

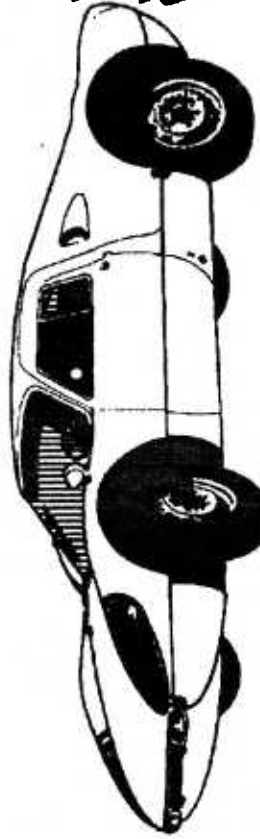
WINDING ROADS

APR. '95

Volume 10

Issue 4

PORSCHE CLUB OF AMERICA



Club of AMERICA PORSCHE

COMING SOON...

See Page Three

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

WINDING ROADS

CRAZYNES IN THE PARKING LOT



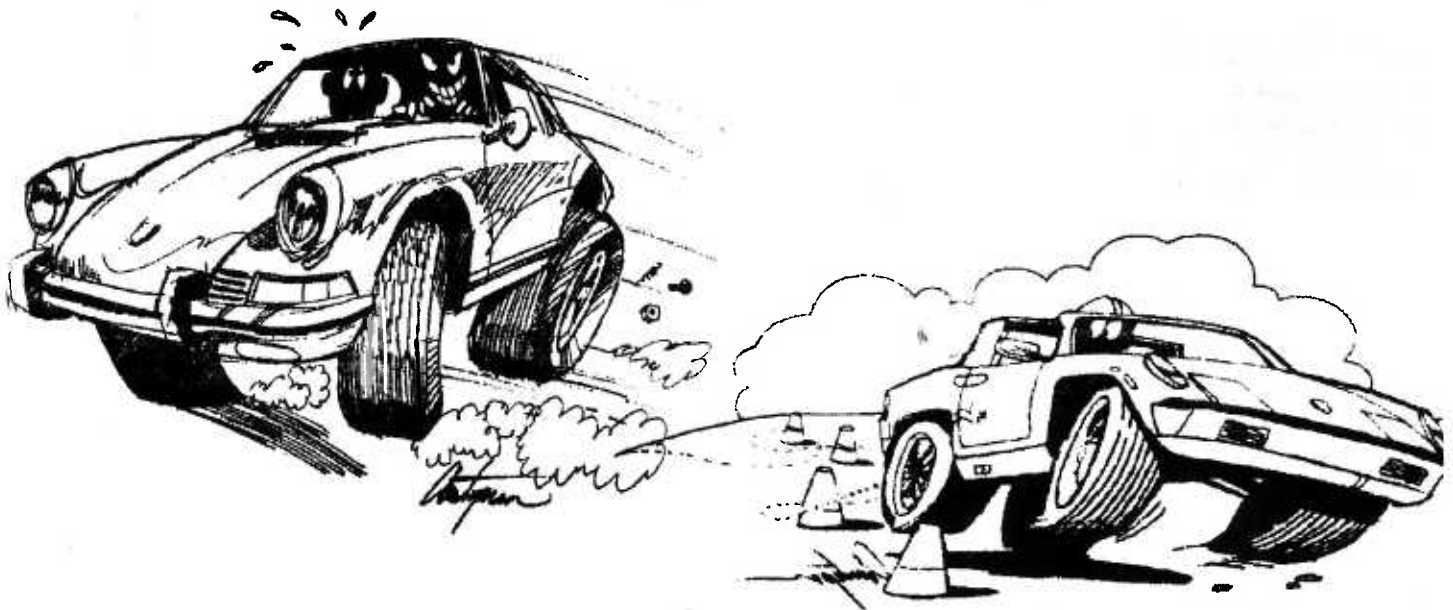
FUNKANA: A group of normally sane people engaged in some really strange activities involving a car, a parking lot, some traffic cones and a stopwatch.

