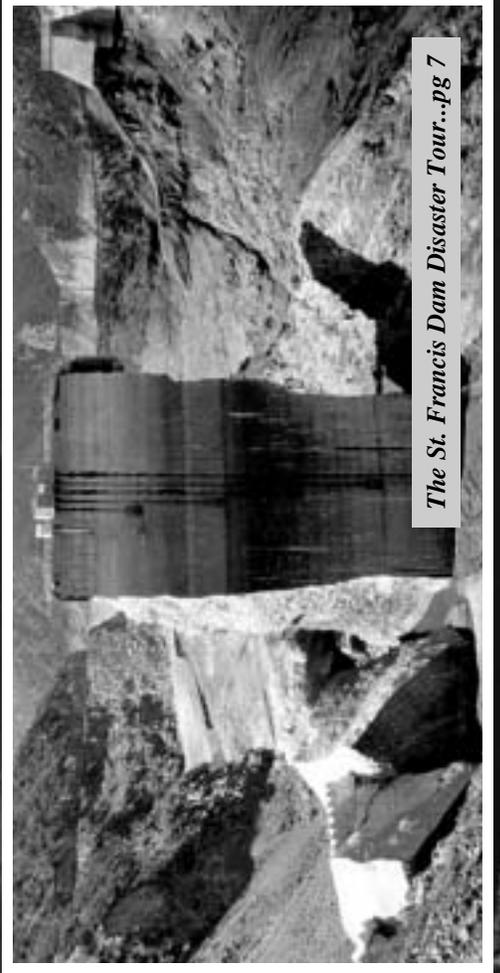


# WINDING ROADS

February 2003

California Inland Region Porsche Club of America



*The St. Francis Dam Disaster Tour...pg 7*





# Winding Roads

Volume XVIII No. 1

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Mike Forest's 1975 914 with Lynne Barnes' 2002 Boxster S at the Kernville City Park during the Photo Rally last year. Photo by David Witteried.

Inset: "The Tombstone," remains of St. Francis Dam after it failed. Destination of our January tour. Visit <http://www.scvhistory.com/scvhistory/stfrancis.htm> for more photos.

## C O N T E N T S

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# California Inland Region

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

## February

15 Petersen Automotive Museum Tour  
POC – Paul Turner 661.823.9753

### Zone 8

1 Literature/Memorabilia Meet LAX Hilton  
2 Dunkle Bros Swap Meet  
8-9 Time Trial – San Diego Region  
21-23 Club Race - Arizona Region

## March

8 Scavenger Hunt Competition  
POC – Paul Turner 661.823.9753

### Zone 8

9 Autocross – Riverside Region  
15 Concours Judging School  
16 Rally, Grand Prix Region

## April

12 Gymkhana/Precision Driving Contest  
POC – Paul Turner 661.823.9753

### Zone 8

19 Concours, Las Vegas Region  
20 Autocross, Las Vegas Region  
26 Rally, Santa Barbara/Cal Central Coast

## May

3 Tortoise Days Car Show and BBQ – California City,  
POC – Dave Witteried 760.373.1413  
17 Portuguese Pass Tour — mountain driving at its best!  
POC David Witteried 760.373.1413

### Zone 8

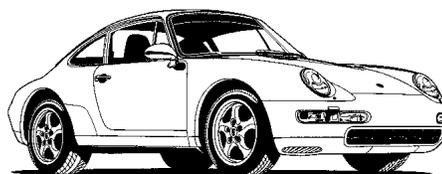
3 Concours, Southern Arizona Region  
4 Autocross, Southern Arizona Region  
10 Autocross, San Diego Region  
17-18 Club Race, San Diego Region  
24 Autocross, Golden Empire Region

## June

14-15 Hearst Castle Tour (Overnighter)  
POC – Jennifer Williams

### Zone 8

1 Concours, Orange Coast Region  
28 Rally, Orange Coast Region



## Board of Directors:



President:  
Rich Paré



Vice President:  
Paul Turner



Past-President:  
David Witteried

### President—Rich Paré

3460 Granite Court  
Rosamond, CA 93560  
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### Past President—

### David Witteried

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Treasurer:  
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## Bumper Smiles

