

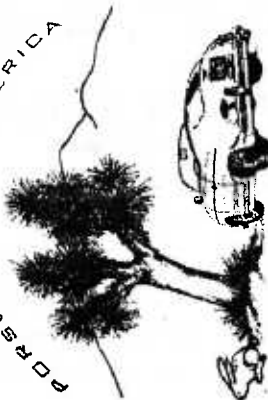
WINDING ROADS

JUNE, '95

Issue 6

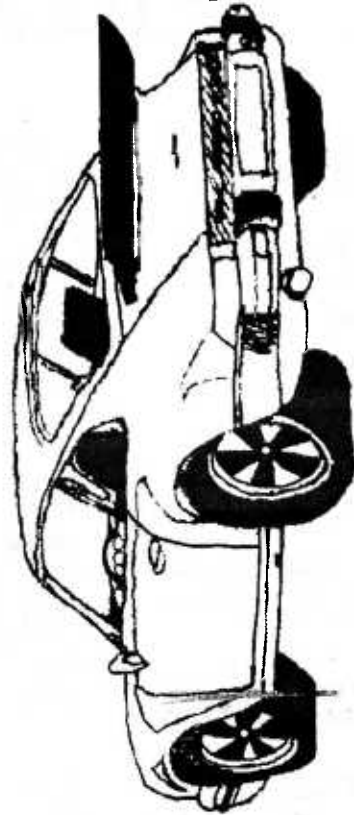
Volume 10

PORSCHE CLUB OF AMERICA



CAL-INLAND ZONE 8

PORSCHE Club of AMERICA



TURBO

WINDING ROADS
Cal-Inland Region
Mike Forest / Editor
256 E. Ave. P-1
Palmdale, Ca. 93550



SCOTT LLOYD
614 E. AVE. J-5
LANCASTER, CA. 93535

ZONE 8 REPORTER

JUNE

14 CAL-INLAND MEMBERSHIP MEETING!

BAKER'S SQUARE RESTAURANT,
PALMDALE BLVD. JUST WEST OF
A.V. FREEWAY. 7:00 P.M.

BE THERE

OR

BE L7

JUNE

- 4 Z8 Concours, Los Angeles, Santa Monica Airport, Typhoon Restaurant, Fred Stewart 818-846-4457
- 11 Z8 Rally, Orange Coast, Tom Gould
- 24 Z8 Concours, Grand Prix, Long Beach, Vicki Tedesco, 310-498-1009
- 25 Z8 Rally, Grand Prix, Tom Gould

JULY

- 9 Z8 Autocross, San Gabriel Valley, San Bernardino, Frank Offenstein, (909)592-2840
- 16 Z8 Concours ans BBQ, Cal Central Coast, San Luis Obispo, Larry Appleby, (805)239-2181
- 23 Z8 Concours, San Diego, Marina Village, Skip Shirley, (619)488-5471

AUGUST

- 6-12 40th. Porsche Parade, Portland, Or. (Zone 8 party also).
- 11-13 PCA Club Race, Portland, Or.
- 19-20 Monterey Historic Races

SEPTEMBER

- 9 Zone 8 POC-PCA Time Trial, Las Vegas. Carl Young 702-876-7982
- 17 Zone 8 Concours, Santa Barbara. Steve Conger

OCTOBER

- 7 Z8 Concours, San Gabriel Valley, San Dimas Tom Sisson, (8181) 331-4666
- 8 Z8 Rally, San Gabriel Valley
- 8 Z8 Autocross, Silver State, Las Vegas, Stan Stanton, (702) 458-6595

OCTOBER cont'd.

- 14-15 Zone 8 PCA-POC Time Trial, Arizona Region P.I.R. Phil Ryan 602-386-2763

NOVEMBER

- 4-5 Phoenix Flight, Arizona Region Sue Herrmann 602-831-1840
- 4 Zone 8 Concours
- 5 Zone 8 Slalom

- 18 Zone 8 Presidents' Meeting, Palm Springs.

- 18-19 Historic Car Races, Palm Springs.

