

WINDING ROADS

MAY, '95

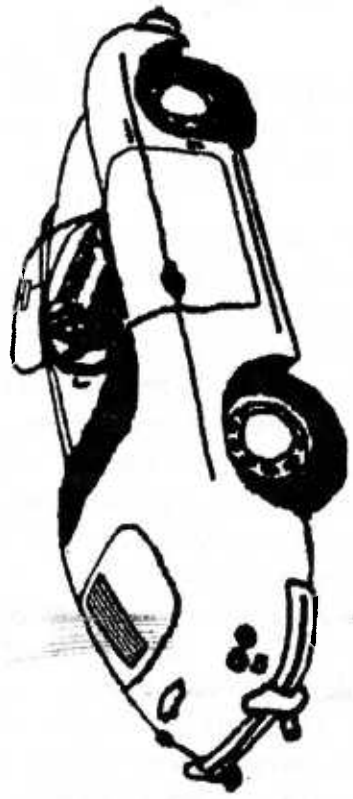
Volume 10

Issue 5

PORSCHE CLUB OF AMERICA



Club of AMERICA PORSCHE



SPEEDSTER

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

Hot off the Pres:

This is a month of good news and bad news. Some good news first. My son Sean Patrick was born 6 March at 02:05. Debra and baby are fine; I'm recovering nicely. He was 8 lbs. 10-3/4 oz. and 21" long. As soon as he can sit up without falling over, we'll have him in a go-cart teaching him "the line".

Some other good news is about the wonderful tour of ANDIAL in Santa Anna on 25 February. What a shop! We were hosted by the San Gabriel Valley Region with coffee, munchies and friendly people. Founded in 1975, the word ANDIAL is actually made (loosely) from the first names of it's founders: Arnold Wagner, Dieter Inzenhofer and Alwin Springer. Arnold and Dieter provided most of the touring as Alwin was in the race shop prepping engines for Sebring. The shop has a street side and a race side. Unknown to most, given their successful track history, is that the company tries to keep it's emphasis on street cars, not racing. The street shop is available for almost any work on your Porsche from engine to chassis including alignment. We were shown some engines that were being "improved" from 3.0 to 3.8 liters. Surprising to me was that Arnold personally prefers the hydro-mechanical CIS injection to the Motronic (chip) injection. In fact, we were cautioned about some after-market chips which make LOTS of spark advance that can even damage an engine or, at best, fight against the engine's Knock Sensor Circuit which merely retards the spark back to safe settings. ANDIAL will, of course, do what the customer wants, but they concentrate on driveable, reliable engines with wide torque bands rather than high peak horsepower. A highly recommended component to this end is twin-plug heads. Twin plug ignition gives a more complete combustion, hence more power, economy, lower emissions etc. The street shop has an engine dyno for the run-in and that final sweet tuning. Their engines, of course, meet CA. emissions standards. We were given a description of the chassis alignment process including a demonstration of corner weighing and balancing. A street 911, for example, is balanced if no more than 50 lbs. difference left to right is measured on the front or back axle. Arnold claims the new 993's are coming to the shop as close as 15 lbs. A full parts house rounds out a complete shop. The race shop was, as I mentioned, working on the engines for Sebring (since won by a Ferrari). The dyno there is rated for 1000 hp. and has the capability of full digital mapping of fuel and ignition schedules. Once right, they "burn" their own chips! The bottom line; a first class operation run by first class (and very friendly) people.

Now for the bad news. Concerning the poor turn-out at the 25 March "car show" at St. Mary's Church/School. We should take all opportunities for public exposure and participation in community events. If any of our more talented members is interested in making a banner for the Cal-Inland Region, please contact one of the officers. It might be about the size that would hang from the edge of a standard fold-up table, The club will reimburse you for materials. We'll be discussing this at our next monthly meeting.

My continued applause to Mike Forest for the Winding Roads newsletter. He continues to out-do himself and we should support him with articles, tech-tips, up-coming events etc. Mail these to him or better yet, join us at our monthly meetings. The attendance has been increasing with the result of better communication with the membership. Speaking of communication, I'd like to request that each member call or drop a note to Mike with their phone number and, if necessary, corrected address. The officers get a quarterly list from PCA National with addresses but no phone numbers. We'd like to be able to inform you of any late breaking news or remind you of up-coming events.

