

WINDING ROADS

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AUGUST 1997



PORSCHE *Club* OF AMERICA

WINDING ROADS

Cal-Inland Region
Mike Forest/Editor
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CALIFORNIA CITY, CA. 93505

ZONE 8 REPORTER

AUGUST

12 CAL-INLAND MEMBERSHIP MEETING!

The August membership meeting will be held in Rosamond at Zuma's Restaurant on Sierra Hwy. just south of Rosamond Blvd. The time is 6:00 p.m.

AUGUST

24 Z8 Concour, San Diego, Gary Finlan, (619) 486-6300

SEPTEMBER

- 5-7 Club Race, Las Vegas Motor Speedway, Spon. by Intermountain Region Ed Mineau, (801)278-9681
- 12-14 Club Race, Willow Springs Sponsored by Los Angeles region David Altemus, (310)478-7727
- 20 Z8 Autocross, San Gabriel Valley
- 26-27 PCNA Reno Tour Kirk Shimazu, (310)306-9127

OCTOBER

- 4 Z8 Concour, San Gabriel Valley
- 5 Z8 Rally, San Gabriel Valley
- 9-12 25th. Tour ala Grape, Orange Coast
- 11-12 Z8 Time Trial, Arizona
- 21 Z8 Concour, Santa Barbara
- 25 Z8 Rally, LAR (T)

NOVEMBER

- 8 Z8 Concour, Arizona
- 9 Z8 Autocross, Arizona
- 22 Presidents' Meeting at Palm Desert

JANUARY 1998

- 17 Presidents' and Editors' Meeting, Awards Banquet (Location TBA)

FOR SALE

1984 944: Needs radiator and rear hatch window along with some t.l.c. \$2,500.00. Dave Smith 805-294-0072 (days)

912 Front Suspension: Includes both struts with top mounts, both "A" arms, torsion bars, tie rod ends, steering rack, spindles, rotors, and one sway bar bracket and down link. **FREE!!** Come and get it. Mike Forest: (805)273-2690

'73 914 Body Shell: Has rust on left longitudinal, left door sill, left sail panel, battery tray, vertical panel forward and below battery tray and lower, rear corner of right, front fender. (Rest of fender is in good shape). Front trunk floor is gone. Left front fender, headlight buckets, nose panel, both rear quarter panels, rear trunk floor and tail light panel, floor pan, fire wall and cowl are good. Good for repairing a rusted or wrecked car. **FREE!!** Get it out of here. Mike Forest: (805)273-2690



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BUMPER SMILES

DAVID WITTERIED, PRESIDENT



I would like to start this month's column by welcoming two new members to the California Inland Region. They are Louis and Ruth DeCoy of Edwards Air Force Base who are in the process of restoring a '79 924; and Mahlon and Loretta Branden of China Lake who own a '84 944. I had the opportunity to meet Mahlon at the membership meeting in June, and I hope to meet Louis and his wife at one of our membership meetings at Zuma's soon.

INVITATION! I am planning to go down to San Bernardino Sheriff's EVOC Center for the Thunder in the Valley Autocross on September 20th. The cost is only \$25 per driver and *any* cars are welcome. If anybody else is interested because they feel the need for speed or miss the real twisty go as fast as you can driving excitement, give me a call. I think it would be fun for a bunch of California Inland members to show up as a group at a Zone 8 event! For more information you can call (909) 592-2849 (9 a.m. to 6 p.m.).

Reminder: Don't forget to send in your ballot for the changes to the club bylaws! We will be counting these at the August membership meeting.

Janice and I spent an afternoon driving around the Tehachapi area exploring some of the back roads in the area. It has been a long time since we last jumped into the car without any destination in mind, just letting the road take us wherever it lead. Boy was that fun! I recommend that all of the members get your Porsche out of the garage and aim for the backcountry. Do you know what I mean? Go: that away, over yonder, beyond the beyond, etc. Don't take a map or any other navigation aids, just head for the end of the road! I guarantee you will find some great little roads and refresh the soul. See you on the Road!