- TBA (Tentative) Z8 Time Trial San Diego

DECEMBER

- 2-3 P.C.A. Club Race. P.I.R.
- 9-10 P.C.A. Club Race, Los Angeles, Willow Springs, Bill Bohn

JANUARY 1996

- 13 Z8 Awards Banquet, Presidents' and Editors' Meeting, Anaheim



It's that concours time of year when the weather settles down and the sun stays up long enough to put some extra time into your car

Sacramento Valley Region's CRAB 23

David & Janice Witterled

Janice and I recently attended Sacramento Valley Region's anual three day (April 21 - 23) Porsche event in Sacramento California called CRAB (Crabfeed, Rally, Autocross, and Begegnen). We left early Friday morning and traveled up I-5, we were both surprised to see that the bridges near the Colinga turn-off had already been repaired after being washed out by the floods this winter. We arrived early in the afternoon and visited some old friends at a tire store to get the car aligned with the "fun" settings. This done we proceeded to another friends house, unpacked and washed the car (boy are there a lot of bugs on I-5) and proceeded to PARTY!

The registration and welcome party was held at the CRAB headquarters (the Raddison Hotel in Sacramento) where we met many old friends from when we lived in Sacramento, as well as meeting several new ones. There were 45 Porsches registered for the weekend. After reacquainting ourselves with our friends we headed for bed for an early start the next morning for the autocross.

The Autocross (or...what is a 901?)

Saturday morning was beautiful with light breezes (as opposed to the *winds* we have down here) and cool temperatures. Janice and I were in the first of five run groups. We gridded our car for the technical inspection and walked the course. By this time Janice was beginning to get cold feet as we sketched the course that was laid out on the parking apron at Mather Air Force Base once used for nuclear armed B-52s. Well after walking the looonnggg course we went back to the grid area where the tech. inspector was looking for

me. How could this be! I had just had the car in for its spring time inspection and alignment. It turned out that he had noticed a small "clunk" when he turned my steering wheel which he interpreted as a loose tie rod end! "Oh, is that all it was" I said. I then assured him that the tie rods were fine and that the clunk was in the steering linkage and had been there for years.

To keep Janice from having a nervous breakdown waiting for her turn to race, I usually let her go first (this also gets the tires and car warmed up for me). The format for the race was to start go through the timing gate after the first lap then do two timed laps for your total time (i.e. three times around the track). Well the first few cars out all turned inside the last turn (a 180) and DNF'ed. Janice observed this and carefully went *outside* the same turn and DNF'ed on all three laps (oops!). After she got back we pulled out our map of the course and showed her the error of her way (she also went out and watched other drivers on the course where she was unsure of herself). Now it was my turn! Up through the grid...to the starting line...green flag...GO! LEFT-RIGHT-LEFT-FASTER-WHOA-RIGHT-LEFT-LEFTLEFTLEFT-SHIFT-GOGOGO-SHIFT-WHOA-ZIGZAG--RIIIGHHT-D@ IT TWO MORE TIMES!!!! Boy was that fun (a 1:06:--). The really fast cars were turning in times under a minute.

On Janice's second run she stayed on the course and got a 1:16. I could tell she really enjoyed herself because I caught her disguising herself as me so she could go again! After prying her out of the car it was my turn again. This time I tried to go really fast through a chicane (kind of like a quick lane change). Well I made it through without knocking any

cones down but I lost it in the exit! This was evident from the fact that my steering wheel was turned one way and the back of the car was going the same direction trying to pass me (the panicked corner worker running away was also another good indication that all was not well)! After backing up onto the course (still no cones) I continued with my timed laps noting that I shouldn't go as fast into that chicane. My final time after an evil cone jumped out and dove under my rear tire was a 1:04:59+1 cone (not bad, this was the middle of the 911SC class, my car is a '76 911S).

Out of all this Janice won third place and I secured a strong second. I was eventually beaten by a 901 (no not 911 but a 1964 901) that had been owned by Helmut Barth of the Porsche factory. When the driver got a 58 second run I was stunned to put it mildly!