Past-President, David Witteried



Well, this will be my last column as President of the California Inland Region. I will be moving on to take over the Newsletter Editor as well as

Webmaster position full-time at the request of our new president. I would like to take this opportunity to thank the region board members for their support and hard work throughout the year. This last year saw the introduction of two new board members (Paul Turner and Mark Charus) whose ideas and hard work have made the last year very successful. It is through the participation of our membership that the region is able to improve our activities and try new things.

The election results for next year's Board of Directors are in! I would like to thank all the members who took the time to complete their ballots and returned them. I would also like to thank the members to have stepped up to the challenge of assuming Board positions. The results are: President, Rich Paré; Vice-president, Paul Turner; Secretary, Mark Charus; and Treasurer, Mary-Ann Paré. Congratulations everybody!

As you read this our annual holiday party will have come and gone. However, as I write this I am looking forward to this year's Holiday Party as it looks to be a gala event! We're trying something different this year with a catered event at the Greenhouse Cafe. At last count we had 19 members participating as well as our Zone 8 Representative, Mike Mansolino. This will be a great turnout!

Based upon the funds that were col-

lected through the year (the \$5 event fee) we had above average participation in our club events. We used these monies to adopt a family for Christmas. The family consists of a young mother and her 10-month-old son. The mother recently left an abusive marriage and with the help of the Antelope Valley Domestic Violence Shelter, she has a new start on life. We hope our gifts will bring the mother and baby some Christmas cheer.

I am really looking forward to next year's calendar of events! Paul



David Witteried racing at California Challenge. Photo: David Witteried.

Turner has outdone himself as our event chairman by already assembling an event calendar for next year. I think this is a first! Normally we don't have a calendar put together until January or February. This year saw the introduction of our first competitive event (well, semi-competitive anyway). We all had so much fun that we are planning to do another Photo Rally this

(Continued on page 6)

## Air & Water

President's Message, Rich Paré



Hi everyone. Welcome to the first issue of Winding Roads for 2003.

One of the first things I had to get used to as the new

President was having to write a column every month. OK, so now what do I call it? In order to sustain life we need air, we need water. In order to maintain sanity after the stresses of work and daily living, we need PORSCHEs. I have two, a 914 (air-cooled) and a 944 (water-cooled). Hence, the title of this column.

We have a fantastic year of wonderful, fun events planned out for us. We will have tours, we will have a gymkhana, we will have a rally, and oh yes, we will eat. The first Saturday of each month is our designated breakfast day. Currently we are having breakfast at the Greenhouse Café in Lancaster at 9:30. Our board meetings are held on the third Wednesday of each month, currently at Zuma's Restaurant in Rosamond. (More eating) Everyone is invited to the board meetings to see what is going on in YOUR club. Many of our tours end up at one eating establishment or another. We do love to eat in this region.

As I write this, we have completed our first breakfast and our first tour of the year. Mike Forest led us on a very interesting and educational tour to the site of the former St. Francis Dam, probably the single largest engineering disaster in the state, if not the country. Never heard of it? Most have not since it met its demise in 1928, with a loss of over 400 lives. By the time you receive this, we will have had the February breakfast, and the next tour is February 15<sup>th</sup>, to the Peterson Automotive Museum.

On the personal side, my lovely bride and I will be making two trips to Connecticut this year, and one more to Northern CA to attend my second grandson's 8<sup>th</sup> grade graduation. He will be Valedictorian so this is a "must attend" event. ●

## Letter from Mike Mansolino

Zone 8 Representative, Mike Mansolino

Thank you for hosting a very enjoyable holiday party. I thoroughly enjoyed having the opportunity to share the evening (and delicious food) with members of Cal Inland. I was very impressed with the turnout, and with the warm friendships evident that night.

