

# WINDING ROADS

VOLUME 10  
ISSUE 10

NOV 1995



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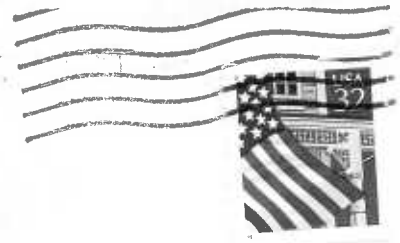
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STORY



PORSCHE *Club* OF AMERICA

## 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

2

## NOVEMBER

### 8 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

## NOVEMBER

- 4-5 Phoenix Flight, Arizona Region, Sue  
Herrmann 602-831-1840  
4 Zone 8 Concours  
5 Zone 8 Slalom  
18 Zone 8 President's Meeting, Palm Springs.  
18-19 Historic car races, Palm Springs.  
TBA Zone 8 Time Trial, San Diego.

## DECEMBER

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

## JANUARY

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

## SOLVANG '95

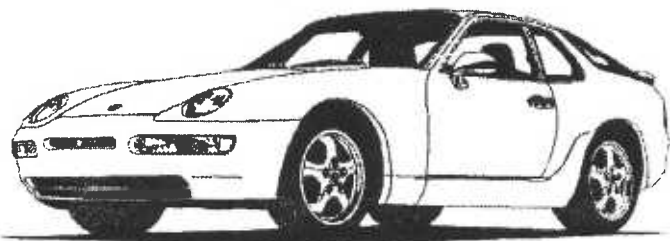
THE SOLVANG TOUR HAS BEEN  
CHANGED TO A ONE DAY TOUR.  
THE TOUR WILL TAKE PLACE ON  
SATURDAY, OCT. 21st.

DUE TO LACK OF HOTEL SPACE, THE  
CHANGE WAS NEEDED.

PLEASE SEE THE PREVIOUSLY MAILED  
FLYER FOR ALL THE DETAILS OR CALL  
MIKE FOREST AT (805) 273-2690

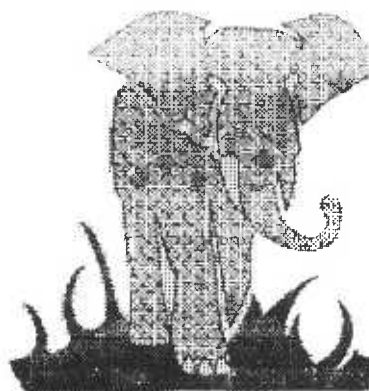


968



## DON'T MISS THE E-BAR TOUR

ELECTION TIME IS HERE!  
LET'S GET THOSE BALLOTS IN.



# SOLVANG '95

The Solvang tour participants were David and Janice Witteried of California City. They apparently arose late on Saturday and decided to go straight to Solvang rather than try and find us at the meeting place. I waited there for about an hour and a half and no one showed up. Not wanting to drive there by myself, I went home and worked on my truck. It's becoming painfully apparent that the majority of Cal-Inland members are Panorama readers and couldn't care less about the club. Oh, well!

EDITOR

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# NEWSLETTER

In the interest of saving time and money, starting January 1, 1996 the Cal-Inland newsletter "Winding Roads" will only be sent to the people who want to receive it. If you wish to continue receiving the newsletter, please drop me a line or call or leave a message with your name and address by December 15, 1995. If I don't hear from you, your name will be dropped from the mailing list. ADDRESS: 256 E. Ave. P-1, Palmdale, Ca. 93550. PHONE #: (805) 273-2690.

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# ELEPHANT BAR TOUR

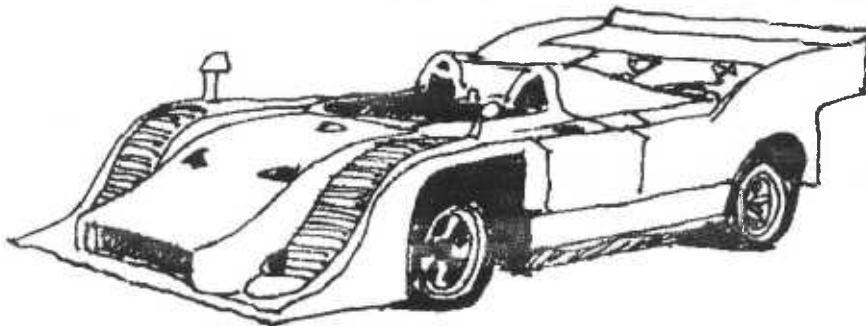
Don't forget the tour to Santa Barbara airport for brunch at the Elephant Bar restaurant. See October's newsletter for details.