Some of the earlier members may remember the funkana put on by past president Tim Hagner. We all had a roaring good time. The event takes place in a parking lot and although not a speed event, it is a timed event. If you hit 25 mph., your probably driving a 911 or 928. The event requires a driver and passenger. The driver will drive the car, (Hence the term "driver") and the passenger will assist in the gimmicks and guide the driver as needed. At the present time there are six gimmicks planned for this event. I am presently looking for a parking lot that is relatively clear of obstructions in which to hold this event. Once the location is obtained, we can plan a date. Tentatively, that will be in April or May.

This event does not require race or rally skills and there is no known way to practice for it. Even if you knew what the gimmicks were, it would be hard to practice for it. This event promises to be a lot of fun and there will be trophies or plaques presented to the winners at the next membership meeting following the event. There are only two classes competing; open car and closed car. This is a short course event with limited room for maneuvering. The guy with the fire-breathing Turbo has no advantage over the 1.7 liter 914.

Come on out and enjoy an afternoon of fun. It will be a good time to meet other members and get in a little time behind the wheel of your Porsche. We will meet for pizza of something afterward.

MGF



WINDING ROADS

IT'S NEVER AS EASY AS IT SOUNDS

While looking through my "Panos" to find tech articles concerning the Porsche 911, I happened upon an article by Allan Caldwell covering the installation of intermittent wipers in the 914. After reading the article, I went out to the garage to see what the possibilities of doing the installation to my car were. My 914 is a 1975 that has had many modifications done to it to disguise that fact. One of the things I did was replace the upper steering column and switch housing with a 1973 unit. This isn't some sort of trick hot set-up so don't run out and do this to your car. The reason I did it was because shortly after I got the car, the upper steering column bearing disassembled itself. I put the '73 unit in because it was faster than waiting for a new bearing to repair the original. After going through the disassembly procedures, I was able to determine that I did not have the five pin wiper switch. Looking at the wiring harness that connects to the switch revealed that the car did indeed have the wiring for the intermittent wipers. The next step was to locate the original switch which had been removed earlier. Upon finding said switch it was noted that it was the later style switch with the five pin connector and wiring. So I assembled the turn signal switch to the wiper switch as per the article and attempted to install them into the steering column housing. Wrong! No go no how! After further inspection, I came to the conclusion that Porsche had struck again. It seems as though the plastic wire holder on the wiper switch is not only designed to accommodate the necessary fifth pin, but the plastic wire holder on the switch on my 1975 914 could also accommodate two more pins to the left of the existing pins. What this all boils down to is the wire holder will not fit through the tunnel in the steering column housing that it is supposed to. The tunnel in the early housing is narrower than the later tunnel. So now what? Actually, it was quite simple. Seeing as how the early switch had the wire holder that would accommodate the fifth pin and wire, I just traded wire holders between the early and late switches. Now, the late switch will fit the early steering column housing with no problems encountered as of yet.

There is a difference in the switches. Even if the early switch has a wire holder that will accommodate the fifth pin and wire, you will find that there is no place to attach the wire at the switch itself. The late switch has a few extra parts to supply power to the intermittent wiper relay. Also, the relay was not installed if the option was not ordered.

One more thing. Mr. Caldwell notes that in order to allow the wiper lever to move down to activate the intermittent wipers, a plastic detent on the steering column housing has to be trimmed away. On my car, that plastic piece is actually part of the turn signal switch that fits in the same notch as the wiper lever.

The installation is not yet complete as I am awaiting the arrival of the relay. One thing that may deter you from doing this modification is the cost of the relay. The one I found is around \$60.00. If any of you get brave and decide to do this to your car, the article is in the Tech Q&A in the July 1992 Porsche Panorama on page 46. If you run into a weird problem like mine, let me know and maybe we can figure it out.