It appears that you have a board that will provide dynamic leadership this coming year. I am confident that you will continue the tradition of providing Porsche enthusiasts in Cal Inland Region with exciting and enjoyable activities.

Happy holidays to you, Mary Ann, and the members of Cal Inland. ●

## 911 Fender Seal Replacement

by M. Budinski, Niagara Region  
PCA

I have noticed at local PCA concours events, many nicely prepared 911s with severely faded and cracked front fender to cowl seals. After rectifying the same situation on my '87 911, I decided to write a brief technical article on replacing this seal.

I ordered my seals from Vertex because they are a very cost competitive supplier. I think the parts cost a



Fender to cowl seal.  
Photo: M. Budinski

whole \$5. In general, though, I like to buy any polymeric or elastomeric parts directly from PCNA. I believe the factory is more diligent about accrediting reputable suppliers for polymeric components than aftermarket suppliers.

The steps to replacing this seal are quite simple. Loosen the socket-head cap screws inside the fender cowling as shown below (accessed by opening the door). Using relatively long fingernails grip the old seal and pull upwards. It should readily slide out. If not, pull on the lip of the fender to help open the

*(Continued on page 8)*

## 911 GT3 Announced

PCNA

ATLANTA, DECEMBER 19, 2002 --- Porsche has revealed plans to introduce an ultra high performance version of its 911 Carrera Coupe sports car to the world market in the spring of 2003. The new model, named the 911 GT3, represents the most powerful non-turbocharged Porsche ever offered for street use in the United States and Canada.

Based on the previous 911 GT3 that was not available in North America, the 2003 Porsche 911 GT3 features a 3.6-liter, flat-six cylinder engine producing 380 horsepower (SAE) and 285 pound-feet of torque. With a power output of an impressive 105 horsepower per liter, the engine propels the 911 GT3 from 0 to 60 mph in 4.3 seconds, from 0 to 100 mph in 9.4 seconds, and to a top track speed of 190 mph. To handle this increased performance, the 911 GT3's transmission is fitted with transmission oil cooling and injection oil lubrication and has undergone some additional reinforcements.

The most striking visual feature of the new 911 GT3 is its unique rear wing that is largely responsible for excellent directional stability at high speeds and increased downforce for fast cornering. Combining a redesigned front apron, the GT3 achieves an outstanding drag coefficient ( $C_d=0.30$ ) for a car in its class.

The GT3's handling is further en-

hanced by a sports suspension, wider and lighter wheels, and wider tires. Front wheels are 8.5 inches wide fitted with 235/40 ZR 18 tires, and rear wheels are 11 inches wide with 295/30 ZR 18 tires.

Brakes on the GT3 have been improved as well. Front brakes now feature six-piston, rather than the previous four-piston monobloc brake calipers and larger discs fitted with Porsche-patented cooling ducts. The ABS brake system was also modified. The new system (ABS 5.7) has a faster and more sensitive control response.

It is also lightweight and provides greater stability for ABS braking. Porsche Ceramic Composite Brake (PCCB) discs, standard on the 911 GT2, can be fitted on request.

Priced at \$99,900 in the United States, the 2003 Porsche 911 GT3 will be in North American Porsche dealerships in May 2003.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 200 people who provide Porsche vehicles, parts, marketing and training for its 203 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service ●



## Watercooled Thoughts

Paul Turner

A new year has begun already and we have gotten it started off right with a great trip to the St. Francis Dam site. It was put on by Mike Forest and he did a spectacular job giving us an education of California's second worst disaster, thanks Mike! We have a very aggressive activity schedule this year and I hope each and every one of you can

make it to at least some of those events, if not all of them.

I spent the winter doing some needed maintenance on my 924, replacing some worn parts and things like that, so it would be ready for the driving season. I hope you took advantage of the off time as well to get some



things done on your cars. I really want to encourage as many of you as you can to come out and participate in some of these events. I tried to diversify the activities and locations as much as I could to try to attract everyone from all around our region to come out and participate. I have attached a copy of the events schedule for everyone to take a look at and see what you might be interested in attending.