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# CHRISTMAS PARTY

If anyone is interested in hosting the Cal-Inland Christmas Party this year, please give me a call at (805) 273-2690 A.S.A.P. All we really need is a house big enough for about ten people. The club will buy the food and non-alcoholic drinks. Thanks.

Mike Forest



## OFFICERS

Dear members,

Our President, Tim Geoghegan, was transferred to his home state of Florida in mid-summer. The Vice-President, Shep Sheppard took over the duties of President as outlined in the procedures manual. Now, Shep has started a new job in Colorado. That leaves us without a President. Considering that the Treasurer is married to the President, it is only a matter of time until her position will be vacant also. That leaves the Secretary/Newsletter Editor to run the region.

Each of you have your own reason for belonging to the Porsche Club of America. The usual reasons are to meet new people and participate in the club's activities. Most of the active members in Cal-Inland own a Porsche for the simple joy of driving the best sports car on the road. Because of this (the proper reason to own a Porsche), many folks think that all we do is race around on the streets. Wrong! We do enjoy driving events, but we also have social events, tours and meetings. If you own a Porsche because of driving appeal rather than as a status symbol then we are interested in you as an active member.

Right now, active member means involvement. We can't run the region without officers and the remaining active members have already served all the time that is allowed. None of the positions require a lot of time or effort. A commitment to doing a good job is a must. We need new people and new ideas or the region can not survive. The thought of dissolution is not a pretty one. I don't want to be a member of a region that couldn't get enough participation to survive. It would be embarrassing and degrading to be the only region to dissolve in the club's history. Help us out.

EDITOR

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## QUIZ

1. What is the curb weight of the 1993 968 Coupe with the manual transmission?
    - A. 3000 lbs.
    - B. 3086 lbs.
    - C. 2920 lbs.
    - D. 3491 lbs.
  2. What is the engine size (in liters) and the horsepower rating (SAE net) for the 1992 Carrera 4 coupe?
    - A. 3.6 liter, 247 hp.
    - B. 3.2 liter, 200 hp.
    - C. 2.8 liter, 210 hp.
    - D. 3.8 liter, 335 hp.
  3. What is the cubic inch displacement of the 1991 928 GT V-8 engine?
    - A. 275
    - B. 350
    - C. 310
    - D. 302.5
  4. What is the 0-60 mph. time for the 1990 944 S2 Coupe?
    - A. 6.9 secs.
    - B. 6.3 secs.
    - C. 7.3 secs.
    - D. 5.8 secs
- 
-

## AN AMAZING COINCIDENCE

This story does not have anything to do with Cal-Inland but it is Porsche related and some may find it very interesting. This is a TRUE story!

My first Porsche was a 1962 356B Super Cabriolet. I purchased it in mid-1968 and it proved to be the beginning of a long relationship with Porsche automobiles. I enjoyed driving the car for about a year and a half before I entered the U.S Air Force in January, 1970. After completing basic training near San Antonio, Texas, I was transferred to Chanute A.F.B. at Rantoul, Ill. (Central Ill.) for technical training in the jet engine field. As we were allowed to have our personal cars at this time, I immediately called my mother to see if she would bring it to me. All her brothers still lived in the Chicago area so she decided to turn it into a car delivery/family visit trip.

(Please see the story on page 7 to find out how the drive to Chanute A.F.B. went.)

By mid-September 1970 I had completed my training and was assigned to; of all places, George A.F.B. near Victorville, Ca. I had about ten days before I had to report to my new base and was looking forward to the drive home in the Porsche. The weather was perfect and as I was cruising along the Turner Turnpike in Oklahoma, I spotted a Porsche along the shoulder of the road with two females standing at the rear looking in the engine compartment. I pulled over to offer my assistance and discovered two attractive twenty year old young ladies. They were returning to California after a visit with some relatives when the car quit running. After inspecting the engine compartment which contained a very clean 912 engine, I found the problem. The wire that supplies power to the coil had broken at the connector and was no longer making contact. It wasn't real obvious as the wire was still in the proper location. The repair was made and the 912 started right up. I asked if they would like to caravan back to California in case anything else happened and they both agreed that might be a good idea. On the trip back we would trade cars and or passengers whenever we stopped for gas or food. I found out they were both unmarried and were students at a college in San Bernardino. We stopped in Flagstaff, Az. for the night. After dinner we all went to one room and watched t.v. and talked till about midnight.