After the autocross we participated in the Copkana, a team event in which both participants operate the car (sometimes at the same time). This was an obstacle course which required maneuvering our car into "garages", parallel parking, and driving forward and backwards through a *tight* obstacle course. We started with Janice driving the car then she worked the clutch and gas while I steered and shifted gears. The best part was when we pulled up to put a basketball back onto a table (this is what was keeping Janice's hands busy) and she stopped the car about six inches short. She turns to me and yells "move the car up!". To which I replied "you have the clutch, you do it!" Needless to say this was a fun event and we managed to get a third place trophy for our efforts.

The Rally (or...lost in the foothills)

Sunday morning was the rally. This was after a night of socializing and bench racing followed by an all you could eat crab dinner and dancing. We should have known this was not going to be our event when we got our out time two minutes *after* we should have been

on the road (my fault, not Janice's). Anyway to make a three hour story short we forgot one of the rules about dead end streets and got to go on a high speed (90 +) tour of the countryside with a black 928 (also lost) trying to find the next check point (oh well, you can't win them all)!

As it turned out we had a great time with some fun people and our fun cars. We managed to win three trophies for our efforts as well as recognition for the farthest distance traveled. And after the dinner Saturday night I for one won't be able to look another crab in the face for quite a while. Oh yes..., a 901 was what the 911 was originally going to be called until a French manufacture protested the use of the type number 901 because the combination of three figures, of which the middle one is a zero, had been registered by him as a trademark..

WINDING ROADS

HOW TO RAISE YOUR 914

The unique design of the Porsche 914 dictates that the car be raised off the ground to perform certain maintenance and repair tasks. The long-time owners have their favorite ways of doing this so what follows is a safe and reliable method of getting the car off the ground for the new owners.

IMPORTANT NOTE: *Always use jack stands to support the vehicle once it is raised to where you want it. It's also not a bad idea to have your floor jack under the car near where you will be working and extended to just below the vehicle.*

If your car has not been lowered this system should work fine. To raise the rear only, bring the floor jack in from the back of the car and position the jack saddle under the engine cross bar. (Four cylinder cars). Be careful not to pinch the speedometer cable. On a six cylinder car the jack saddle can go under the engine, but use a flat piece of wood or something similar between the jack saddle and the engine to avoid damaging the engine. Once raised, the jack stands can be placed under the round lift points at the rear of the floor pan or under the ends of the engine cross bar if you do not have to remove the bar. On the 914-6 the jack stands should go under the round lift points at the rear of the floor pan. See "B" in illustration.

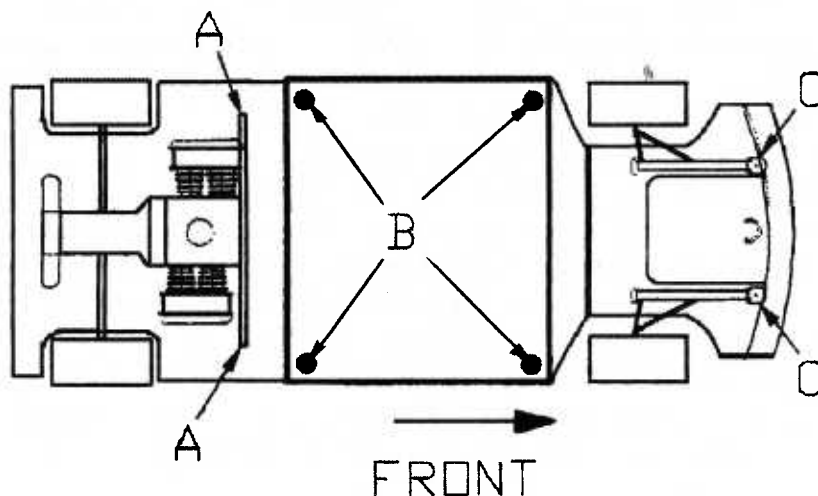
To raise the front only, use a 2x4 or similar piece of wood that is long enough to extend past the front ends of the torsion bars. See "C" in illustration. Place the wood on the jack saddle, center the jack saddle under the car with the wood on the front ends of the torsion bars and raise the car. Jack stands can be placed under the round lift points at the front edge of the floor pan or under the torsion bars if you do not have to remove them. See "B" in illustration.

