

# WINDING ROADS

VOLUME 11  
ISSUE 1

JAN 1996



# HAPPY NEW YEAR!

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PORSCHE *Club* OF AMERICA

## WINDING ROADS

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# ZONE 8 REPORTER

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## JANUARY

### 9 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings have changed. The new day is the second Tuesday of the month, the new time is 6:00 p.m. and the new location is Zuma's Italian Restaurant on Sierra Hwy. in Rosamond.

## JANUARY

- 13 Z8 Awards Banquet, Presidents' and Editors' Meeting, Anaheim
- 28 Z8 Autocross, San Diego

## FEBRUARY

- 10-11 National board meeting and autocross seminar Phoenix
- 23-25 Driver's school and autocross, San Diego

## MARCH

- 2-3 National club race, Las Vegas (sponsored by Intermountain Region)
- 9-10 (Tentative) Time trial, Las Vegas
- 22-23 Indy races (Hospitality), Arizona, Phoenix Intl. Raceway

## APRIL

- 13 (New date) Z8 autocross, Orange Coast
- 20-21 Z8 Time trial, San Diego
- 27 Z8 Rally, Santa Barbara

## MAY

- 3-4 Z8 Cinco Concours, Tucson (3-warm-up party, 4-concours)
- 19 Z8 White glove concours, Orange Coast
- 25-26 Z8 San Diego Weekender (25-rally, 26-autocross)

## JUNE

- 9 Z8 Concours, Los Angeles
- 22 (New date) Z8 Rally, Orange Coast

## JUNE cont'd.

- 23 Z8 Concours, Grand Prix

## JULY

- 14 Z8 Autocross, San Gabriel Valley
- 28 Z8 Concours, Cal. Central Coast

## AUGUST

- 11 (Tentative) Z8 concours, San Diego

## SEPTEMBER

- ? Z8 Concours, Santa Barbara
- 15-21 41st. Porsche Parade, Oklahoma

## OCTOBER

- 5-6 Z8 Rally & concours, San Gabriel Valley (5-Rally, 6-Concours)
- 12-13 Z8 Time trial, Phoenix
- 19-20 Z8 Time trial, Las Vegas

## NOVEMBER

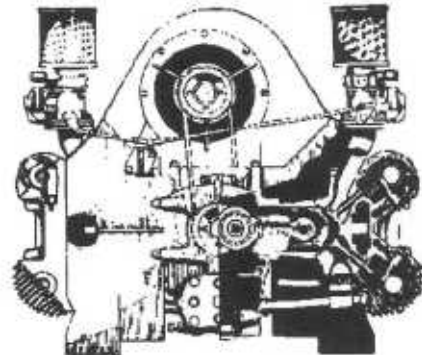
- 8-10 Z8 Phoenix Flight Weekend, Arizona
- 8 Warm-up party
- 9 Concours
- 10 Autocross
- 23 Z8 President's meeting, Palm Desert

## DECEMBER

- 7-8 Club race, Willow Springs

## JANUARY 1997

- 11 Z8 President's & Editor's meeting, Awards Banquet (location to be announced)



## CAL-INLAND CHRISTMAS PARTY

The 1995 Cal-Inland Christmas party was a welcome change from the way things have been going. There were fourteen people at this year's party including at least three relatively new members. The party was hosted by Guy and Jeniffer Williams who live in a lovely home in Tehachapi. For appetizers, they had a veggie tray, a seafood tray and a cold cuts and cheese tray along with numerous kinds of soft drinks and sparkling cider. The main meal consisted of honey-baked ham, mashed potatoes, baked beans and dinner rolls. (I know I'm forgetting something). Everything was excellent. Good work, Guy and Jeniffer!!

The officers and attending members decided at the November meeting to have the club buy some items for door prizes. With Guy and myself working on that idea, we had enough goodies for everyone and some even went home with two items.