WINDING ROADS

HOW EMBARRASSING

On March 25th. Cal-Inland was invited to display our cars at the St. Mary's School/Church Spring Festival. We were asked to round up as many Porsches as we could in hopes that we could help draw people to their festival. Our first order of business was a mini parade around the festival grounds carrying some of the school cheerleaders on our targa bars. We then parked the cars in a roped off area set aside just for us.

They gave us free food and had three plaques made up just for us. The plaques were for first, second and third place in a "peoples choice" judging by the festival attendees. Ballots were made and the people would vote for their favorite Porsche. They had a real tough decision with all the Porsches in attendance. They had to pick among a wine red 911 targa, a yellow 911 targa, a silver 914 and an orange 914. Obviously, only one person left without a plaque. Also obviously, Porsche owners are extremely busy this time of year.

This was a charity event, the weather was perfect, it was a great time to show off and talk about your car and all we could manage was four cars. Oh, come on folks!!

Oh yeah, I almost forget to mention. The Corvette club was invited to do the same thing after we left. I hung around to see what kind of turn-out they could achieve. There were sixteen Corvettes in the lot and as I was leaving I counted six more on the road approaching the school. I guess Corvette owners aren't as busy as Porsche owners are at this time of year. Either that, or they are proud of their cars and jump at the opportunity to display them.

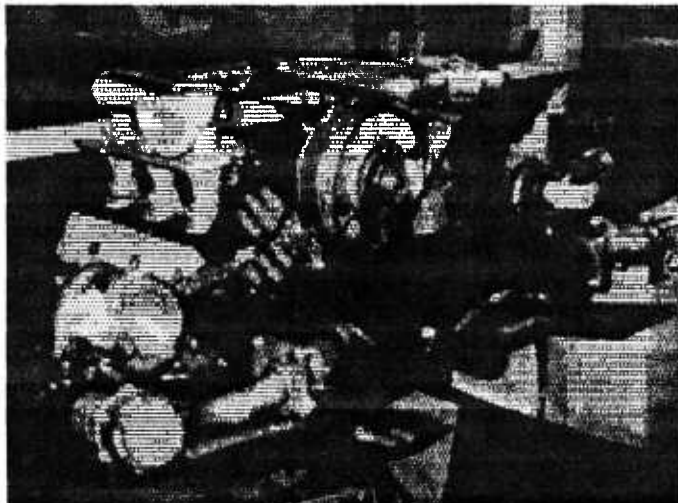
The lady in charge of the cars kept asking if more Porsches were going to show up. We could only tell her that we didn't know for sure.

THANK YOU VERY MUCH

A very sincere **thanks** to those who did show up. You know who you are. Your participation helped us avoid looking like complete fools.

Editor

I ran out of room on Tim's article to print any of the pictures he took. Below is a 911 engine on a work stand at Andial.



WINDING ROADS

IT'S NEVER AS EASY AS IT SOUNDS PART II

In last month's issue, I told you about a project I read about in "Pano" concerning intermittent wipers for the 914. It consisted of adding a relay and manufacturing a four wire harness. As of the last article, I was still awaiting the arrival of the relay. The relay did arrive, and upon inspection, it was noted that the relay I had in my hand contained six pins instead of the five outlined in the article. I decided to install the relay as per the article and ignore the sixth pin altogether. Upon completion I still did not have intermittent wipers. What I did have was a three wipe sequence when the wiper lever was pulled towards the rear of the car. After trying numerous combinations of jumper wires and wiring changes, I was able to get to the intermittent mode by supplying 12 volts to the mysterious sixth pin. Unfortunately, it did not matter what position the wiper switch was in. After carefully examining the wiper switch, I came to the conclusion that in the new "down" position it could not supply the needed 12 volts to the relay. Next, I devised a way to modify the switch by adding a pair of contacts and a new wire that would do the necessary job. Unfortunately, the thing wouldn't stay together or fit into the steering column housing. Now what? When in doubt, contact the author. I called Alan Caldwell who is our P.C.A. 914 tech expert and explained what I had done. It turns out that the article was written in 1973 and "Pano" didn't print it until 1992. That is unfortunate because the original relay has been superseded twice since then. The relay I received was the second iteration and will not work as outlined in the article.

