

WINDING ROADS

FEB. '95

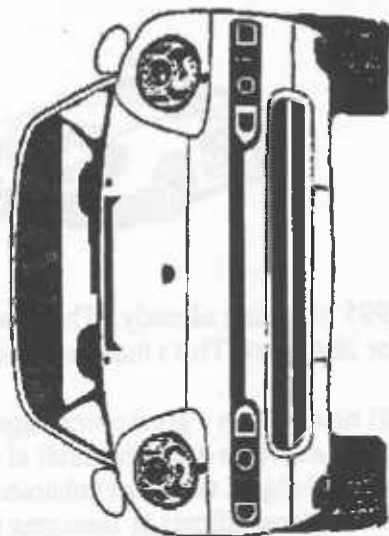
Volume 10

Issue 2

PORSCHE CLUB OF AMERICA



PORSCHE Club of AMERICA



911

PORSCHE

WINDING ROADS
Inland Region
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WINDING ROADS



Hot off the Pres. :

We've begun our 1995 planning already. The "Beat the Heat" lunch tour from the Palmcaster area to Wrightwood is currently set for 20 August. That's the same weekend as the Vintage Races in Monterey, but we expect a great turnout none the less.

Membership is up to 31 now! This is a great percentage increase in our region. We hope that those new members will join us at the monthly meetings and let us know the kinds of events they would like to see.

For the membership's knowledge, I receive a publication from P.C.A. National called "Region Focus". These are meant to give helpful hints to the regional officers in managing the regions. As I receive future issues, I'll give you a summary.

We had the elections at our last dinner meeting (November) for the 1995 officers.

They are:	PRESIDENT	Tim Geoghegan
	VICE-PRESIDENT	Ivor Sheppard
	TREASURER	Donna Sheppard
	SECRETARY	Mike Forest

The 1994 Christmas Party was a great success. Those who attended enjoyed great food, great comradery and great videos. I think though that most became bored after the first hour of in-car camera from my weekend at Laguna Seca. I'll give you a few words on that next time.

My final thought this time is I hope you have all had a wonderful holiday and will help us make 1995 a great new year. Mike Forest is taking over publication of our new newsletter "WINDING ROADS".

Please send him any info you have on events you've attended, letters to the Pres. or Editor or any interesting Porsche related stories you have. We want to hear from you in 1995.

TEG

THE FEBRUARY MEMBERSHIP MEETING WILL BE HELD AT
BAKER'S SQUARE RESTAURANT IN PALMDALE ON PALMDALE
BLVD. JUST WEST OF THE FREEWAY. THE DATE IS 8 FEB.
1995. THE TIME IS 7:00 P.M.



THAR SHE BLOWS

The following is a story on the importance of having the proper tools available whenever you leave home.

A very hot Friday in mid-July found my friend Mike and myself on our way to Cambria to join the festivities of the 914 Renegade Festival put on the 914 club. We had checked into our room and unloaded our luggage and decided it was time to find a place for dinner. As we reached the stop sign at the bottom of the hill, I noticed a strong gasoline smell. But, as we were right next to a gas station I didn't think too much of it. After exiting the car at our chosen destination, we were surprised to see a trail of gas leading up to my car along with a large pool now forming beneath its front trunk. I quickly decided the hotel parking lot was a better place to assess the problem and we blasted back up the hill to our room. The fuel pump is accessible through a removable panel in the front trunk, so I decided to look there first. There was fuel everywhere in the cavity below the fuel tank where the pump resides. I had Mike turn the key to "on" to see if the problem could be found. It was found quite easily. The hose between the pump and the tank had a split in it at about the mid-point of the hose. Repair would require removal of the gas tank to access the hose and fittings in order to complete the repair. I carry a canvas bag with all the metric wrenches and sockets that are normally used on a 914. I also have screwdrivers, pliers, a hammer, wire cutters, electrical tape, razor blade, rags, tubeless tire repair kit, spotlight, compressor and hand cleaner. Luckily, the hose was long enough so that after the bad section was removed, there was still enough left to make the connection between the tank and pump.