To raise the whole car, start at the front using the method described above. To raise the rear, bring the jack in from the side of the car (just ahead of the rear wheels) and center the jack saddle on the engine cross bar on a 914-4 or the front of the engine on a 914-6. Jack stands can then be placed under the round lift points at the corners of the floor pan. See "B" in illustration.

If your car has been lowered and a floor jack will not fit under it, my suggestion is to buy the jack pad that fits in the factory jack receptacle on the lower body just below the rear edge of the doors. These are available from various Porsche aftermarket houses. Raise one side at a time and place 4x4s under each tire on the raised side and let the car down onto the 4x4s. Make sure the parking brake is applied. Do the same to the other side of the car and you should be able to use above methods to raise the car as needed.

I've been using this method for twenty-three years and have never had any trouble.

Mike Forest



WINDING ROADS

BUMP STEER KIT INSTALLATION

If you have lowered the front of your car or plan on doing so, you will need to install a **BUMP STEER KIT**. It consists of two spacers (usually aluminum) and two bolts. It installs between the steering rack and the steering rack mounts on the front suspension crossbar under the car. What it does is reset the tie rods to the proper angle relative to the steering rack and spindle. If you do not install the kit after lowering the front of your car you will get a lot of feedback through the steering wheel every time you hit a bump or cross railroad tracks or go into a driveway. Depending on what tires you have, it may be like your feeling every piece of gravel in the road. It gets old real quick. Although this article covers bump steer kit installation into a 914, I believe it is good for all but the latest 911s.

The first step is to purchase the correct bump steer kit for your car. The Performance Products catalog lists two different part numbers for the 914. One covers the 1970 and 1971 cars and the other covers from 1972 through 1976. If you are not certain just what year your car is, this can be determined by looking at the Vehicle Identification Number at the lower corner of the driver's side windshield post. It is visible from outside the car and is just behind the glass. All four cylinder 914s start with the number "4". The next two numbers will tell you what year the car is. For example: the number 471..... means the car is a 1971. The number 473..... means the car is a 1973 and so on.

You need to raise the car so that you can work comfortably beneath it. Although raising just the front will work, I prefer to raise the whole car as it will be slightly easier to work on. (See jacking instructions on the previous page). Remove the front wheels. Using a 13 mm wrench, remove the two forward bolts that hold on the splash pan beneath the steering rack. The tabs on the splash pan are vertical and the bolts are installed horizontally and from the front of the car. Next, remove the two rear bolts with a 17 mm wrench. Be careful when lowering the splash pan as it may be full of many years of dirt and debris. Now, locate the steering rack and remove the two mounting bolts. A 17mm wrench or socket should do the job. Raise the steering rack and install the two aluminum spacers with tapered end up. (Toward the steering rack). Install the new bolts and torque to 34 lb. ft. Install the splash pan and torque the rear bolts to 34 lb. ft. Tighten the front bolts. Install the front wheels and torque to 108 lb. ft. for the steel wheels and 90 lb. ft. for the factory alloy wheels. The front end will have to be re-aligned as the toe-in will change with the installation of the bump steer kit.

ONCE AGAIN, IT'S NEVER AS EASY AS IT SOUNDS!

My first installation consisted of jacking up the car, removing the splash pan, removing the steering rack bolts, prying up the steering rack and installing the kit. I sold the car shortly thereafter and don't know if it survived the ordeal.