The rest of the trip was fun and we had no more breakdowns. We stopped for dinner in Victorville and exchanged phone numbers and addresses. At this point they headed to San Bernardino and I to Palmdale. I had made friends with one of the young ladies and we kept in touch for about two years.

**Pay attention, here's where it gets interesting!**

By 1980 I was out of the Air Force, had been married and divorced and worked for Northrop Aircraft in Palmdale and Hunter Dodge in Lancaster, was driving a 1973 Porsche 914 2 liter and was looking for something that paid a little better. I applied for and attended Lockheed's structures school. Shortly after structures school I was hired as an inspector at Lockheed A.D.P. in Burbank, Ca. My start date was about a month away so I decided to take a short trip. The time is early September, 1980.

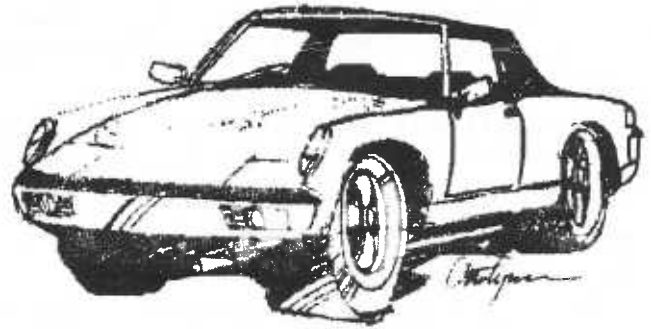
I ended up in Chicago visiting my relatives. After a nice visit I headed home looking forward to a new job. I had no idea of what was about to happen. Heading west at about the New Mexico/Arizona border, I caught up to an old Porsche 912. I decided to stay behind it for a while so I could cruise with another Porsche. As we approached Flagstaff, Az. the 912 got caught behind a truck and I went around. In passing, I glanced at the driver and saw an attractive woman of about 30 years of age. I didn't give it any more thought. About two miles later, with me back in the right-hand lane, the 912 catches up and pauses alongside my car.

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When I glance at the car I notice the driver staring at me. She pulls ahead of me and we continue on. Now I'm getting curious as to what that was all about. I decide to pull along side of her one more time and see what the reaction is. We are both looking at each other when simultaneously, we both get the look. No, it can't be! She gestures for me to fall behind and I follow her into a rest stop. As we get out of our cars and approach each others, she asks me if my name is Mike and do I live in Palmdale, Ca. I say yes and I ask if her name is Anita and does she live in San Bernardino. She also says yes. Yes, it was her. The same person I had made friends with and corresponded with ten years earlier. She had the same 912 and was returning from visiting the same relatives as she had ten years before. We drove into Flagstaff and got a room for the night. She, too, was divorced and was now teaching at the college she had attended in San Bernardino. We stayed up real late and caught up on the last ten years. Neither one of us could believe what had happened. We were so amazed, I don't think either one of us got any sleep that night. After breakfast we once again travelled together to Victorville and had dinner. We exchanged phone numbers and addresses and went on our separate ways. We kept in touch for about a year afterwards.

I haven't seen or heard from her since, but I will never forget that evening in Arizona when our paths crossed ten years to the month after our first meeting.

Mike Forest



**ANSWERS TO QUIZ**

1.B

3.D

2.A

4.A

SOURCE: PORSCHE PRODUCT INFO. P.C.N.A.

**CAL-INLAND MEMBERSHIP MEETING  
NOV. 8, 7:00 P.M., BAKER'S SQUARE**

## THE BUTCHER REPAIR PARTS 1 AND 2.

The trip to Chanute A.F.B. with my car should have been uneventful; it turned out to be anything but.

After receiving a speeding ticket in Albuquerque, N.M., (her one and only. I know she wasn't speeding, but a red sports car with California plates was too much for the state trooper to pass up.) things continued to go downhill. Approaching Amarillo, TX. (UGH!) she noticed smoke coming from the rear of the car. After stopping and adding about a quart, she proceeded to town and found a VW/PORSCHE dealer and had them inspect it. What they found was a crack in the left hand engine case starting at the base of the oil cooler mount and continuing down midway between #3 & #4 cylinders. She called to inform me of the problem and said that they would try to weld the case. Two days later she was on her way. Unfortunately, the bozo who did the welding had never heard the term "stop drill". The more he welded, the longer the crack became. Somehow, he managed to run out of crack before he ran out of engine case and decided the job was done. My mother made it about one hundred miles east before it started smoking. She had the car towed back to the dealership and the decision was made to replace the case. As this would take a while, she returned home by plane and the dealership began "Butcher Job #2". It seems the closest engine case was in San Antonio and it took twenty-five days to get it to Amarillo. Obviously, they used the "Fast Freight Armadillo" delivery service.