Mike Forest



WINDING ROADS

How to Tell a Porsche From a Porch

by Russell Merriam

Reprinted from the Nor'Easter, Northeast Region

Many people are under the misconception that I own a porch. I am not sure why, since my house doesn't include that particular advantage. It's possible that those people have heard me discussing my car and made an incorrect assumption. In that case, what follows here is an attempt to delineate the differences as I understand them so that the discriminating Porscheophile will be able to ascertain which is which.

The word: Porsche is pronounced "porsha," whereas porch is pronounced "porch," except by Lawrence Welk.

The meaning: A Porsche is an automobile, whereas a porch is an addendum to a house. One sits on a porch. Many porch owners sit on a porch, gazing at their Porsche. Very few Porsche owners sit in their Porsche, gazing at their porch. In reality, many Porsche owners can no longer afford a porch.

Materials: A Porsche is built of steel, aluminum, glass, rubber, blood, plastic, cloth, paint, rust, and (if you have a Speedster) water. A porch is built of wood, masonry, glass, and paint. The glass and paint are not interchangeable.

Seats: Porsches have two real seats and (sometimes) two others. Porches may have one or many more. To face in a different direction on a porch, you turn your seat: to do the same in a Porsche, turn the wheel. Usually, both types of seats are comfortable. The 914 is the exception to the rule. Few, if any, Porsche seats can be found in wicker.

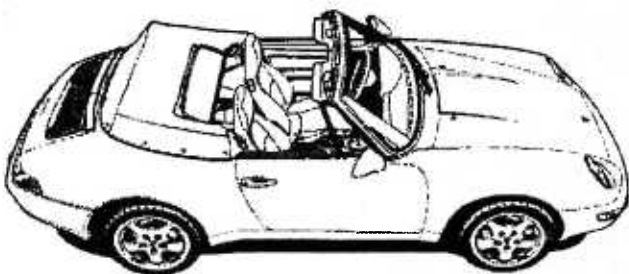
Builder: A Porsche is built by men who curse in German. Most local porches are built by men who curse in English.

Gas Consumption: The Porsche uses gas sparingly, as does the porch. An advantage of the porch is that the gas is usually brought to you, whereas a Porsche must be taken to it.

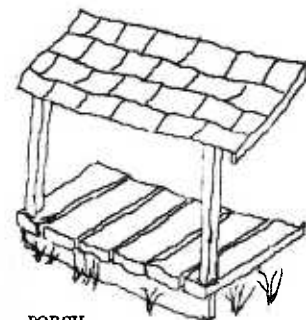
Speed: Porsches go extremely fast (except for the 914 and 924). Porches, on the other hand, accelerate like a Corvette.

Magazines: Porsche owners subscribe to Panorama, Car and Driver, Forbes, and Newsweek. Porch owners subscribe to House Beautiful, Better Homes & Gardens, and the Sears and Roebuck Catalog.

Fun: Porsche owners go to monthly meetings, rallies, autocrosses, track events, swap meets, and dinners. Porch owners mow their lawns, trim their hedges, weed their gardens, and paint their fences. People who own both are characterized by dirty cars and overgrown lawns. □



PORSCHE



PORCH

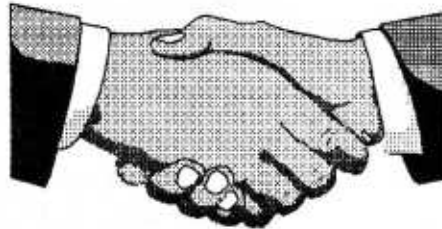
WINDING ROADS

FULL SPEED AHEAD

As I write this it is hard for me to imagine that just a year ago the Cal-Inland officers held a special meeting to determine the future of the region. With only four or five people attending any of the events or meetings, we discussed dissolving the region. After much discussion about the previous years and the events that we had, we decided to continue as we were. If no one else wanted to join in the fun, then so what. We would continue planning events and participating as a group. We all enjoyed each other's company and decided to keep the benefits that the club offered. Everything remained pretty much the same until about mid-year when attendance at the meetings started to rise. We had fourteen people at the November meeting and since have had an average of ten. That doesn't sound like much, but with a total of thirty-three members that works out to better than thirty percent. The national average is just ten percent. I'm not trying to talk you folks out of participating in meetings or events. There are some of you we have never seen or heard from. It would be nice to meet you and find out what you would like to get out of the club. If you're worried about feeling like an outsider because you don't know anyone, please don't. None of us knew any of the others until we started joining in club activities.