After we all stopped drooling over Don Thompson's new 1996 Porsche 993 all-wheel-drive Turbo, we got down to meeting the new folks and into some heavy socializing. When everyone finished the wonderful dinner, we adjourned to the living room to watch a very interesting Porsche advertisement that Guy had. Then it was time to give out the presents. Jeniffer handed out tickets to us all and then called the first number. The winner came forward and picked their own gift. The gifts were all wrapped so you didn't know what you were getting. Then they got to pick the next number and so on. When everyone had received a gift, we still had a couple left over. So we had another drawing.

The evening was a complete success. We all had a wonderful time and I know I hated to see it end. The club owes a big thank you to Guy and Jeniffer for the use of their home and for all the time and effort they put into the party.

## THANK YOU JENIFFER AND GUY WILLIAMS FOR A JOB WELL DONE!!

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### FUTURE EVENTS

During the Christmas party, we held a meeting and planned some events for the future. As soon as I find what I did with the piece of paper I wrote it all down on, I'll let you know what is in the works.

If you have any ideas about what you would like to do, please give our president or vice-president a call. Their numbers are on the back page.

To all of you who don't participate, this is your club too. Come on out and enjoy the comradery that Porsche People share. We don't bite. Honest!

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### OFFICERS

Except for myself we have all new officers for 1996. Scott Lloyd is our new President and I'm sure he will bring some new thinking and direction into the club. Janice Witteried is the new Vice-President and with her past experiences in the P.C.A. we can expect some new ideas and I'm sure she will compliment Scott well. David Witteried is taking over the Treasurer duties from Donna Sheppard. I just received a check from national and I also found an unpaid newsletter invoice, so his first duties will include incoming funds and accounts payable. Good luck to our new officers and have a good year.

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**MY FIRST PORSCHE**

DON THOMPSON

My first Porsche was a 1987 928s4. I had just finished a three year restoration of a 1967 Corvette convertible. It was a big block, 4 speed wonder that I dreamt of when I was 14. After completion, I realized that this ill tempered, rough riding, mechanically unreliable monster was a car that only a 14 year old would want, so I began my search for an adult sports car.

It had to be a stick, so the SL Mercedes and the XJS Jaguar were out, I have a tall sitting height, so the Ferrari and Lamborghini were unacceptable. In 1987 the 300ZX and RX7 weren't developed enough yet. Previous experience put the Corvette out of contention, The 911 was a bit primitive at this point and I wanted a V-8 if possible, so the 928 won me over. It was getting good reviews and seemed very sorted out.

I had every intention of getting a red one, but when we test drove a black with light grey leather, that changed. Unfortunately that one had an auto, so I passed by the dealers eager marketing and listened to my wife wisely saying that I would never be satisfied with an automatic. We located one via computer in Ventura with the correct color combo and a 5 speed. After extensive long distance phone dickering (we lived in Merced), the deal was closed, We made the 350 mile trip after work Friday and arrived after midnight. Our beauty was in the showroom surrounded by red 911s and we stuck to the plate glass like moths. After a restless night, we picked it up in the morning. The entire dealership showed up on Saturday morning to see the couple that bought a 928 over the phone.

We evidently made the right choice. I drove the car daily for eight years. It served me well summer and winter and was a great car on the track as well.

I finally did get my red car this past summer when I took delivery of my 1996 Turbo.

Don Thompson

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**NEWSLETTER**

In order to cut our costs, starting February the newsletter will be mailed to those who wish to receive it. If you want to continue receiving the newsletter, call me at (805) 273-2690 or send a letter or postcard to me at: Mike Forest, 256 E. Ave. P-1, Palmdale, Ca. 93550. If I do not hear from you before the next mailing, (about the 26th. of the month), you will no longer receive the newsletter.

I currently have a list of those who have already contacted me either in person or by phone. For you there will be no interruption of service.

The only income Cal-Inland region has comes from National in the form of rebates from membership renewals and new members. Although the newsletter is relatively inexpensive to publish, all cost cutting methods will help out the club.