After getting the "come get it" call, my mother flew to Amarillo and picked up my car and all the parts that had been replaced. She finally arrived at the base and after visiting, took the train up to Chicago. Upon inspecting the contents of the box, I found some very interesting items. The left-hand case half had a weld starting at the bottom of the oil cooler mount to the bottom of the case between the two cylinders. The crankshaft had a large gouge in the #3 rod bearing journal. I was told it had thrown #3 connecting rod which necessitated replacing the crank. I thought this quite odd as there were no connecting rods in the box of parts and the rod bearings (all of which were accounted for) only showed normal wear. I may be wrong, but usually when a connecting rod parts company with the crank, the rod and bearing are beat into interesting shapes. Also, there was no damage to the inside of the case. Upon close inspection, it was determined that the crank was hit with a chisel.

The dealer had also done a valve job as evidenced by the valves, guides and springs in the box. When I returned home after tech school I took all the pieces to my friendly, neighborhood Porsche mechanic (The guy I bought the car from) and we checked everything out. The valve spring tension was within factory limits and the valves showed no measurable wear on the stems or damage on the sealing surfaces.

By the time I got home, the car was leaking out of everywhere and not running all that great. Deciding a teardown was necessary, I pulled the engine out and proceeded to do just that. Here are some of the things I found: missing sheet metal screws, bent throttle linkage, missing heater hoses, loose oil cooler, a magazine page for a gasket and no oil filter in the filter can.

My mother and I both wrote letters to the dealer, the Better Business Bureau and the Amarillo Chamber of Commerce telling them what we thought of the rip-off we got from the dealer.

We never heard from the dealer (surprise! surprise!) but the Chamber and the Better Business Bureau wrote back saying there had been a lot of complaints about that particular dealership. Although I never got any money back, I did have the satisfaction of hearing that Porsche pulled their franchise about a year later.

Mike Forest

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**PORSCHE CLUB OF AMERICA,  
LOS ANGELES REGION, INC.**

Los Angeles Region  
Porsche Club of America

requests the honor of your presence

at

Willow Springs International Raceway

December 8, 9 & 10, 1995

In celebration of the 2nd running of

The PCA/LA Willow Springs Club Race.

Join us for a weekend of racing and socializing  
and a spectacular array of Porsches engaged in  
the activity for which they were designed.

Willow Springs is one of the most challenging  
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sending in your entry today to

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818. 360. 1712



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Entry fee of \$10.00 (U.S. Funds) per entry must be enclosed in check or money order payable  
to SSRPCA or Silver State Region PCA. One entry per coupon, photocopies accepted.

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

RULES: This offer is void where prohibited by law. The raffle will be held between August 1, 1995 and November 30, 1995. Entries must be received by November 30, 1995 to be eligible. The drawing will be held December 8, 1995. The prize will be redeemable within one year from the date of the drawing. Certain restrictions apply. Winner will be notified by mail, in case of a tie, an alternate winner will be chosen. Winner must be at least 18 years of age. Winner is responsible for applicable taxes. Gratuities are NOT included. Consult your tax advisor regarding deductibility of this donation!

# CAL-INLAND 1995 OFFICERS

## PRESIDENT

*IVOR SHEPPARD* 619-249-5214

## VICE-PRESIDENT

## 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

*JOHN & NITA BURROWS* 702-878-4629

### CHIEF DRIVING

### INSTRUCTOR

*TOM SCHOCH* 702-227-9370

### RALLY CHAIRMAN

*JOE BOUCHER* 805-964-2113

### SLALOM CHAIRMAN

*BEV FROHM* 714-997-3341

### RULES COMMITTEE

### CHAIRMAN

*AL SCHLEGAL* 619-755-8838



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Give us your ads, your articles, your stories and your items of Porsche interest, but please give them to us by the 15th. of the previous month for inclusion in the next issue.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", PCA, Cal-Inland Region, it's officers or editorial staff. We reserve the right to edit as necessary all material submitted for publication.

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