FROM THE VICE-PRESIDENT'S DESK

JANICE WITTERIED, VICE-PRESIDENT



I hope that everyone had a great 4th of July. I was trying to think of an article for this month's newsletter when I remembered an idea that the Intermountain Region (Utah) had for their newsletter. At the membership meeting in Ridgecrest I suggested the idea that we do a short profile on each of our members for the club's newsletter. I would like to have each of our members write a short profile on themselves, family and of course their Porsche. This is an easy thing to write and will only take you a few minutes. I will start with David and myself.

David and I have been members of PCA for eleven years. We joined the PCA while we were in Sacramento California (Sacramento Valley Region). We then moved to Ogden Utah where we were members of the Intermountain Region. Now we belong to another great group, California Inland Region. David is the President of the region this year, and I have been the Vice-president for the last two years.

Our Porsche is a yellow '76 911S Targa. We both love to autocross, and enjoy touring with other Porsche owners. Then there is Rallying—which is one event you should never do as a married couple! It is a real test of true love. No matter how well I give David directions on a rally, he keeps messing up! Of course it is never the navigator's fault.

David is an engineer employed at Edwards Air Force Base. I am not working, but do volunteer work with Valley Caregiver Resource. We have two children, a son Craig who is an apprentice film editor in Burbank; and our daughter Lynn, who teaches 6th grade in Vacaville where her husband is a police officer and a member of

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the local SWAT team.

If anyone of you would like to help us get to know our members a little better, please jot down a little bit about yourself and send it to me or Mike Forest. Also if you have a picture of yourself that you would like to have included with your story, please enclose it too. I hope to hear from all of you!

Thanks, Janice

EDITOR'S MESS.

MIKE FOREST, ED.

Alright, members, it's time for a little history test.

How many of you have a clue as to the identity of the gentleman pictured on the cover? Some of the original members should know. No? Shame on you. The cover is dedicated to Mr. David Stringham without whose time, dedication and energy this region would not exist.



Back in 1986 Dave, a dedicated Porsche Club member, finally got tired of driving to L.A. or San Bernardino to attend meetings. After doing a little homework, he decided to start a local region. The minimum number of Porsches necessary is 25. Dave, being very outgoing, would just walk up to a Porsche owner and tell them they were going to become a member. Well, enough took him seriously and in October 1986 California-Inland Region was born. Joining our Zone 8 representative at the festivities were about 90% of the members. It looked like we were off to a good start.

Dave also started the newsletter "Inland Rag". Past member Anita Mullin published it for a short time and Dave took it over when time no longer allowed Anita to handle it. Past member John Quick did the honors for a couple years and I have had it since 1995.

Dave was instrumental in initiating some great events, some of which we still have today.

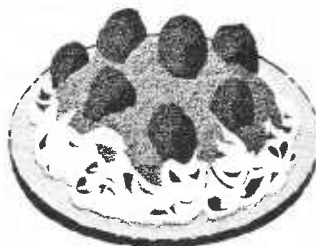
Unfortunately, personal problems forced him to sell his Porsche and business problems moved him to a new location and a different line of work.

Although his personality bordered on brash, he was a great guy to be around and always had a smile on his face. I hope he is successful in his present occupation and we should all thank him for getting us started.

Body shops! Ugh!! I recently decided to have some work done on my car so, for the first step, I took it to H.W. Hunter Dodge's body shop. I know the manager there and knew he could do the front side marker light removal without a problem. Step two involved some rust repair at the cowl in front of the windshield. I chose another shop on a recommendation. They were supposed to have more experience in custom and specialty work. The car was delivered to the shop on the specified day and a two week time frame was agreed upon. After two weeks (without bothering them at all) I dropped by to see if it was ready. "Not quite", I was told. The manager said he was busy and didn't have time to finish it yet. If he was so busy, why did he have me bring the car in knowing he could not get it done in the agreed upon time? Now I get to wait for who knows how long and hope the job is as expected. Wish me luck.

MEMBERSHIP MEETING!

The August meeting is at Zuma's Restaurant in Rosamond on Sierra Hwy. just south of Rosamond Blvd. The time is 6:00 p.m.