My second installation started out the same but I couldn't get the rack high enough to get the spacers in. I crawled under the dash and removed the shaft between the u-joints and was then able to get the kit installed. About three weeks went by before the lower bearing in the steering column came apart. It happened in turn eight at Willow Springs during a time trial and caused a moment of concern as the steering wheel suddenly became very moveable. Upon further inspection from under the dash (with the knee pad removed) I noticed the shaft was at the top of the housing where the rear bearing had been rather than in the center. It was also very tight. What I determined was when the steering rack was raised the shaft tried to move slightly to the rear of the car. Being that it couldn't actually do that with everything bolted in place, it put a major amount of stress on the forward column bearing. I removed the steering column and shaft and re-installed the steering column. I then measured the distance from the lower u-joint to the upper u-joint using the bolt hole centers as a

WINDING ROADS

BUMP STEER KIT INSTALLATION

reference. There are two notches in the steering shaft for the u-joint bolts to pass through. I measured the distance from center to center of the notches on the shaft and found this distance to be about 1/4" longer than between the u-joint holes. What this means is when the steering rack is moved up to accommodate the spacers in the kit, it in effect shortens the distance between the two u-joints.

My fix was to lengthen the notches in the shaft toward the center of the shaft so the shaft would fit deeper into the u-joints. I also had to slightly taper the ends of the shaft as they hit the other shafts in the u-joints.

I have done this on every bump steer kit installation since and have had no problems with the bearings or any other part of the steering system.

Oh yeah, don't forget to reset your toe-in as it will change with the kit installed.

Mike Forest

What this means is, when the steering rack is moved up to accommodate the spacers in the kit, it in effect shortens the distance between the u-joints.

911 ALIGNMENT (THE FUN SETTINGS)

I thought some of you out there might be interested in what I call the "fun" alignment settings for a 911. These settings will give the car crisper turn-ins and greater cornering ability. I got these from a friend who owns a tire store in Sacramento and have been using them for the last eight years. They do wear the inside edges of the tires out a little faster, but the smiles-per-mile go up more than enough to counter the small increase in wear.

The settings are:

FRONT TIRES:

Camber -1 deg.

Toe 1/16" in

REAR TIRES:

Camber -1 1/4 deg.

Toe 1/8" in "Heavy"

I once went back to the factory settings and after wallowing through corners for a few months, I had the car re-adjusted to the fun settings. Hope you like these settings as much as I do.

David Witteried

ZONE 8 - RALLYE SCHOOL



JUNE 3, 1995

A great way to learn how to Rallye!! This will be a 2 to 3 hour school with a chalk talk and short practice Rallye.

We'll have the coffee and donuts, you bring a pad and pencil. It is that simple! Master Rallier, Tom Gould, will explain how to interpret Rallye instructions, what you'll need and show you how simple Rallying really is.

Remember! June 3, 1995 at 10:00 a.m.
We'll even give an incentive - IT'S FREE!!

Call Tom or Bev to reserve your spot TODAY!

Tom Gould (310)546-1359 (eve)
Bev Frohm (714)641-2420 (days)

We will let you know the location when you call in your RSVP.

Porsche Club of America, Los Angeles Region

35th Anniversary and Concours d'Elegance

June 4th, 1995

In honor of its 35th Anniversary and also to benefit Children's Hospital, Los Angeles, the Porsche Club of America, Los Angeles Region is pleased to announce the annual charity Concours d'Elegance. To be held on June 4th, 1995, the site will be the Typhoon Restaurant at 3221 Donald Douglas Loop South, on the south field of the Santa Monica Airport.



All members of the Porsche Club of America are invited to participate in this celebration. Placement of cars will begin on Sunday morning at 7:30. Fine automobiles in the classifications below will be elegantly displayed before the admiring eyes of the public as well as the judges, and will compete for the coveted Concours awards.

CLASSES OF ENTRY

Concours Division

- C-1** 356 Closed
- C-2** 356 Open
- C-3** 911, 912, 1965-1973
- C-4** 911, 911 Turbo, 912E, 930, 1974-1983
- C-5** 911 Carrera, 1984 to present
- C-6** 914-4, 914-6
- C-7** 924, 924S, 924T, 944, 944T, 928, 928S, 968
- C-8** Special interest and current competition limited production

Street Division

- S-1** 356 Closed
- S-2** 356 Open
- S-3** 911, 912, 1965-1973
- S-4** 911, 911 Turbo, 912E, 930, 1974-1983
- S-5** 911 Carrera, 1984 to present
- S-6** 914-4, 914-6
- S-7** 924, 924S, 924T, 944, 944T, 928, 928S, 968
- S-8** Special interest and current competition limited production

Wash & Shine Division

- W/S-1** All 356s
- W/S-2** All Air-cooled Porsches
- W/S-3** All Water-cooled Porsches

Display Division (not judged)

All Porsches that want to participate, but not be scrutinized.