1995 is going to be a great year for Cal-Inland as we have lots of neat stuff in the planning stages. These include a funkana, a rally, three tours and a bar-b-que. Also, don't forget that you are all welcome to submit articles to the newsletter. We would like them to be Porsche-related but they do not need to be. And, don't forget the "My First Porsche" story. Some Porsche owners have some interesting experiences relating to the acquisition of that first beauty.

Editor



WELCOME NEW MEMBERS

| | |
|-----------------------------------|------------------|
| Rich and Mary Ann Pare | 1973 914 2.0 |
| Scott Lloyd | 1973 914 2.0 |
| Tom and Trudy Goris | 1978 911SC |
| Dr. David L and Joanne Wilson | 1988 944 Turbo |
| David Fedors | 1986 911 Carrera |
| Eric Bobkowski and Tanya Schokman | 1978 911SC |



PORSCHE CLUB OF AMERICA

WINDING ROADS

912 PORSCHE TECH ARTICLES

Following is a list of technical articles concerning the 912 Porsche. These articles appear in PORSCHE PANORAMA and are listed by date, page number and content. Although some of the articles are listed as 356 or 911, they pertain to the 912 also.

| <u>DATE</u> | <u>PAGE #</u> | <u>CONTENTS</u> |
|--------------------|----------------------|----------------------------------|
| SEP. 1986 | 72 | 912 CARBURETORS |
| NOV. 1986 | 54 | 912E RUNNING PROBLEM |
| DEC. 1986 | 28 | SUNROOF MAINTENANCE |
| MAY 1987 | 56 | 912 SMOG CHECK PROBLEMS |
| JUL. 1987 | 22 | INTERIOR REFURBISH |
| AUG. 1987 | 50 | TRANSMISSIONS |
| | 76 | 912 SMOG CHECK PROBLEMS |
| OCT. 1987 | 27 | CARBURETORS |
| | 42 | BUYING A USED AIR-COOLED PORSCHE |
| DEC. 1987 | 40 | EXTERIOR CLEANING |
| | 58 | FASTENERS |
| JAN. 1988 | 18 | EXTERIOR CLEANING |
| | 62 | 912 SMOG CHECK PROBLEMS |
| FEB. 1988 | 50 | FUEL INJECTION HISTORY |
| MAR. 1988 | 26 | ELECTRICAL SYSTEMS |
| JUL. 1988 | 18 | SUSPENSIONS SYSTEMS |
| AUG. 1988 | 18 | 912 ENGINE FAILURES |
| OCT. 1988 | 66 | 912 CLUTCH ADJUSTMENT |
| NOV. 1988 | 32 | WINTER MAINTENANCE |
| JAN. 1989 | 58 | 912 BRAKES |
| MAY 1989 | 63 | OIL COOLER CLEANING |
| JUN. 1989 | 74 | FRONT WHEEL BEARING ADJUSTMENT |
| JUL. 1989 | 44 | BRAKES |
| AUG. 1989 | 16 | REAR BEARING COVER REPLACEMENT |
| | 64 | WINDSHIELD POLISHING |
| SEP. 1989 | 28 | DISC BRAKE MAINTENANCE |
| NOV. 1989 | 18 | BRAKES |
| | 75 | 912 FLYWHEEL SEAL |
| | 76 | 912 STARTER PROBLEM |
| APR. 1990 | 60 | RUST MAINTENANCE |
| JUL. 1990 | 20 | HOT STARTER PROBLEMS |
| AUG. 1990 | 12 | ALARM SYSTEMS |
| NOV. 1990 | 10 | DASH PAD REPLACEMENT |
| APR. 1991 | 30 | CORROSION CONTROL |
| MAY 1991 | 40 | RAIN LEAKS |
| JUN. 1991 | 50 | 912 SOLEX CARBURETORS |