1997 Reno PCNA Tour

Porsche Club of America Los Angeles Region and Zone 8

IN 1991&1994 OVER 300 PEOPLE ENJOYED A FUN FILLED WEEKEND IN RENO. SINCE WE HAVE SO MANY REQUESTS, IT'S BACK!

1997 PORSCHE CARS NORTH AMERICA RENO TOUR-BOXSTER TECH & DRIVE

September 26-September 27, 1997

Schedule of events:

Friday September 26
Saturday September 27

Reception
Tour of Porsche Cars North America
Top Side Only Concours
Boxter Tech and Drive
Dinner and Awards (Key Speaker from PCNA)

Sunday October 2

Free day
Open to all PCA Members
Cost \$100.00 per person
Price includes Tee Shirt, Name Badge, Sat. Lunch, Saturday Dinner and Trophies
Deadline for event registration August 26, 1997

Tour Headquarters

PEPPERMILL HOTEL & CASINO
tel.1.800.282.2444
2707 South Virginia Street
Reno, Nevada 89502

Motor Hotel

Deluxe
Luxury

\$45.00 per night + tax
\$75.00 per night + tax
\$95.00 per night + tax

Call the Peppermill for reservations as soon as possible. Mention Porsche Club of America (PCA) for these discounted rates. There are a limited numbers of rooms reserved at these prices. August 26, 1997 Hotel reservation deadline.

ENTRY FORM

ENTRANT: _____
CO ENTRANT: _____
PCA REGION: _____ PCA MEMBERSHIP NO. _____
ADDRESS: _____
CITY: _____
TELEPHONE: _____ INDICATE DAY OR EVENING
I WILL BE PARTICIPATING IN _____ CONCOURS _____
DAY OF ARRIVAL _____
Tee Shirt Size Large _____ XLarge _____

SEND ENTRY TO KIRK AND JOYCE SHIMAZU
at address below. Make check payable to: PCA Zone 8

THUNDER IN THE VALLEY--YEAR 3, PART 2

PCA-SGV ZONE 8 AUTOCROSS

SEPTEMBER 20, 1997 AT THE SAN BERNARDINO SHERIFF'S
EVOC CENTER

THIS IS A PCA ZONE 8 EVENT FOR SERIES POINTS
ALL ZONE 8 RULES ARE IN EFFECT



To reach the EVOC center, take the Palm/Kendall Exit from the 215 Freeway west, continue on Institutional Road west to the end, and the EVOC Center is on your right.

Registration opens at 7:30 A.M. with the Track Walk at 8:00--8:30 A.M.
Driver's Meeting will be at 8:45 A.M., with Practice beginning at 9:00 A.M..

**ALL CARS ARE WELCOME! YOU DO NOT HAVE TO
DRIVE A PORSCHE OR BE A PCA MEMBER!!**

COST: \$25 per driver. You will need: Snell 95 or newer helmet, cotton long sleeve shirt and long pants. Your car must pass tech. **Cars do NOT have to be muffled at EVOC**. A limited number of loaner helmets will be available. For new drivers, instructors will be available.

For information call 909-592-2849 between 9:00 A.M. and 6:00 P.M., Monday through Saturday.

***NOTE:** This is a change from previous announcements.

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WHY I DRIVE A PORSCHE

Part II

Another electrical melt-down occurred as I was leaving the garage one evening. Once again, as I turned on the headlights, everything electrical went up in smoke. With help from my brother-in-law we re-wired the car and made a few changes that would turn out for the better, apparently, as I never had another problem like that.

The car was always introducing me to new problems and this one was an eye-opener. Approaching Palmdale on Sierra Hwy. from Agua Dulce the engine started ticking. It changed with rpm, so I figured it must be inside the engine. I adjusted the valves and discussed the problem with a few friends. No one could identify the sound emanating from the lower part of the engine. After removal of the engine, I pulled the oil pan off first. There was a fine, copper colored sheen to the oil. I next removed #3 rod bearing cap and found a neat little groove machined radially through the bearing. **Now what?** After the crankshaft was removed and lying on the workbench, a small tubular piece of copper colored material fell out of the #3 rod bearing journal oil hole. It was about a quarter of an inch long and had a hole drilled through it. I sought out the local English car expert and he said it was a restrictor for the oil flow through the crankshaft journal. He also said he had never seen that problem in thirty years of working on English cars. The fix consisted of a major cleaning of the crankshaft, epoxying the piece back in place, drilling out the hole (to make sure the epoxy didn't seal it up) and another major cleaning of the crankshaft. That never happened again.