What I have achieved out of all this is, along with the installation of an electric washer pump, is a functional wipe-wash mode. When the lever is pulled back, the washer activates and the wipers do three passes over the windshield. This system sure beats the old spare tire pressurized washer system that came with the 914-4s and usually failed within a few years of new.

I decided to contact Alan Caldwell again to see if he had come up with anything new concerning the project. What I found out was that when he bought his '73 914 new it came with a wiper switch that had only a four pin connector. He knew about the optional intermittent wiper system and found out from the dealer that the early switch had been replaced with a switch that had a five pin connector. He was able to obtain one of these from the dealer and was successful in his quest for intermittent wipers. As of our last phone conversation, he had discovered that although there are three different column mounted switches, there are only two different part numbers. Apparently, Porsche changed the early switch without changing the part number.

My next step is to find a late '73 or early '74 wiper switch and compare it with my '75 switch and note the differences. I will also try to find a contact on my '75 switch that will supply 12 volts to the relay when the lever is in the down or "new" position. Stand by for the next article.

Mike Forest

"Porsche apparently changed the wiper switch without changing the part number".



WINDING ROADS

THINGS TO DO (WELL, MAYBE)

Each month I receive a newsletter titled "REGIONFOCUS". It's main reason for existence is to give region officers ideas for managing their regions better. It also tries to answer the questions that seem to come up time and again concerning membership participation.

The latest issue is titled "OFF-THE-WALL EVENTS FOR PCA ALTERNATIVE LIFE STYLES". Following is a list of ideas along with a brief description. If anyone is interested in any of these, please let us know and we will do our best to make it happen.

SLOT CARS: What is needed is a lot of HO scale track, a reasonably large room, some HO scale slot cars and some enthusiastic members. A garage, a rec. room or a family room will do for space. Classes can be set up for car types and age groups. Race length of races can be a few laps to a long endurance race. Awards can also be given.

TECH QUIZ: A tech quiz is usually given during the monthly membership meeting. They can fill in gaps in the meeting if there is not a lot of business to talk about. The quiz does not have to be long or hard. Subjects are usually car or region related. Usually a time limit is imposed and often times simple awards or door prizes are given out.

GIMMICK RALLY: Instead of the standard Time-Speed-Distance type of rally, a gimmick rally can be run. These won't rely on expensive equipment to get you to a certain place at exactly the right time with exactly the right mileage on your odometer. The instructions are easier to follow and are not designed to get you lost. The checkpoints might have playing cards to pick from where the best hand at the finish point is the winner. Some ask questions along the way. Others may use photos to guide you or ascertain that you are on the right course. Most gimmick rallies are a lot of fun.

NOSTALGIA: A trip to a nostalgia restaurant could be a great way to spend a day. A tour to the restaurant could be set up and lunch lunch could be the objective. Locally, we have Happy Daze and Hudson's Grill. Route 66 in Pasadena ought to be open by now.

HALLOWEEN PARTY: A costume party or scavenger hunt in costume could be a lot of fun.

JAMES DEAN: September 30, 1995 will mark the 40th. anniversary of his death. A tour to the accident site in Cholame would make a nice run. Afterwards we could go for lunch or dinner in Paso Robles or at A.J. Spurs just down the road.

These are just some of the alternative ideas concerning things to do. The officers feel that part of the reason we don't get more people at meetings and events is because we aren't doing the things they want to do. But if you don't let us know your preferences, then things will probably not change much. So give us a call and let us know what you want out of the club.

914 PORSCHE TECH ARTICLES

Following is a list of technical articles concerning the 914 Porsche. These articles appear in PORSCHE PANORAMA and are listed by date, page number and content. Not listed will be articles covering such things as which tires to use for autocrossing or what shocks work best with a Chevy V-8 installed.