The remainder of the weekend went without incident and we had a really good time with all the other 914 owners. When I got home, I replaced all the fuel lines in the car and should not have any more fuel line problems for a while.

If I had not had the tools with me, I would have been at the mercy of a local repair facility and I think we all know what that means. Sometimes questionable repairs and a lot of \$\$\$\$\$.

Although you can't fix everything alongside the road, you can often repair the minor things that will



MEMORABILIA SWAP MEET

February 11th. is the date for the 12th. annual Porsche, Vintage VW and Mercedes Literature, Mokol and Memorabilia swap meet at the Los Angeles Airport Hilton Hotel, 5711 West Century Blvd. from 9:00 A.M. to 2:00 P.M. Admission is \$4.00 at 9:00 A.M. or early bird \$20.00 at 7:30 A.M. Special rate parking at the Hilton or Car Barn next door. Vendor info: Wayne Callaway, 9948 Hayward Way, So. El Monte, Ca. 91733. Phone: 818-579-4414 days.

WINDING ROADS

MY FIRST PORSCHE

Some years ago, we ran an article titled "MY FIRST PORSCHE" and asked our members to write a story on how they came about owning their first Porsche. The response was dismal (2) and we dropped it. Now it's a new year and we have many new members who were probably unaware of our quest for Porsche related articles. Well, folks, I've decided to try it again.

With your favorite writing implement (pen, pencil, felt pen, typewriter, word processor or computer) create a story telling how it was you came about your first Porsche. It doesn't have to be real long although we will take multiple page stories. Share with us what first got you interested in Porsche; the experiences you had locating the right car to take up space in your garage; the little problems you discovered after getting it home; and the joy of driving a car with the capabilities of these wonderful machines. For some of us, the task of buying our first Porsche was not like just walking into the showroom and saying "I want that one".

So please take a little time, sit down, get comfortable and compose a little story of that special experience. I'm sure the other members would like to hear about other folks adventures.

EDITOR

INPUT

Hi, members, it's me again.

We are always looking for stories and articles to fill our pages. Many of you have interesting stories involving places you have driven and sights you have seen. Others take special pride in having restored a Porsche or saved one from some barn in farmland, U.S.A. Still others have used their Porsches in various types of competition events and have some great tales of winning or of the one car they just can't seem to beat.

This club is for you and about you. Without your input, we have no idea what our members are like or what they have done or would like to do. Please take a little time to let us know you're out there. A short story is all it takes.

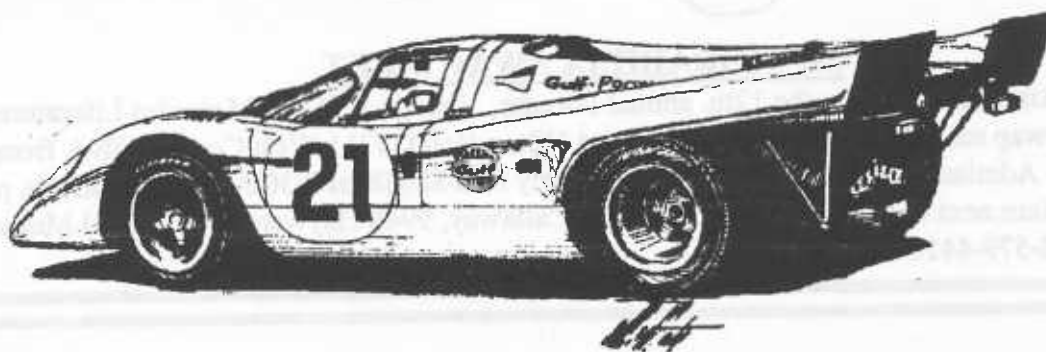
Send any correspondence to "WINDING ROADS" 256 E. Ave. P-1, Palmdale, Ca. 93550.