Editor

## Pressure Fed Chain Tensioner Update

David Witteried Cal-inland Region

I recently helped a friend perform the pressure fed chain tensioner update on his 911SC. While the experience is still fresh on my mind, I thought I would relate the steps involved in this simple modification. If you aren't afraid of getting a little grease under your finger nails this modification isn't hard to do. First, why should you retrofit the new pressure fed tensioners onto your car? RELIABILITY and peace of mind. Even with chain-savers ( a washer-like clamp) that keeps older style tensioners from going flat in the event of a failure, the old style tensioner *will* fail and require repair. Without the chain-savers this means a possible valve job or engine overhaul if the engine jumps timing. A flat chain tensioner will sound like a rattling noise from the cockpit ( a bad fan belt can sound this way too ), or heavy chains being dragged out of a metal garbage can from behind the car. Porsche finally realized that since they couldn't keep the tensioners from leaking, why not let them leak? They do this by taking oil under pressure from the cam oil lines. This keeps the tensioners from leaking down and had the added benefit of forcing out any air that might have entered a tensioner. Note that on earlier cars machining of the old chain covers is required because the new ones will not fit. Ask your parts supplier if this applies to your car.

**To do this job, the following parts and supplies are necessary:**

1. Penetrating oil (liquid wrench for example).
2. Chain tensioner kit (should include clamps for oil tubes).
3. Chain wheel spacers or new chain wheel supports (replacing the supports is the preferred option as they provide better geometry for the tensioner and will not gall the tensioner support pin inside the chain housing).
4. Chain cover gaskets.
5. Muffler gaskets.
6. Snap ring pliers.

It is probably best to do this job in conjunction with an oil change or tune-up as you will lose about three quarts of oil when the chain covers are removed.

1. Raise the rear of the car and place on jack stands.
2. Drain the oil if you are also going to do an oil change and/or tune-up.
3. Soak muffler bolts with penetrating oil. Try to spray the bolts that hold the muffler clamps too. Let these soak overnight. This should make the muffler easier to remove the next day.
4. Remove the muffler. I find it easiest to balance the muffler on my floor jack while undoing the exhaust flange bolts and muffler clamps.
5. If your car has an air pump you will need to unscrew the check valve where it passes through the engine sheet metal (left side of the engine bay). On my friends SC there were also several pieces of plumbing above the sheet metal that needed to be removed.
6. Remove the air pump and check valve.

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## Chain tensioner update cont'd.

7. Remove sheet metal from the back of the engine. Note that these are 10 mm bolts, the two large bolts are the engine mounts. Leave these alone.
8. If you have air conditioning, you should unbolt the compressor and set it out of the way.
9. Remove the air conditioner mount. In some cases you may need to take the a/c mount to a machine shop to get a slot cut for the right hand oil line that will feed oil to the tensioner.
10. Turn the engine to top-dead-center (TDC) on cylinder number one. I usually use a wrench to turn the fan while keeping tension on the fan belt with my other hand to keep the belt from slipping. You can tell if the engine is on cylinder #1 by removing the distributor cap and watching the rotor turn until it points at the #1 spark plug wire. (this should leave the rotor pointing towards the fan housing). While you are doing this, note the direction that the rotor turns (I know mine turns clockwise while my friend's SC turns counter-clockwise). Top dead center is marked on the crankshaft pulley with a Z1 mark. Once you are confident that you are at TDC on cylinder #1, you are ready to remove the left hand chain cover. The reason you set the engine to TDC is to remove any pre-load off the cam to prevent the cam from turning while the tensioner and chain wheel are removed.
11. Remove the left hand chain cover.
12. Remove the bolt that holds the chain tensioner in place.
13. Hold the chain wheel with one hand and pull the old tensioner out. While you slide the tensioner out, hold the chain wheel support (Figure 1) with your other hand to keep tension on the chain.
14. If you elected not to replace the chain wheel support, slide the chain wheel spacer onto the support post. Skip to step 20.
15. If you are changing the chain wheel support, carefully lower the chain wheel and slide it out. If the chain jumps timing at this point because you forgot to set the engine at TDC on cylinder#1 you will need to reset the timing or get the towed to a shop that can. If the timing does jump, under no condition should you try to start the car. Expensive valve damage could result.