<u>DATE</u>	<u>PAGE #</u>	<u>CONTENTS</u>
APR. 1986	56	ENGINE STUTTER
AUG. 1987	44	PERIODIC ENGINE SERVICE
AUG. 1988	32	914 KNOW HOW
SEP. 1988	76	4 CYLINDER TO 6 CYLINDER CONVERSION
MAY. 1989	34	LUBRICATION SYSTEMS
JUL. 1989	64	FOG LIGHT REWIRE
	64	1.8 LITER INJECTION
FEB. 1990	68	HIGH OIL TEMPERATURE
MAY 1990	61	1.8 LITER RELAY MYSTERY
AUG. 1990	44	SIDESHIFTER TRANSMISSION CONVERSION
DEC. 1990	14	914/6 THROTTLE CHANGE
	68	TOP CARE
JAN. 1991	76	FUEL LINE RECALL
FEB. 1991	70	DUAL MASTER CYLINDER PEDAL BOX
MAY 1991	62	ALIGNMENT
	62	914/6 FRONT STRUTS
JUN. 1991	48	INTERMITTENT RUNNING
SEP. 1991	46	FUEL LINES, IGNITION SWITCH, 914/6 TACH
DEC. 1991	78	REAR TRUNK LOCK
JAN. 1992	50	FUEL INJECTION WIRING
FEB. 1992	28	BUYING A 914
JUL. 1992	46	INTERMITTENT WIPERS
		REAR TRUNK ACCESS
DEC. 1992	60	LATE MODEL TURN SIGNAL RETROFIT
APR. 1993	38	ENGINE COMPARTMENT HOSES
MAR. 1994	28	KNOCKING NOISE IN REAR SUSPENSION
AUG. 1994	52	THEFT PREVENTION
NOV. 1994	SEE	SPECIAL COVERAGE
	CONTENTS	

ZONE 8 REPORTER

MAY

10 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

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, Or.
19-20 Monterey Historic Races

SEPTEMBER

- 9 Zone 8 POC-PCA Time Trial, Las Vegas. Carl Young 702-876-7982
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

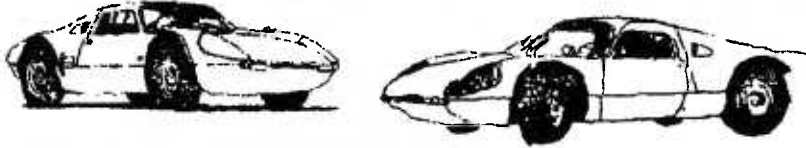
- 13 Z8 Awards Banquet, Presidents' and Editors' Meeting, Anaheim



WINDING ROADS

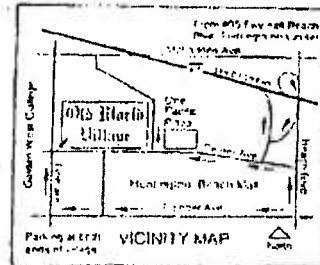
25th Annual White Glove Concours d' Elegance

Sunday May 14th - Mother's Day



Featuring the Porsche 904

Date: Sunday, May 14th, 1995
Location: Old World Village, 7561 Center Ave., Huntington Beach (see map)
Hotel Reservations: Motel Europa (714)892-7336
Schedule: 8:00 am Registration opens
10:00 am Concours judging begins
3:30 p.m. Awards Ceremony
General Chairmen: George McClelland (714)847-8361
Bev Frohm (714)641-2420 (d) 997-3341 (e)
Cost: Concours \$25.00 pre-registered by May 6, 1995
\$30.00 day of event
Display \$15.00



Porsche cars will be judged according to Zone 8 rules and Regulations.

Send Pre-Registration to: George McClelland
17461 Flower Lane
Huntington Beach, CA 92647

Name: _____ Phone () _____
Address _____ City _____
State _____ Zip _____ Region _____ Porsche Model _____
Year _____ Body Type _____ Class _____

FOR SALE

1975 914-4 2.0 Yellow /black. Both stock top and saratoga (plexiglas) top. 3 gauge console, 5 Fuchs alloys, very good interior, exterior and mechanical condition. PCA valuation available. Records, references. 5 Zone 8 concours trophies. Must sell. \$6,300. OBO. Tom Sisson . Days(213) 485-3515; Eves/wknds. (818) 331-4666

1976 912E #9126000831. Yellow/beige, mags, excellent condition. \$8,500. Joe Stonskas Las Vegas, NV. (702) 873-9124

1963 PORSCHE 356B CAB. T-6 S-90 #157466. body and transaxle restored, needs paint, interior and engine rebuild. Includes hardtop and many new parts. \$17,900. Marty Frith 7676 Newport Drive, Santa Barbara, Ca. 93117 (805) 968-3065