912 TECH ARTICLES CONT'D

| <u>DATE</u> | <u>PAGE #</u> | <u>CONTENTS</u> |
|-------------|---------------|-------------------------------------|
| JUL. 1991 | 16 | SUMMER TRAVEL |
| | 54 | SPRING PLATE BUSHINGS |
| SEP. 1991 | 12 | SEAT RAILS |
| JAN. 1992 | 22 | SEAT BELTS |
| APR. 1992 | 30 | CARBURETORS |
| JUL. 1992 | 12 | DOOR MAINTENANCE |
| OCT. 1992 | 64 | FUEL STARVATION |
| | 69 | DASH LIGHTS |
| NOV. 1992 | 12 | SUSPENSION BASICS |
| | 28 | REFINISHING NARDI STEERING WHEELS |
| DEC. 1992 | 14 | SUSPENSION |
| JAN. 1993 | 63 | SUNROOF REPAIR |
| MAR. 1993 | 12 | OXYGENATED FUELS |
| AUG. 1993 | 52 | HOT WEATHER ELECTRICAL PROBLEMS |
| | 66 | OVERHEATING |
| | 66 | ENGINE BREATHER CARBURETOR PROBLEMS |
| NOV. 1993 | 10 | OXYGENATED FUELS |
| DEC. 1993 | 66 | UNDERSIDE CLEANING AND MAINTENANCE |
| JAN. 1994 | 56 | VISUAL MESSAGES |
| JUN. 1994 | 79 | BRAKES |
| AUG. 1994 | 52 | THEFT PREVENTION |
| DEC. 1994 | 22 | IM-240 EMISSIONS TESTING |
| JAN. 1995 | 28 | MUFFLER PAINTING |
| | 49 | CABLE-OPERATED CLUTCHES |
| FEB. 1995 | 8 | BATTERY BOX FIX |

912



ZONE 8 REPORTER

APRIL

12 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

- 1 Z8 Rally School, Santa Barbara, Joe Boucher
- 1-2 Zone 8 Time Trial, San Diego, Jack Murphy Stadium. Borden Covell 619-536-8121
- 2 Indy Cars at PIR.
- 9 Indy Cars at Long Beach.
- 15-16 PCA Club Race, Las Vegas Region. Carl Young 702-876-7982
- 22 Zone 8 Slalom, San Diego, Jack Murphy Stadium. Tim Comeau 619-277-0606
- 23 Zone Rally, San Diego, Pat Norris, (619) 486-2956.

MAY

- 6 Zone 8 Concours, So. Arizona, Tucson, Cinco de Mayo.
- 14 Zone 8 Concours, Orange Coast, Huntington Beach. Bev Frohm 714-997-3341
- 20 Zone 8 Rally, Santa Barbara. Joe Boucher 805-964-2113

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
- 19-20 Monterey Historic Races.

SEPTEMBER

- 9 Zone 8 POC-PCA Time Trial, Las Vegas. Carl Young 7020876-7982
- 17 Zone 8 Concours, Santa Barbara. Steve Conger

OCTOBER

- 7 Z8 Concours, San Gabriel Valley, San Dimas Tom Sisson 818-331-4666
- 8 Z8 Rally San Gabriel Valley
- 8 Zone 8 Slalom, Silver State, Las Vegas. Stan Stanton 702 458-6595
- 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

FOR SALE

1975 914-4 2.0 Yellow with black. Both stock top and Saratoga (plexiglass) top. 3 gauge console, 5 Fuchs alloys, very good exterior, interior and mechanical condition. PCA valuation available. Records, references. 5 Zone 8 Concours trophies. Must sell. \$6,300.00 OBO. Tom Sisson Days (213)485-3515; Eves./wknds. (818) 331-4666.