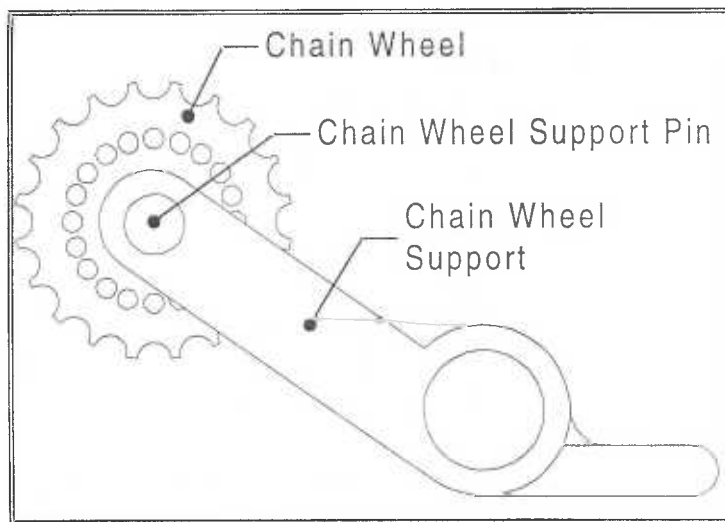


Figure 1 Chain wheel and chain wheel support

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## Chain tensioner update cont'd.

16. Note the position of the chain wheel (i.e. which way is it facing on the support arm). You want to place it on the new arm in the same orientation to avoid premature wear. Also, note the position of the oil cup on the chain wheel axle so that you put the new arm in the same position as the old one.
17. Remove the snap ring and transfer the chain wheel and axle to the new support arm. Reinstall the snap ring on the new support arm.
18. Oil the new chain arm and wheel with some motor oil.
19. Slide the chain wheel support arm back into the chain housing. Make sure both sprockets are on both sections of the timing chain.
20. Slide in the new tensioner until it seats all the way in. Some light tapping with a plastic mallet may be required.
21. Replace the bolt that locks the tensioner in place.
22. Hold the chain wheel so the chain is tensioned, then pull the pin that holds the tensioner shaft out. Keep your fingers out of it's way as the tensioner contains a powerful spring.
23. Put "O" ring on tensioner where it will protrude through the new chain cover. Wet with some oil before sliding it on.
24. Clean off any gasket residue on the edges of the chain housing. Install a new gasket. Dry, no sealant.
25. Oil the hole that the tensioner will protrude through, then install the new chain cover. Don't "kill" the little nuts on the chain cover! Snug them down first, then tighten them "oil tight" as my mechanic friend called it. (i.e. just tight enough to keep the oil from leaking).
26. Turn the engine to TDC on cylinder #4. Verify this by noting that the distributor rotor is pointing at #4 spark plug wire. (180 deg's. from #1 position). If the engine will not turn, you may have jumped timing (see cautions in step 10). Note; if the spark plugs are still installed, the engine will become difficult to turn as each cylinder reaches maximum compression. Just wait a few moments for the cylinder to leak down, then continue turning the engine.
27. Remove the right hand chain cover and repeat steps 12 through 25.
28. Turn the engine back to TDC on cylinder #1.
29. Remove the right hand cam tower oil line. Install the new cam tower oil line supplied with the kit. Make sure the ferrule on the left end of the line is installed correctly. Don't tighten the ends of the oil line until after the oil tube is connected to the tensioner and cam line. This will allow a little movement so all of the parts will line up better.