REGISTRATION APPLICATION

Name _____ Phone (____) _____

Address _____

City _____ State _____ Zip _____ Region _____

Porsche Model _____ Year _____ Body Type _____

Color _____ License Number _____ Class _____

Judged Divisions: _____ car(s) @ \$30 ea = _____; Display Division: _____ car(s) @ \$15 ea = _____
 Early Registration deadline: May 15th; thereafter, fees are Judged: \$35, Display: \$20

Total Amount Enclosed: \$ _____ Make check payable to "PCA/LA"

Remit to: Liz Omer, 4733-D La Villa Marina, Marina Del Rey, CA 90292; call 310-823-4709 for info

Drivers Education Event



Porsche Owners Club
in Conjunction with
San Bernadino Sheriffs Department



Presents

A One-Day Defensive Driving Course
at

Emergency Vehicles Operation Center

June 10, 1995

This course will utilize sheriff department instructors, sheriff department cars (Nissan Altimas) on the wet and dry skid pads, the accident avoidance course, the high speed pursuit course, escape and evasion techniques, and classroom sessions.

A catered lunch is included.

Only (50) Participants Allowed!

Great for your teenage drivers!

Your check reserves your spot.

\$175.00 for one driver

\$150.00 for second driver

This course normally runs \$250.00, but has been offered to P.O.C. Members, guests, and family members at the reduced rate!



Name of Member

Name of first driver

Name of second driver

Address

City

State

Zip

Phone

Amount enclosed:

\$ _____

Please make checks payable to P.O.C

*Send registration form along
with payment to:*

**Bill Bartee
6111 Thor Drive
Huntington Beach, CA 92647**

Porsche Club of America
Orange Coast Region
presents

2 the Beach!

a Time/Speed/Distance Rally
and Bar-B-Q

Sunday June 11, 1995

as part of the PCA Zone 8 Rally Series and the Sunday Rally Series

- TIME:** Registration will be open from 9 AM to 10 AM. First car starts at 10:01 AM.
- START:** Bank of America parking lot, at the southwest corner of Imperial Hwy and Santa Ana Cyn Road in Anaheim Hills. Exit the 91 freeway at Imperial Highway and go south. Cross Santa Ana Canyon Road and turn right into the first parking lot.
- COST:** Includes Lunch for two! \$28 at the start, \$23 if you pre-register by June 6.
- EVENT:** A TSD rally as part of the PCA Zone 8 Rally Series and the Sunday Rally Series. 2 the Beach is designed to be an enjoyable rally for all levels of rallyists. Beginner rallyists running in Class D will run the same course, but without the course following traps! The route will travel on lesser traveled roads through Orange County.
- LENGTH:** About 3 1/2 hours and around 100 miles, with lunch served at the end.
- CLASSES:** Rally classes: A - unlimited equipment, B - limited equipment, C - no equipment. D - beginner; no equipment. Beginners can attend our low-cost rally school on June 3. (See INFO below.)
- INFO:** Call Tom Gould at (310) 546-1359 for more information about this rally, the beginners rally school on June 3rd, or to receive copies of the rally rules.

« « « « **PRE-REGISTER!!!** « « « « « « « « **PRE-REGISTER!!!** « « « « « « « « **PRE-REGISTER!!!** « « « « « «

Save \$5.00! Pay just \$23 (pre-registration must be received by June 6).