REGISTRATION FORM

CINCO DE MAYO ZONE 8 CONOURS

Southern Arizona Region, Porsche Club of America

Headquarters and
Accommodations



HOTEL
PARK
TUCSON

5151 E. Grant Road
TUCSON, ARIZONA 85712
Call (602) 323-6262

Porsche Club rate of \$75 - double occupancy
DEADLINE APRIL 5th

Mail Registration form to:
Steve Proctor
7330 E Wikieup Circle
Tucson, AZ. 85715
(602) 577-9507

CLASSES

Concours Division

- C-1 356 Closed
- C-2 356 Open
- C-3 911,912, 1965-1973
- C-4 911,911 Turbo, 912E,
930, 1974 to 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 to 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 356's
- W/S-2 All air-cooled
Porsches
- W/S-3 All water-cooled
Porsches

Display (not judged)
All Porsches that
want to participate but
not be scrutinized

Name _____ Phone () _____

(Please print)

Address _____

City _____ State _____ Zip _____ Region _____

Porsche Model _____ Year _____ Body Type _____

Color _____ License No. _____ Class _____

Concours \$30 per car # _____ x \$30 = _____

Display only \$15 per car # _____ x \$15 = _____

Banquet \$27 per person # _____ x \$27 = _____

Prime Rib _____ Halibut/Cilantro Pesto _____

Shrimp w/Chipotle chiles _____ Pollo Asado (Chicken) _____

T- Shirts @ \$12 # _____ x \$12 = _____

(One included with entry or display class)

Men's _____L _____XL

Women's _____M _____L _____XL

Total Enclosed

Make check payable
to PCA-SAR

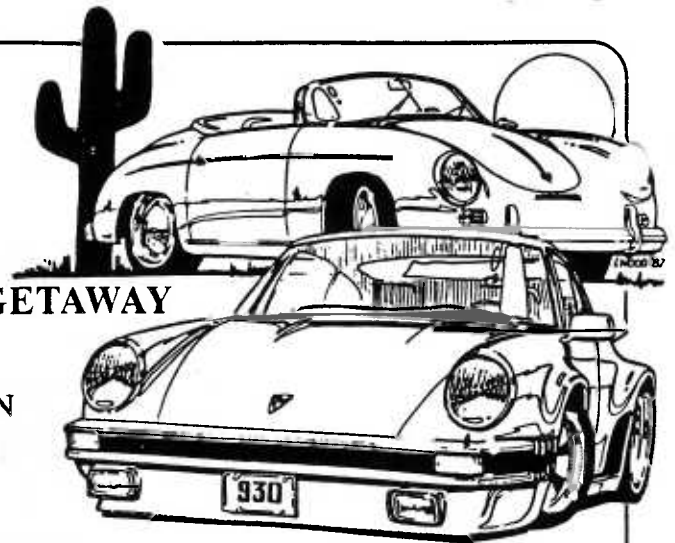
REGISTER ASAP - DINNER RSVP BY APRIL 25th

CINCO DE MAYO

ZONE 8 CONCOURS AND WEEKEND GETAWAY

MAY 5-6, 1995

Sponsored by the SOUTHERN ARIZONA REGION
PORSCHE CLUB OF AMERICA &
BEAUDRY PORSCHE



Headquarters and
Accommodations



HOTEL
PARK
TUCSON

5151 E. GRANT
Tucson, Arizona 85712
(602) 323-6262

COCKTAIL WARM-UP BASH

Friday, May 5, 1995
Warm-up Party
5:30 - 7 p.m.
Patio
Hotel Park Tucson

CONCOURS D'ELEGANCE

Saturday, May 6, 1995
Car placement and preparation
7 a.m. to 9 a.m.
Judging begins at 9:30 a.m.
La Mariposa Sports Club/Polo Field
1501 North Houghton