EDITOR

LETTERS

Letters to the editor, president or any other officer are always welcome. If you have a comment, complaint, compliment, suggestion or just something to say, send it to us. Please let us know to whom it should be directed and we will print it in our "Letters" section. The editor reserves the right to edit all submissions as deemed necessary.

EDITOR



WINDING ROADS

MY FIRST PORSCHE

Ownership of Porsche #1 came about completely by accident. I was driving a 1961 Austin Healey Sprite and, although it was a fun car to drive, it was really slow and very unreliable. It had given me some bad first impressions about car ownership like thinking the drivetrain had to be rebuilt every 20,000 miles.

I was working at a local auto parts store when, one day one of our regular customers dropped by in his 1962 Porsche 356B Cabriolet with a "For Sale" sign in the window. I had seen the car before but had never given it any thought. Now I was ready for something better than the Sprite and this neat looking car shows up for sale. I was not yet into Porsches and didn't know what to expect. He let me drive it for about an hour and I was instantly hooked. This car went like crazy, stopped on a dime and cornered like a race car. I had to have it. Luckily the price was in reach and within a week it was in my garage. One of the first things I did to it was remove the hard top, which, according to the previous owner, had never been removed during his ownership. What a joy this was to drive with the top off. Unfortunately, it did not have the soft top and you had to be very weather observant if you were planning a long drive. I drove the car for three years and sold it to my brother-in-law. He had it for about two years and I lost track of it after he sold it.

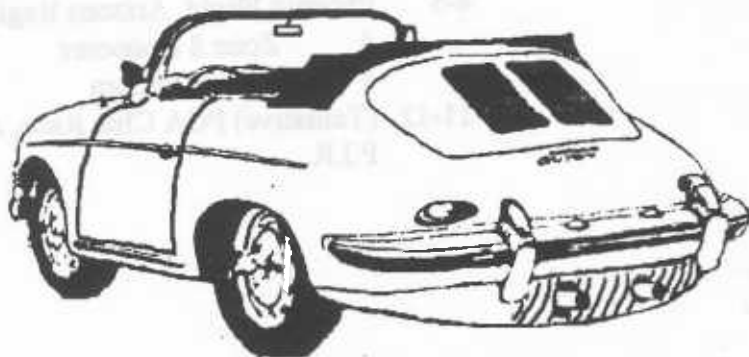
In early 1987 our club president at the time, Tim Hagner, told me about two Porsche cabriolets he had seen in Lancaster at the rear of a used car lot. The more he described them, the more one of them sounded like my old '62. I had him take me there one day, and sure enough, there it was up on stands with no engine or brakes. Well, I just had to have it back. After negotiating the price with the owner, I once again owned the first Porsche I had ever owned.

In the time between first and second ownership, I had had a 911 and numerous 914s. The newer cars are a lot more advanced in design and technology and are a lot of fun to drive. After doing all the necessary work to put the 356 back on the road, it just wasn't the same as I remembered. Compared to the newer cars, it drove like an old Volkswagon. I realize that's blasphemy to you 356 purists, but drive a nice 914 some time and tell me that it is not a lot tighter feeling and more responsive car. Anyway, after only a year it was replaced with a 1970 914-6. I really do like 356s, but not for serious driving.

The history of this particular 356 was quite interesting. It was bought new in Texas in early '62 and driven for about two years. Sometime in '64 the car was stolen and driven to California. The engine expired due to lack of oil near Palmdale and was taken to the old Robbins Garage for repair. Needless to say, the thief never showed up to claim the car and the garage put a lien on it. Meanwhile, back in Texas, the original owner had passed away and no one in the family claimed the little cabriolet. After getting clear title, the garage owner sold it to one of his employees who drove it for a few years and finally sold it to me.

The last I heard, the car was in Santa Barbara being restored by it's new lady owner who had purchased it from the person I sold it to.

Mike Forest



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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.