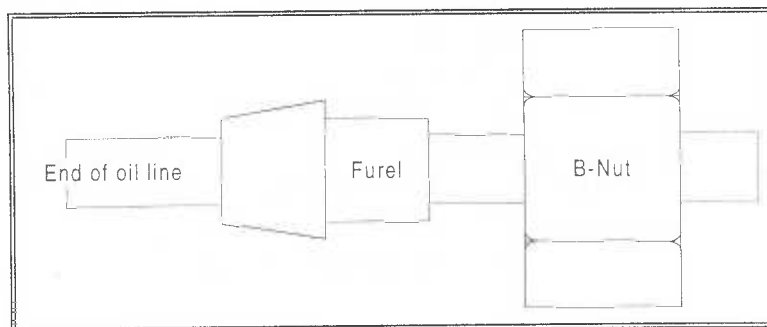


Figure 2 Installation of ferrule and B-nut on oil line

**Chain tensioner update cont'd.**

30. Install the oil tube to the right hand tensioner (some bending of the tube may be necessary. Install tube clamp.
  31. Note the position of the distributor rotor (mark position of distributor clamp bolt on the distributor body).
  32. Remove the distributor from the engine. Note how it rotates as you lift it out. Replacing it is not difficult as it is obvious if you are off by one tooth in either direction.
  33. Remove the left hand cam tower oil line. Install the new cam tower oil line supplied with the kit. Make sure the ferrule and B-nut on the right end of the line are installed correctly (Figure 2). Don't tighten the ends of the oil line until after the oil tube is connected to the tensioner and cam line. This will allow a little movement so all of the parts will line up better.
  34. Install the oil tube to the left hand tensioner (some bending of the tube may be necessary). Install tube clamp using the supplied brackets. The clamps are necessary to prevent cracking of the oil lines due to vibration. If your kit didn't come with them, you can obtain them from a dealership.
  35. Tighten all connections.
  36. Reinstall the distributor. Line up the mark on the distributor clamping bolt and verify that the rotor is pointing toward the #1 position you noted earlier.
  37. You will need to cut a notch into the right hand piece of sheet metal so the new oil tube does not touch it. It is easiest to measure from one of the screw holes to the oil tube, then use the matching hole on the sheet metal to locate the position for the notch. A pair of tin snips will cut the metal. After cutting the notch and checking the final fit, clean up the notch with a rat tail file and paint to prevent corrosion.
  38. Remove any sensors from the old chain covers and install them into the new ones. If you don't use the holes in the new covers, make sure the plug(s) are tight.
  39. Replace the sheet metal.
  40. Replace the air pump, check valve and plumbing.
  41. Replace the air conditioner mount and compressor (you may need to modify the mount to clear the new oil line).
  42. Replace the muffler.
  43. Lower the car.
  44. Position the coil wire 1/4" from a metal part so it can spark without starting the engine.
  45. Replace the motor oil.
  46. Crank the engine until you have oil pressure (don't overheat the starter motor).
  47. Check all connections for oil leaks.
  48. Reconnect the coil wire.
  49. Start the engine and set the timing in accordance with your car's requirements.
  50. Recheck for any oil leaks.
  51. Congratulations! You're done.
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# ZONE 8 AWARDS BANQUET

## PRESIDENTS MEETING AND EDITORS SEMINAR

### Saturday, January 13, 1996

## DISNEYLAND HOTEL

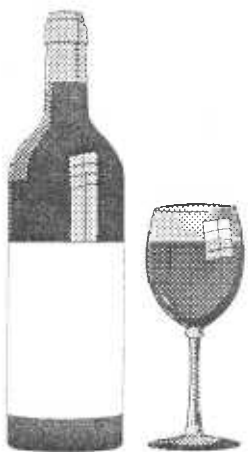
### Anaheim

#### Dinner Menu

Caesar Salad Maison, Tossed Tableside  
Breast of Chicken Mendocino  
or  
Thai Halibut  
Chef's choice of Potato &  
Fresh Seasonal Vegetables  
Bakeshop Rolls and Butter  
Chocolate Torte on Raspberry Couli  
Beverage  
\$30.00 per Person

#### DAYS EVENTS

PRESIDENTS MEETING - 8:30 am  
NEWSLETTER SEMINAR (By Larry Wilson,  
National Newsletter Chairman) - 8:30 am  
  
AWARDS BANQUET  
6 pm No-host Cocktails  
7 pm Awards Banquet  
1995 Zone 8 Competition Series Award  
Concours, Rally, Autocross, Time Trial  
Zone 8 Region Award  
Enthusiast of the Year Award  
Sam Wang Award  
(DOOR PRIZES)



