II, Porsche Panorama's 11-volume technical anthology can be purchased from the PCA Executive Office. 🏁

Editor's Bench (Continued from page 2)
 friends in the PCA.

If you have a story about you and your Porsche that you would like to share, please write it down and share it with our membership! Everybody loves to hear how you were introduced to the Porsche automobile and the many ways you have enjoyed owning it. Please share your stories and pictures by becoming a writer or photographer for the newsletter!

Speaking of contributions... Our Region web site is about due (or overdue some may say) for an overhaul. I have found the newsletter consumes most of my free time and creative energy leaving me very little of both to spend on the web site. If you are inter-

ested in contributing something to the club and have some skill, or a desire to learn, please drop me a line. Keep in mind that this would be a commitment as the web site needs to be maintained on a monthly basis. Right now I spend three or four hours a month working on it.

Another area that I could use help in is an Advertising chairperson. This job would entail locating new advertisers, and ensuring existing advertisers renew their ads for the newsletter. I would anticipate that this would only require a couple of hours of work each month talking to potential clients and processing billing and payments. With one or two full-page ads we could think about doing color!

I apologize for the small size of some of the ads but there were so much going on in March and early April that some compromises had to be made! If you're interested in signing up for one of the events go visit our web site and print a full-size event flyer using the hyperlinks available on the web site. Don't forget to volunteer to help out with the CAI Zone 8 Rally and the Autocross at the Zone 8 Speed Festival! See you on the road! 🏁

Turbo Time (Continued from page 2)

Check this newsletter for details and come out to drive or work the event! We also have the Zone 8 Speed Festival the following weekend. This is another great event where we can use help. You're guaranteed to have fun at both these events, so mark you calendars as they are coming at us fast. March is shaping up to be a big month with lots of opportunities to drive your favorite vehicles.

If you need to borrow my pressure washer to wash your car for the events, just let me know. Time to take the top off the car and enjoy this weather, so until next month – it's Turbo Time! 🏁

Descanso Gardens after Breakfast Tour April 1, 2006

Join us for a tour to Descanso Gardens. We will depart after the California Inland Region breakfast meeting on April First. The drive is just under one hour and will take us over the Angeles Forest and Angeles Crest Highways which (as we all know) is a first class drive in a Porsche. Admission to Descanso Gardens is \$7.00 per person. Contact Jim Gude (661) 821-3805 jimgude@prodigy.net for more information.



DESCANSO GARDENS

Descanso Gardens is an urban retreat of year-round natural beauty, internationally renowned botanical collections and spectacular seasonal horticultural displays. Descanso founder E. Manchester Boddy, preserved these 160 acres of gardens, woodlands and chaparral for future generations to experience the natural heritage and beauty of Southern California. Today Descanso Gardens is a museum of living collections, accredited by the American Association of Museums.

From:

<http://www.descansogardens.org/>



For Sale...

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

Roll bar	100.00
86 911 front end	500.00
19mm master cylinder (used)	50.00
Stainless steel brake lines (used)	20.00
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	50.00
Trailer arm boxes	50.00
Chassis stiffing plates	50.00
44 Weber/w linkages and intakes	300.00

(Continued on page 13)

Zone 8 Staff

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

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Beverly Giffin-Frohman
760.727.6068
bevfrohm@yahoo.com

Autocross Chair

Michael Dolphin
626.798.2312
carrera3@msn.com

Concours Co-Chair

Linda Cobarrubias
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MS993@aol.com

Concours Co-Chair

Doc Pryor
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Time Trail Chair

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Web Master

Tom Brown
760.942.2706
tb911@adelphia.net

Treasurer

Linda Cobarrubias
310.453.9602
MS993@aol.com

Commercial Ads

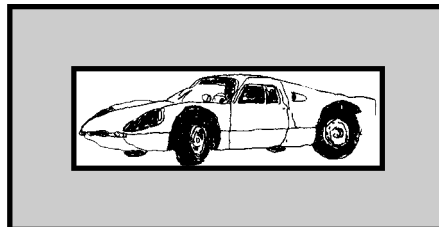
Size	Month	Qtr.	Annual
Full-Page	\$85	\$249	\$960
Half Page	\$45	\$129	\$480
Qtr. Page	\$20	\$57	\$204
Bus. Card	\$8	\$21	\$72

Ad includes a banner ad & link from our web site at www.pca.org/cai.

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

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

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...

180lbs rear spring	50.00
MSD ignition box	75.00

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 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.

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

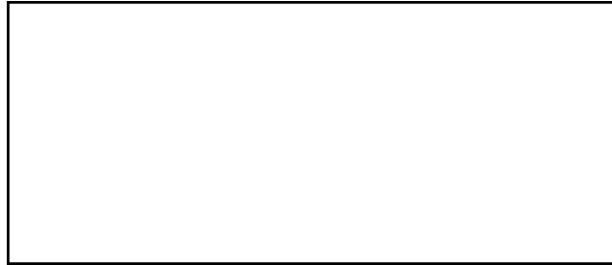
1992 968 Cabriolet - Cobalt Metallic Blue w/Pearl Interior. This rare car is gorgeous, hard-to-find color option, in top mechanical shape. Lots of recent additions, restoration, and extras. Too much to list here, too pretty to not have a look. \$18,900 obo. For full details and picture gallery please go to <http://mguthrie.net/interests>.

**Put
YOUR AD HERE!**



Winding Roads

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



Our Next Event...

March 4th

Breakfast Meeting

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

March 18th

CAI Zone 8 Rally

Volunteers needed! See ad on page 3.

March 26th

CAI Autocross at Z8 Speed Fest

Volunteers needed! See ad on page 6.