On February 15, we are heading to

*(Continued on page 8)*

# Porsche Driving Experience Relocating to Birmingham

New Home to be Barber Motorsports Park by PCNA

ATLANTA, October 29, 2002 -- Porsche Cars North America, Inc. (PCNA) today announced it will relocate the Porsche Driving Experience (PDE) to Birmingham's new, multi-million dollar Barber Motorsports Park. The announcement comes as the park prepares to open the gates of its 700-plus acre facility next year. Accelerated interest in the PDE performance-driving programs and the Panoz Racing School facilities drove PCNA's decision to move from its current locations at Road Atlanta and Sebring, Florida.

"In this case, outgrowing each other has been good for all parties," said Frederick J. Schwab, PCNA President and CEO. "Demand for track time at Road Atlanta and Sebring has increased dramatically and so has interest in PDE. This move allows both PDE and the tracks to accept more participants and make better use of the facilities."

Starting in March of 2003, PCNA will host its PDE program at the park, located off the 459 corridor on I-20. The park will showcase the company's first sport utility vehicle, the Cayenne. The facility will enable Porsche to demonstrate the Cayenne's handling both on and off the pavement.

"The Barber Motorsport Park gives PCNA the opportunity to start with a fresh face at an exclusive track that is second to none," said Le Mans and Daytona champion Hurley Haywood. "We all know that our business is based on emotion and the Birmingham track is without a doubt the most beautiful and demanding facility in North America."

"It has been dubbed the Augusta of racetracks with its prime location and manicured landscaping," said Jeff Ray, executive director of Barber Motorsports Park. "We've taken careful measures to be certain the park exceeds

the industry's safety standards and is an environmentally friendly and economic contribution to Birmingham."

Fifteen minutes from downtown near the Leeds district and ten minutes from the Birmingham International Airport, the park rests on 740 acres of forested land along the Cahaba River. Only six percent of Barber Motorsports Park



David Witteried in a slalom (multiple exposures). Photo by Rich Bessette

will be covered in impermeable surfaces, meaning most of the land will be natural forest or replanted wooded and grassed areas. Measuring 2.38 miles, the circuit is designed in the same fashion as many European racing facilities

-- with no paved parking lots or grandstands, an added attraction for spectators.

While in Birmingham, PDE participants will have an opportunity to select from a number of lifestyle packages associated with PDE's preferred hotel, the Wynfrey. The award-winning hotel is Alabama's only AAA Four-Diamond Hotel and has received this coveted award for the past 16 consecutive years as well as the Pinnacle Award for the past 5 years.

Since its inception in 2000, thousands of enthusiasts have participated

(Continued on page 5)

## San Diego Zone 8 Time Trial at Buttonwillow Raceway Park

# February 8-9

The first in a series of (at least) 5 SDR Time Trials for 2003

Streets of Willow - June 7-8  
Willow Springs - Aug 9-10, Dec 13-14

6:30 - 7:45 am - Tech Inspection  
6:45 - 8:00 am - Registration  
8:00 am - 5:00 pm - 20 min. Run Groups

Participants must have completed 4 autocrosses or equivalent in last 12 months

**Check the San Diego Region website for more info: [www.pcasdr.org](http://www.pcasdr.org)**

**Accommodations: Motel 6**  
20636 Tracy Rd, Buttonwillow 93206 661.764.5153  
\$7.77 single or double (15 miles from track)

**MAKE RESERVATIONS EARLY**  
Other Accommodations - check: <http://www.buttonwillowraceway.com/>

**For more information contact Jack Miller at (619) 286.4419(h) or [jmiller@PacificCollege.edu](mailto:jmiller@PacificCollege.edu) for track information and directions: <http://www.buttonwillowraceway.com/>**