Here comes the best part. After all the aforementioned problems (along with a few I'm sure I have forgotten) a friend and I decide to take a trip to Ohio and Gettysburg, Pennsylvania. *What were we thinking?*

The car was checked over, a Sprite re-build kit was assembled and we were on our way. Our first trip on the famous "Highway 66". There were very few sections of freeway at that time and the trip took us through all the old towns and tourist traps along that great road. The first problem occurred just past El Reno, Ok. We got a flat right-rear tire. That doesn't sound like a real problem, but anyone familiar with a Mk I Sprite knows they don't have a trunk lid. Access is all from behind the seats. Well, needless to say, the spare tire and jack were below all of our luggage and other things so it all had to come out. The tire was changed, it all went back in and we headed back to town to get the flat fixed. Everything came out, the tire was repaired, remounted on the car, the spare returned to its rightful place, everything was put back in and we were on our way.

Somewhere in Missouri, during a routine check of the engine compartment at a gas stop, the front generator plate was found to have broken through the pivot bolt hole. The broken piece was still there, so our emergency repair consisted of sandwiching the plate between two large fender washers and re-installing the pivot bolt. Our first planned stop was a friend's house in Columbus, Oh. His dad owned an Austin Healey 3000 and knew where to get parts. A new front plate was installed and that was that.

After a few days visit, we headed for Gettysburg, Pennsylvania to see the monument to the civil war. Somewhere on the Pennsylvania turnpike, as we were chasing a couple of young ladies in a station wagon, the engine shut off. After pulling over and not finding anything amiss, it started on the first try. The girls were long gone. On the driving tour at the monument, right on the top of Culp's Hill, the car ran out of gas. This was determined after poking the emergency gas level stick into the gas tank. The gauge still registered a half tank. We soon completed the tour, finished our visit in Ohio and headed for Oregon. The gas gauge seemed to be working fine now. **Wrong!**

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English cars, cont'd.

Somewhere in Indiana, on a freeway just past a rest stop it did it again. Fortunately, we were able to call for help from the rest stop and all was again well.

The trip into Oregon was uneventful until we got to Mt. Hood. The road was undergoing a major re-construction and was mostly dirt with Sprite-sized pot holes in strategic locations. Yes, I found one and completely removed the parking brake cable mount bracket from the rear end housing. This would wait until we got home. We reached our friends house in Sandy, Or. and found out from his parents that he was in Palm-dale trying to visit us.

It was near Fresno that the next problem arose. The car lights had been on for about an hour when a trucker honked at us and pointed to the rear of the car. I wonder what he's trying to tell us. It was about then that I noticed the headlights weren't all that bright so we pulled into a gas station to re-fuel and check it out. The output wire from the generator to the voltage regulator showed a small amount of a blue-ish corrosion at the regulator terminal. My friend pulled on the wire and it came off in his hand. There was no wire there at all, just insulation and corrosion. A suitable replacement was obtained from the Sprite re-build kit and we were on our way.

It's about 8 p.m. when we hit Bakersfield so we decide to keep going for home. *Want to bet?* Leaving a stop sign, the car makes a horrible crunching noise and ceases to accelerate. Luckily we were across the street from a motel and coasted into the parking lot. A quick inspection showed at least a broken axle so we checked into the hotel and started calling for help. It just happened to be opening night at the A.V. fair and not a lot of people were home. We finally reached someone who relayed the message to my mom. She rented a trailer and came to our rescue the next day. Once I got the rear end torn apart it

was obvious what had happened. The whole ring and pinion along with the end of one axle had turned themselves into tiny, little parts in the bottom of the housing.