AWARDS BANQUET

Saturday, May 6, 1995
Cocktails 6:30 p.m. Dinner 7:30 p.m.
La Mariposa Sports Club/Upstairs Lounge
(Attire: Dressy Casual)

REGISTRATION FEES

Judged classes \$30 per car Display class \$15 per car
Banquet Dinner \$27 per person

ACCOMMODATIONS AT
HOTEL PARK TUCSON

APRIL 5 deadline

Ask for Porsche Club Rate (\$75/Suite)

Call (602) 323-6262

For Information call

Dennis or Barb Crowley, Chairs
(602) 299-2288

OR

Steve Proctor, Registrar
(602) 577-9507

Rally SCHOOL Scheduled:

YOU MUST RSVP

Saturday April 1, 1995

Santa Barbara Region of Porsche Club of America will sponsor a Time-Speed-Distance Rally Class for beginners and others who are "rusty" on Saturday April 1, 1995 at the Boucher's house in Santa Barbara

starting at 2 PM.

Agenda: a 2 hour classroom session followed by a short practice rally ending at the Boucher's for an informal buffet/rally rehash. Cost is \$8 per team: driver/navigator. YOU MUST RSVP!! Non PCA members are welcome!! Bring a friend. The class will not be held unless there are at least 3 cars.

Mark your calendar now! This class will help prepare you to run our Zone 8 rally on May 20th, sponsored by Schneider Autohaus.

RSVP:

805.964.2113 for directions to the class/practice/food/fun on April 1st.



Enjoy a *FUN* TSD Rally

Saturday May 20, 1995

Sponsored by SCHNEIDER AUTOHAUS

WHERE: Sears Upper Parking Lot
La Cumbre Plaza
Santa Barbara, CA 93105

Northbound: US101 to Hope Ave, Left
at Signal to Sears, Southbound: US101
to La Cumbre Rd, Left on La Cumbre to
Sears. (Look for Porsches)

WHEN: Registration at 9:00 AM
First car out at 10:01 AM

Coffee & Donuts at Registration
Approximate length 3.5 - 4 hrs

WHAT: All Zone 8 Classes (A,B,C, and
D (Novice, geared to beginners)

GUESTS WELCOMED!!
A tour course will be offered.

HOW MUCH: \$15 if Pre Entry received by May 5, or \$18 Day of the Event.

AWARDS: Abundant plus Davis mark to remember Charlie Davis...

INFORMATION: Joe Boucher
805 964-2113

Mail checks payable to:
PCA/SB Rally
BOX 6325
Santa Barbara, CA 93160

Accommodations: Pepper Tree Inn
Santa Barbara, CA
800.338.0030
Ask for PCA Rate

COMFORT INN CAMARILLO
(1 hour South of START)
800.228.5150
Ask for PCA Rate

WINDING ROADS

Dear members,

Ernie Paschoal, our Zone 8 representative recently suffered a serious heart attack. He is presently stable and resting well.

DEAR ERNIE

Our thoughts and prayers are out to you and your family. We're all hoping you have a complete and speedy recovery.

Sincerely,

All the members of Cal-Inland, Zone 8, Porsche Club of America

COMING NEXT MONTH:
PORSCHE 914 TECH ARTICLE LIST

Intermountain Region Presents

LAS VEGAS PORSCHE CLUB RACE

April 22/23, 1995

Las Vegas Speedway Park
will be open for test and tune
all day April 21

For Further Information
and Registration Materials:

Deni Knight
6756 North Fork Road
Liberty, UT 84310
801/745-0905

YOU CAN BECOME
PART OF HISTORY

<<<< >>>>

PORSCHE CLUB
RACING IN PORTLAND
DURING THE PARADE

PORTLAND
INTERNATIONAL
RACEWAY
AUGUST 12/13, 1995

For Further Information:
Intermountain Region PCA
Monte Smith
801/745-0905

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

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



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.