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### San Diego Zone 8 Time Trial - BWRP Feb 8-9

|   |   |
|---|---|
| Name _____ Region _____   | Co-Driver _____ Region _____  |
| Address _____   | Address _____   |
| City/State/Zip _____  | City/State/Zip _____  |
| Phone (best) _____  | Phone (home) _____  |
| Email (required) _____  | Email (required) _____  |
| Student _____ Experienced Driver _____ Instructor _____ (check one) | Student _____ Experienced Driver _____ Instructor _____ (check one) |
| PCA Mbr # _____   | PCA Mbr # _____   |
| Car year & model _____ Car # _____ Class _____                      | Car year & model _____ Car # _____ Class _____                      |

**Entry Fees:**  
Entry Fee (\$275.00 per driver) \_\_\_\_\_  
\$50.00 late fee (postmarked > Jan 24) \_\_\_\_\_

**TOTAL FEES** \_\_\_\_\_

Send entries to (checks payable to pcasdr):  
Jack Miller  
7695 Bromellad Ct  
San Diego, CA 92119

No refunds after January 24

# New Zone 8 Logo!

by David Witteried

Last year there was the contest to design a new Zone 8 Logo. The results of the contest were presented at the November Presidents meeting. Mark Charus, a member of California Inland Region, entered several designs in the contest but alas, did not win. Presented below is the new Zone 8 logo. ●



*Porsche Driving Experience (Continued from page 4)*

in the Porsche Driving Experience. The program features professional drivers and uses the 315-horsepower (SAE) Porsche 911 Carrera Coupe to demonstrate performance, accident avoidance, and safe driving techniques.

Haywood and other professional drivers such as Doc Bundy, Pierre Savoy, Jeff Purner, Dave Murry, Jack Baldwin, and Bill Adam conduct the program. Due to a low 5:1 participant-to-instructor ratio, the drivers are able to offer hands-on, personal attention.

In July of this year, PCNA began offering a "masters" program, which is designed for those who have been through the initial PDE program. It offers participants more track time and advanced instruction. For more information, visit the Porsche Driving Experience Website at [www.porschedriving.com](http://www.porschedriving.com) or call (888) 204-7474.

Porsche Cars North America, Inc., based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA em-

ploys approximately 200 people who provide Porsche vehicles, parts, marketing and training for its 203 dealers in North America. They, in turn, provide Porsche owners with best-in-class service. ●

## From the Editor's Bench

by David Witteried — Winding Roads Editor



Hello! I hope you are enjoying the new newsletter. I'm planning to make this a monthly affair if our budget can handle it. As this is my first ex-

perience with publishing a newsletter please bear with me as I learn my way.

If you feel the urge to write a story about a Porsche experience that you have had please let me know. I would be happy to work with you to create something suitable for printing. I am also looking for volunteers to provide photographs as well as somebody who might have some experience in obtaining advertisers. The deadline for article and photo submittals is the 10th of each month preceding publication. Please call or e-mail me if you have any questions.

I'm not going to write too much this month since I have already included my final Presidents column in this issue...See you on the road!

E-mail me at: [witteried@ccis.com](mailto:witteried@ccis.com) ●

**Zone 8 Judging School & Concours Prep V**  
Saturday March 15, 2003

**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.**

**Learn about significant changes in the 2003 Zone 8 Concours rules** (ie: attendance at the Concours school is now required in order to be eligible as a Zone 8 Judge)

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

|                    |   |                                       |
|--------------------|---|---------------------------------------|
| <b>Time:</b>       | 8:30 to 3:00  | <b>Cost:</b> \$15:00 (includes lunch) |
| <b>Location:</b>   | 27101 Aliso Creek Rd., Suite #106<br>Pacific Park Plaza, Aliso Viejo  |                                       |
| <b>Directions:</b> | 405 or 5 N or S to Oso. South on Oso (becomes Pacific Park) 4-5 miles to Aliso Creek Rd. Turn Left. Turn R first drive past Texaco Station. 27101 is at the rear of the complex |                                       |