Reservations for AWARDS BANQUET and payment required by **December 31, 1995**  
Make Check payable to PCA Zone 8 (please reference Chicken or Halibut) and send to:  
Kirk Y. Shimazu  
7800 West 81st Street  
Playa del Rey, CA 90293  
310.306.9444

DISNEYLAND HOTEL  
Special PCA Room Rate: \$115 + taxes per night  
for reservations call (714) 956-MICKEY  
cut off date 12-19-95

Special 2 day passes to the Magic Kingdom may be available to us with a minimum of 25 people for \$27  
(Please indicate your interest for tickets with you dinner reservation)

# Zone 8 Autocross

## San Diego, Jack Murphy Stadium

### Sunday - January 28

7:00 AM Tech Inspection/Registration Opens  
8:00 Track Walk  
8:30 Tech/Reg Closes - \$10 late fee  
8:30 Mandatory Driver's Meeting  
8:45 Parade Lap  
9:00 Track Opens  
92db Noise Limit

**DRIVER TRAINING EXTRA!**

**8:00 AM SHARP!**

30 Minute Track Walk & Chalk Talk

call Vince Knaf for info:

619-287-4334

For Autocross info call Bill Crosby 619-560-7451 or Skip Carter 619-464-6680

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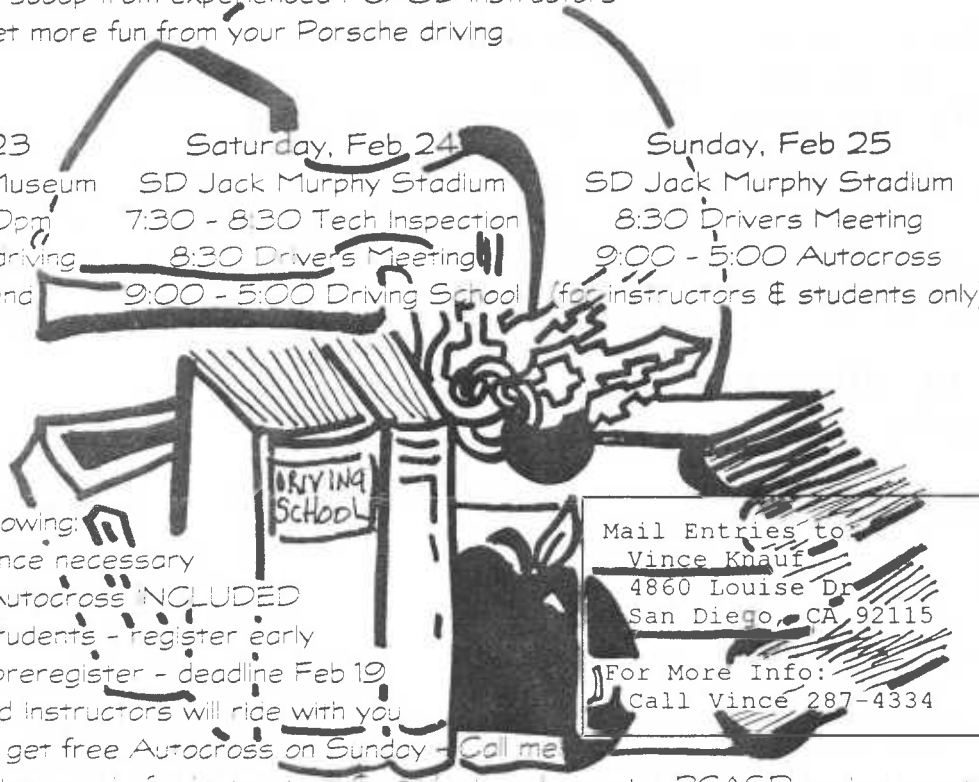
# PCASD DRIVING SCHOOL

## February 23-25, 1996

You could spend hundreds or thousands on a school far, far away, driving some strange car  
But for just \$95 you can enjoyably and safely learn about:

- ⊙ How your own Porsche handles and behaves under a variety of situations
- ⊙ Improving your driving skills for road and track
- ⊙ The inside scoop from experienced PCASD instructors
- ⊙ How to get more fun from your Porsche driving

<p>Friday, Feb 23 San Diego Auto Museum 6:30pm - 9:00pm Chalk talk about driving and the weekend</p>	<p>Saturday, Feb 24 SD Jack Murphy Stadium 7:30 - 8:30 Tech Inspection 8:30 Drivers Meeting 9:00 - 5:00 Driving School</p>	<p>Sunday, Feb 25 SD Jack Murphy Stadium 8:30 Drivers Meeting 9:00 - 5:00 Autocross (for instructors &amp; students only)</p>
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Please note the following:

- ı No experience necessary
- Ń Food and Autocross INCLUDED
- â Limit 40 students - register early
- Ψ You must preregister - deadline Feb 19
- x Experienced instructors will ride with you
- ξ instructors get free Autocross on Sunday - Call me
- η Sunday Autocross is for instructors & students only - not a PCASD series event

Mail Entries to:  
Vince Knauf  
4860 Louise Dr  
San Diego, CA 92115

For More Info:  
Call Vince 287-4334

### PCASD SPRING '96 DRIVING SCHOOL REGISTRATION FORM

Name _____	Second Driver (same car)
Address _____	Name _____
City _____ Zip _____	Address _____
Phone _____	City _____ Zip _____
Porsche Model & Year _____	Phone _____

Enclose \$95.00 per driver payable to PCASD

**MAIL IT TODAY!**

**CALIFORNIA-INLAND REGION  
PORSCHE CLUB of AMERICA**

**1996 OFFICERS**

<b>PRESIDENT</b>	<i>SCOTT LLOYD</i>	(805) 945-0198
<b>VICE-PRESIDENT</b>	<i>JANICE WITTERIED</i>	(619) 373-1413
<b>SECRETARY</b>	<i>MIKE FOREST</i>	(805) 273-2690
<b>TREASURER</b>	<i>DAVID WITTERIED</i>	(619) 373-1413
<b>NEWSLETTER EDITOR</b>	<i>MIKE FOREST</i>	(805) 273-2690

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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 month prior to to month in which you want it to appear.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", P.C.A., 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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**ZONE 8 1996 OFFICERS**

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<b>ZONE 8 REPORTER</b>	<i>ROYCE ANN MYRICK</i>	(619) 475-1199

**CONCOURS CHAIRMAN**

**TIME TRIAL CHAIRMAN**

**CHIEF DRIVING INSTRUCTOR**

**RALLY CHAIRMAN**

**SLALOM CHAIRMAN**

**RULES COMMITTEE  
CHAIRMAN**

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YOUR ATTENTION

PLEASE!

MEMBERSHIP MEETINGS



STARTING TUESDAY, JANUARY 9, 1996, THE MEETING LOCATION WILL BE AT ZUMA'S RESTAURANT IN ROSAMOND AT 6:00 P.M.

WE HAVE CHANGED EVERYTHING! THE LOCATION IS ZUMA'S RESTAURANT, 2701 SIERRA HWY. IN ROSAMOND. (JUST NORTH OF CIRCLE K). THE TIME IS NOW 6:00 P.M. AND THE DAY IS THE SECOND

TUESDAY OF THE MONTH.

THE REASON FOR THE CHANGE IS: MOST OF OUR ACTIVE MEMBERS LIVE OR WORK IN THE CENTRAL OR NORTHERN PART OF THE VALLEY. THE NEW FORMAT WILL MAKE IT MORE CONVENIENT FOR THE

MAJORITY.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL N W SID. J. TT LT D T 45-

BA T Y N HA PY E

# WINDING ROADS

DEC 1995



**OH! THE TIMES  
THEY ARE A  
CHA-AANGING!**

PORSCHE *Club* OF AMERICA

## WINDING ROADS

Cal-Inland Region  
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