The last major calamity I can recall came about on the way to another rally. We were southbound on the A.V. freeway at Shadow Pines Blvd. when a BMW pulled into our lane from the on-ramp and then slowed down. When I let off the gas to get on the brakes, something up front went bang! I pulled over to the side of the road and noticed that the engine was still running. Shifting into first and releasing the clutch produced the hoped for forward motion. Something in the engine was clunking but it was still running on four cylinders and it moved. That's when I noticed the oil pressure gauge. (Lack-of-oil-pressure gauge?) It registered "0" p.s.i. Uh, Oh! The freeway emptied onto Soledad Canyon Road which then went to Sierra Hwy. in Canyon Country. We drove into town and stopped at a gas station where we installed a can of "Motor Honey". This got us about 5 to 10 lbs. of oil pressure, so we drove slowly home. Upon tear down, it was discovered that the crankshaft had become a two piece unit. It had broken through the throw (casting) between the first main journal and the #1 rod journal. The timing chain apparently stopped the front piece from going into the block and the rest of the crankshaft was still contained by it's remaining two main bearings so everything stayed in it's relative position and kept working. That was the only major problem that didn't strand me.

One good thing about the whole Sprite experience is I learned how to work on just about every part and system on a car. That thing taught me most of what I would need to know to continue doing my own maintenance and repair on all my cars since.

MIKE FOREST

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CAL-INLAND PRESENTS; A TOUR TO UNIVERSAL CITY AND THE UNIVERSAL CITY WALK.

On September 27, 1997 Cal-Inland is going to visit Universal City and the Universal City Walk. Regular price is \$37.95. We can get a discount through Rich and Mary Ann Paré. The discounted price is \$29.00 plus the \$5.00 event fee. To get the lower rate, you must have your checks in by September 13, 1997. Checks are payable to: Cal-Inland Region, P.C.A. Please mail checks to: Rich Paré at 3460 Granite Ct., Rosamond, Ca. 93560.

For this one low price you get a complete dinner and a magic show at Wizards on the Universal City Walk. Join us for an evening of food and magic and a chance to meet some of the people you only read about in the newsletter.

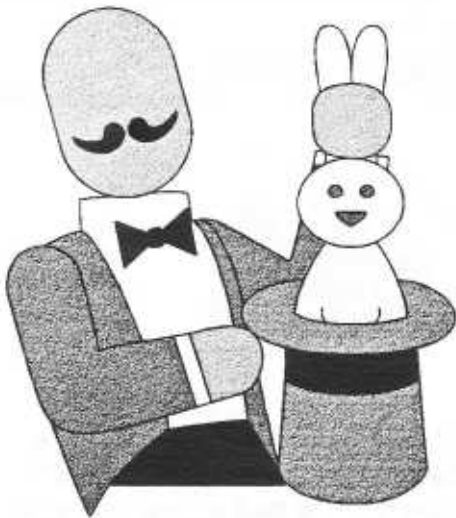
(This offer not available in stores)

For more information on either of these events please call;

David Witteried; 619-373-1413

or

Mike Forest: 805-273-2690



IT'S TIME FOR THE BEAT THE HEAT TOUR!!

One of the most popular tours has always been the B.T.H. tour. It has been going on, in one form or another, since the region began. Our usual destination has been Wrightwood, but this year we are going in the opposite direction to Mt. Piños west of Gorman and Frazier Park. Driving his beautiful Black Turbo Porsche, Crawford Cronkhite will lead us on some nice, windy mountain roads to the picnic area at the end of the road on Mt. Piños. We aren't sure what facilities are there, so you might bring some folding chairs or a blanket to sit on. Also bring a lunch and drinks as this is the main idea of the event. The \$5.00 event fee is required for participation.*

EVENT: "BEAT the HEAT" TOUR MEET

TIME: 8:30 A.M.

PLACE: JETHAWK STADIUM IN LANCASTER ON AVE. I ON THE WEST SIDE OF THE A.V. FREEWAY. FULL TANKS PLEASE. THERE IS A STATION CLOSE BY.

LEAVE

TIME: 9:00 A.M.

DATE: AUGUST 24, 1997



* The \$5.00 event fee helps defray the cost of the newsletter.

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA, ZONE 8

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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 the 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

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