**Space Limited!!**  
**Send application today**

**Send Now!!!!**  
**Last Year SOLD OUT**

Mail your payment and application to: Mike Marsolito, Z8 Representative, 10901 Laconia Dr., Villa Park, CA 92261  
For more information: (714) 371-6464 or [rmarsolito@earthlink.net](mailto:rmarsolito@earthlink.net)

|   |                |              |
|---|----------------|--------------|
| Name _____                                  | Phone _____    | Email _____  |
| Address _____                               | City/Zip _____ |              |
| Would you like to become a Judge? Yes _____ | No _____       | Region _____ |
| Question for the Judges _____               |                |              |

## New Membership Chairman for CAI

by Greg Reed

Introduction by David Witteried. Greg Reed is a relatively new member who volunteered to take over the duties of membership chairman. This is a very important position in any region as recruitment of new members is the lifeblood of the club. If you have any questions regarding membership, or know of a potential member please let Greg know! Here's a brief biography of Greg...



Greg is 40 years old. He has a wonderful wife, Robyn, who lovingly accepts his love of Porsches. Robyn's age is confidential, but she would say she's 29. Greg is blessed with a 15 year old son, Jason, and a 12 year old daughter, Rachel. They have lived in Rosamond for approximately seven years; following Greg's other love - flying B-52s. Greg is employed by Boeing at Edwards AFB, where he currently is the B-52 program manager. He started out with Boeing as a flight test navigator, and has tested all the latest weapons currently employed on

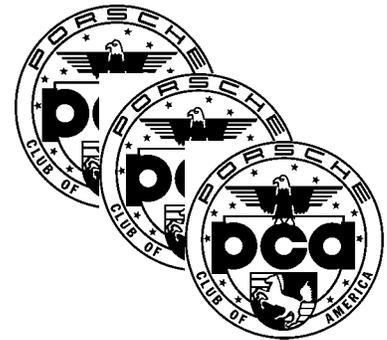
the B-52. He concluded his flying career in April 2002, with over 2200 B-52 flight hours and over 18 years of military and contractor flying. He is also a Major in the Air Force Reserves working at the Information Technology Directorate on base. Greg owns a champagne 1983 944 which he bought in Cincinnati, OH in 1993. It has approximately 250K miles, and is in fair to good condition with the original paint. It is used daily for driving to work and probably will be handed down to Jason at 16. Greg's most recent toy is a 1989 944 Turbo, bought in Venice, CA in June 2002. His turbo is guards red, has 150K miles and is in good to excellent condition. Greg loves to drive and talk about his cars. He reads all the magazines and books he can on the 944. Unfortunately, he is still a novice when it comes to repair work and prefers to have a knowledgeable mechanic work on them. Don't tempt him with a sprint unless you're ready to run against his 280bhp. Just ask - he'll tell you all about it! ●

*Bumper Smiles (Continued from page 2)*  
year. In addition to the photo rally we have a Gymkhana, kind of an automotive obstacle course, on the schedule.

Also on the schedule for next year... Rich Paré and I had a conversa-

tion with Tony Garcia, the President of Golden Empire Region. We offered the support of California Inland Region to the planning and conduct of the Zone 8 Challenge next year. Golden Empire Region is not much larger than our own region and it is a lot of work to put on a three-event weekend. So, expect us to be asking for volunteers to work on the various committees! Many of us have participated in the Zone 8 Challenge for several years, now we will help to put it on. The side benefit to this will be that we will gain valuable experience in hosting large events which should allow California Inland Region to do some of our own in the future.

See you on the road! ●



**Club Racing**  
Porsche Club of America

**pca**

**PORSCHE CLUB OF AMERICA**  
ARIZONA REGION

**Club Race in the Desert**  
FEBRUARY 22-23, 2003 · PHOENIX INT'L RACEWAY

**The Arizona Region PCA proudly present the 3rd Annual  
PCA Club Race in the Desert at Phoenix International Raceway  
60-Minute Enduro · Two Sprint Races per Group · Garages  
February 22-23, 2003**

**For further information, call Ken Steele at 602-993-7941  
or visit the Arizona Region website at <http://az.pca.org>**

# The Dam Tour...aka. The St. Francis Dam Disaster

by David Witteried and Mike Forest

On Saturday the 11th of January the California Inland Region had its first tour of the year. This was a short drive from the Denny's restaurant in Palmdale to the site of the St. Francis dam which failed catastrophically in 1928. Surprisingly the site where the dam was located is a short drive from Palmdale up the Lake Hughes Road then onto the San Francisquito Canyon Road. When you reach a narrow section in the road shortly after encountering an unfinished section of highway you have reached the dam site.