Fill out this form and mail to (checks payable to PCA - OCR): Tom Gould
1609 Manzanita Lane
Manhattan Beach, CA 90266

DRIVER: _____ NAVIGATOR: _____
ADDRESS: _____ ADDRESS: _____
CITY: _____ ZIP: _____ CITY: _____ ZIP: _____
PHONE: (____) _____

Please indicate which class you intend to enter (if known): _____

Grand Prix Region of the Porsche Club of America

is proud to present the *GRAND PRIX WEEKENDER*

Concours D' Elegance

Sponsored by: **CIRCLE**

PORSCHE



Date: June 24, 1995

Cost: Pre Registration: \$30.00

Day of the Show: \$35.00

\$20.00 for Display Only All fees include Park Dept. \$5.00 entry fee.

Location: El Dorado Park Area 9, Long Beach, CA
(605 Fwy to Spring St. westbound, to El Dorado Park Spring St. entrance turn right, northbound. From Studebaker turn Eastbound onto Spring St. To El Dorado Park Spring St. entrance, left, northbound, check in at Park guard shack).

Time Schedules: Car placement begins at 8:00 a.m.
Judging to start at 10:00 a.m. Awards Ceremony approx. 2:00 p.m.

REGISTRATION INFORMATION & CONCOURS CLASSES

CONCOURS DIVISION	STREET DIVISION	WASH & SHINE DIVISION
1 356 Closed	S-1 356 Closed	W/S-1 All 356's
2 356 Open	S-2 356 Open	W/S-2 All air-cooled Porsches
3 65 - 73 911 & 912	S-3 65 - 73 911 & 912	(except 356's)
4 74 - 83 911, 911 Turbo 912E, and 930	S-4 74-83 911, 911 Turbo 912E and 930	W/S-3 All water-cooled Porsches
5 911 Carrera 84 - present S-5 914-4 and 914-6	911 Carrera 84 - present S-6 914-4 and 914-6	
7 924, 944, and 928	S-7 924, 944, and 928	
8 Special Interest and current competition limited production	S-8 Special Interest and current competition limited production	

Tear Here

Name: _____ Telephone (____) _____

Address: _____ PCA Region: _____ Zone: _____

Class Entered: _____

City (State) (ZIP)

Porsche Model: _____ Body Type: _____ Year: _____ License #: _____

Entire Weekender discount: Concours & Rally is \$42.00 with pre-registration.

Please make checks payable to "GPX/PCA" and mail along with completed pre-registration form

Marty Noonan, Chairperson
3329 E. Ocean Blvd.
Long Beach, CA 90803-2626

For Hotel Information please contact: Marty Noonan - 310-433-8455

Please Pre-Register for accurate trophy count.



Porsche Club of America

Grand Prix Region

presents:

Summer Serendipity

a Time/Speed/Distance Rally, part of the PCA Zone 8 Rally Series

Grand Prix Weekender

Sunday June 25, 1995

TIME: Registration will be open from 9 AM to 10 AM. First car starts at 10:01 AM.

START: CIRCLE PORSCHE in Long Beach. 1919 Lakewood Blvd.; about 1 mile south of the 405 FWY on Lakewood Blvd., and about 1/10 mile north of the Traffic Circle at Pacific Coast Hwy.

COST: \$20 at the start, \$17 if you pre-register by June 20. Save even more with special rate for GPX Grand Prix Weekender Saturday GPX Zone 8 Concours, and Sunday Rally of only \$42.00.

EVENT: A TSD rally as part of the PCA Zone 8 Rally Series. Summer Serendipity is designed to be an enjoyable rally for all levels of rallyists. The route will travel in Orange and Los Angeles Counties.

LENGTH: About 4 hours and around 100 miles.

CLASSES: Rally classes: A - unlimited equipment, B - limited equipment, C - no equipment, D - beginner, no equipment. Beginners can attend a low cost rally school on June 3. (See INFO below).

INFO: Call Tom Gould at 310-546-1359 for more information about this rally, the beginners rally school on June 3rd, or to receive copies of the rally rules. Call Marty Noonan at 310-433-8455 for more information about registration for the GPX Grand Prix Weekender Concours & Rally!