Six members met at the Denny's restaurant at Palmdale Boulevard and Highway 14. These included an interesting sampling of Porsche sports cars. There was a 914, 924, 911S Targa, 944, and a Boxster S. There was also an example of Ford engineering which we call our Cayenne prototype! Several of the members had just finished breakfast at the Denny's restaurant when we arrived and reacquainted ourselves with everyone after the holidays. After sharing some warm fellowship we started our Porsche engines and headed up the

valley to the site of the disaster.

The drive up the valley was enjoyable with the warm weather and bright sunshine. It's great living in California

where you can drive with the top off the car in January! After a short stop to buy National Forest day passes we proceeded to the dam site. Normally the remains of the dam are obscured by dense underbrush. However, this year the forest fires from the previous summer had cleared the brush away. This permitted unobscured viewing of the remains of

houses which upon closer inspection were sections of the dam that were carried downstream by the flood.

Mike Forest our resident historian on the dam disaster gave the group a presentation that explained how the dam failed and what the consequences were (see sidebar). After Mike's very interesting presentation Lynne Barnes shared some stories from his grandfather who was a cowboy in the area before the dam was built. Everybody found stories very interesting and amusing.

After exploring the wreckage we continued to the Santa Clarita City Park where we enjoyed a picnic lunch to finish a delightful day!

I would like to thank Mike Forest for researching and arranging for this tour, great work! Visit <http://www.scvhistory.com/scvhistory/stfrancis.htm> for more photos of the dam. ●



1. Janice Witteried, Paul Turner and Joni Barnes outside Denny's restaurant.
2. Mike Forest explains how the disaster happened.
3. Listening to Lynn Barnes' cowboy stories. Photos by David Witteried



*The tour group standing remains of the center section of the dam. Photo by David Witteried.*



*The top of the ridge in the background was at the top of the dam. Photo by David Witteried.*

**A brief history by Mike Forest:** The St. Francis dam was completed in 1926 and was located in San Francisquito canyon near Santa Clarita. It was part of the Los Angeles/Owens Valley aqueduct and was used as a storage facility for the Los Angeles basin during drought years. The St. Francis reservoir was one of many constructed for this purpose by the Bureau of Water Works and Supply under the guidance of William Mulholland. On the event of its first filling to capacity in March, 1928, it failed catastrophically. The human toll was over 400 people killed and many left homeless. The resulting flood, which terminated at the Pacific Ocean near Ventura, killed livestock and destroyed many acres of agricultural land.

The probable causes were many. The dam's east abutment was built on an ancient landslide. The west abutment was built on a fault line. The height of the dam was increased without increasing the width at the base. The concrete mix was less dense and more porous than standard. There were no provisions to stop water from soaking into the ground under the dam and there were no expansion joints. What basically happened was; water soaked into and under the dam causing it to float. The saturated left abutment started to slide which caused lift near the base of the dam and lack of support at the higher elevations of the east abutment. The brittle concrete was unable to withstand the many forces acting upon it and began to crack and break up. It failed at 11:57 p.m. on March 12, 1928.

911 Fender Seal Replacement (Continued from page 3)

slot as you pull on the seal.