*****PRE-REGISTER!!!!*****PRE-REGISTER!!!!*****PRE-REGISTER!!!!*****

Save \$3.00! Pay just \$17, pre-registration must be received by June 20. (checks payable to PCA/GPX) *

Fill out this form and mail to: Marty Noonan 3329 E. Ocean Blvd., Long Beach, CA 90803-2625

DRIVER: _____ NAVIGATOR: _____

ADDRESS: _____ ADDRESS: _____

CITY: _____ ZIP _____ CITY: _____ ZIP _____

PHONE: (____) _____ PHONE: (____) _____

Please indicate which class you intend to enter (if known): _____

* Concours and Rally \$42.00.

9

THE CIRCUIT

ZONE 8 SLALOM

SAN GABRIEL VALLEY REGION PCA

SUNDAY JULY 9, 1995

SAN BERNARDINO SHERIFF'S
EMERGENCY VEHICLE TRAINING CENTER
DE VORE (SEE MAP)

ENTRY FEE IS \$35 PER DRIVER
ENTRY FEE INCLUDES BAR-B-Q LUNCH

PCA ZONE 8 RULES WILL BE ENFORCED
ALL CARS ARE WELCOME NON PORSCHE WILL RUN SCCA CLASSES

STOCK CARS CAN RUN WITH STOCK SEATBELTS
LONG SLEEVES AND PANTS (COTTON)
SNELL 80 HELMET REQUIRED
INSTRUCTORS AVAILABLE

TECH & SIGN IN 7:30AM, DRIVERS MEETING 8:30 AM, PRACTICE 9:00AM
TIMED RUNS 12:30

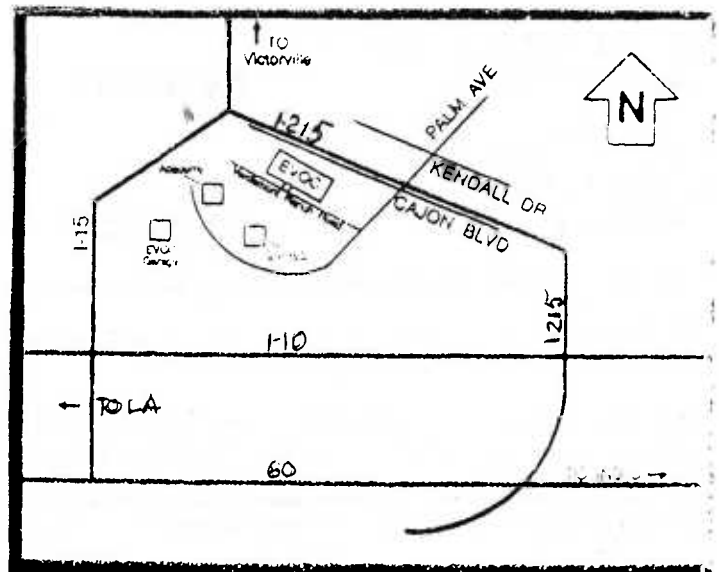
SEND CHECKS AND REGISTRATION TO:
PCA-SGV
143 E. ARROW HIGHWAY
SAN DIMAS, CA. 91773
INFO 909-592-2849

LUNCH FOR NON DRIVERS \$5

AWARDS GIVEN FOR NON-PCA CARS

SIMPSON SAFTY PRODUCTS AVAILABLE
FROM;
F.P.A. MOTORSPORTS
909-592-2848

NATIONAL
CHILDHOOD
Cancer
FOUNDATION®



CAL-INLAND 1995 OFFICERS

PRESIDENT

TIM GEOGHEGAN 619-249-5387

VICE-PRESIDENT

IVOR SHEPPARD 619-249-5214

TREASURER

DONNA SHEPPARD 619-249-5214

SECRETARY

MIKE FOREST 805-273-2690

ZONE 8 1995 OFFICERS

ZONE 8 REP.

ERNIE PASCHOAL 602-420-9540

ZONE 8 REPORTER

NANCY LEMKE 619-426-1054

CONCOURS CHAIRMAN

KIRK SHIMAZU 310-306-9444

TIME TRIAL CHAIRMAN

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