Use the old seal to measure the length of the new seal and cut as required. Clean the slot and fender area with a damp rag and then follow up with a cleaning wax (e.g. 3M Light Oxidation Remover). Once clean, coat the trimmed seal with a water-soluble



Remote location make the socket head screws challenging to loosen. Photo: M. Budinski

lubricant (e.g. 3M Vinyl and Leather Conditioner), align the seal in the slot, and work it in. Pull on the fender lip to help open the slot. Keep wiggling and pushing until the seal is properly placed. Retighten the socket head screws and wipe off any excess lubricant. ●

Watercooled Thoughts  
(Continued from page 3)

the Petersen Automotive Museum in the Wilshire Boulevard area, to be followed up with lunch at Carneys. On March 8, we are having a Scavenger Hunt in Lancaster; this is going to be a lot of fun. On April 12, we are having a Gymkhana/Precision Driving Contest. I am still working out the details on this, but it will be a lot of fun for all. Also in April, we are going to Porsches Wild in Las Vegas, this was a great time last year, as reported by those who went, and I sure it will be even better this year. We have many other events scheduled, so get those cars out and try to come join us for these events.

I am looking forward to seeing many new faces



  
**PREMIER SPORTSCAR SERVICE  
WHITE LIGHTNING RACING**  
*Presents*  
**Scheduled Maintenance Tech Session  
And  
Q&A with Porsche Motorsport Engineers**

**What:** Premier Sportscar Service and White Lightning Racing will open their doors to the Porsche Club for a special "behind-the-scenes" scheduled maintenance tech session. Learn what Porsche recommends you have done to your car as well as how to identify when that work needs to be performed. Premier Sportscar will also be handing out free Scheduled Maintenance calendars printed specifically for your Porsche's year and model. Additionally, Premier Sportscar has arranged for **Porsche Motorsport Engineers** to be on hand during the session. Don't miss out on this once in a lifetime opportunity to have factory engineers answer any questions you may have.

White Lightning Racing will conclude the session with an introduction to the **World's Extreme Sports Car Racing Series** (A.K.A. American LeMans) and their **Porsche Race Team** as they prepare for the 51<sup>st</sup> Annual Mobil 1 Twelve hours of Sebring race held on March 15. Bring your camera to take pictures with the actual Factory Porsche GT3R & GT3RS Race Cars and Transporter, as they will be on display for your viewing pleasure.

**Where:** Premier Sportscar Service - 203 Brooks in North Las Vegas  
Take I-15 North to Cheyenne. Exit Cheyenne West to Losee. Head South on Losee. Brooks is approx. ¼ mile down on the Right. Take a right (west) on Brooks until you see the shop on the left, down about ¾ of a mile.

**When:** Saturday February 8, 2003 at 11:30 am

*Hope to see everyone attend with their Porsche!*

this year as well as some of you that I have only met once or twice before. We really do have a lot of fun when we

get together and I am glad that I get to be part of such a wonderful group of Porsche enthusiasts. Drive On! ●

  
**It's not  
just the cars  
It's the people!**  
 **Porsche Club of America**

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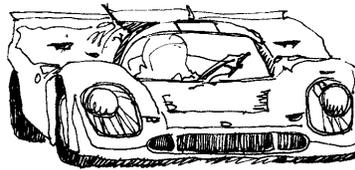
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## Commercial Ads

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Ad includes free banner ad & link from our web site.

Deadline for submitting new ads 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:  
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9900 Susan Avenue  
California City, CA 93505  
witteried@Hotmail.com



## Classified Ads

No charge to PCA members.

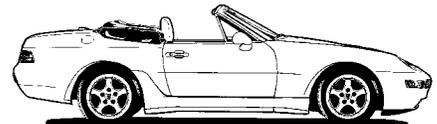
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Ads are automatically included on our region web site.

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

Send ads to (e-mail preferred):  
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9900 Susan Avenue  
California City, CA 93505  
witteried@Hotmail.com



# THIS SPACE IS AVAILABLE!



**WINDING ROADS**  
California Inland Region  
David Witteried/Editor  
9900 Susan Avenue  
California City, CA 93505



**Our Next Event...**

**February 15**



**Petersen Automotive Museum Tour  
POC – Paul Turner (661) 823-9753**