1956 PORSCHE 356A ENGINE #62987. Partly disassembled. \$600. Marty Frith 7676 Newport Drive, Santa Barbara, Ca. 93117 (805) 968-3065

Drivers Education Event



Porsche Owners Club
in Conjunction with
San Bernadino Sheriffs Department



Presents

A One-Day Defensive Driving Course
at

Emergency Vehicles Operation Center

June 10, 1995

This course will utilize sheriff department instructors, sheriff department cars (Nissan Altimas) on the wet and dry skid pads, the accident avoidance course, the high speed pursuit course, escape and evasion techniques, and classroom sessions.

A catered lunch is included.

Only (50) Participants Allowed!

Great for your teenage drivers!

Your check reserves your spot.

\$175.00 for one driver

\$150.00 for second driver

This course normally runs \$250.00, but has been offered to P.O.C. Members, guests, and family members at the reduced rate!



Amount enclosed:

\$ _____

Please make checks payable to P.O.C

*Send registration form along
with payment to:*

**Bill Bartee
6111 Thor Drive
Huntington Beach, CA 92647**

Name of Member

Name of first driver

Name of second driver

Address

City

State

Zip

Phone



PORSCHE OWNERS CLUB

INVITES YOU TO

FILL YOUR GAS TANK AND COME ON OUT

MAY 6th and 7th

THE STREETS OF WILLOW

2-DAY SLALOM in TIME TRIAL FORMAT

MORE LAPS PER BUCK THAN ANY OTHER EVENT !!

FUTURE TIME TRIALERS: This event will count as TWO slaloms so you have the possibility of fulfilling the requirements for becoming a Time Trial student by attending this one event.

Get the feel of a Time Trial format - with lots of track time. Practice all day Saturday and half a day on Sunday. Timed runs on Sunday afternoon.

TIME TRIALERS: Plenty of time to set up your car for the Tribute to LeMans.

Double Championship points for all POC member Porsche's - Trophies will be presented following timed runs on Sunday. **ALL SPORTS CARS ARE WELCOME AND ENCOURAGED TO ATTEND!**

SAFETY EQUIPMENT: Snell 85 or newer helmet and street belts are the only requirement.

STUDENTS: Free driving instruction available. Please call Bill Bartee (714) 894-8434 to reserve your instructor !

HOST HOTEL: The Essex House, 44916 No. 10th St. West, Lancaster (805) 948-0961

PRE-REGISTRATION is encouraged but not necessary.

Mail entry forms to Rick Ollila, Box 1508, Big Bear Lake, CA 92315

PRE-TECH is encouraged. Take your entry form to a POC member/approved shop for completion. If you have any questions about the shop, contact one of the names listed below. Tech 7 - 8 a.m. at the track.

VOLUNTEERS ARE NEEDED ! Earn service points towards year-end awards. Or just help for fun!

To help, call eventmaster Rick Ollila (numbers below)

EVENTMASTERS: David Godsey (909) 393-7303 Rick Ollila (909) 584-4621-H (909)866-8884 W

CHIEF DRIVING INSTRUCTOR: Bill Bartee (714) 894-8434 H (310) 404-1720 W

VP MOTORSPORTS: Randy Beck (909)899-4103 H (909)981-3840 W

POC Hotline: 310-784-5653



POC SLALOM ENTRY and TECH FORM

Event Series - SLALOM

Control # _____

Location - Streets of Willow

Car # _____

Date of Event - May 6th & 7th, 1995

Class _____

Name _____

Address _____

City _____ St _____ Zip _____

Driver's Lic. # _____ St _____

Tele: Day _____ Eve _____

Club: POC Other _____

POC Membership # _____ Comp License# _____

POC Member 90.00

Non Member 105.00

Other fees _____

TOTAL PAID _____

Check# _____ Cash _____

Instructor: Yes No

Slalom Licensed: Yes No

Time Trial Licensed: Yes No

First Time At This Track: Yes No Last 3 Events _____

Car Model: _____ Year: _____ Non-Porsche: HP _____ Weight _____

TECHNICAL INSPECTION CHECKLIST

*****ENGINE*****

- No gas/oil leaks
- Gas/oil lines tight
- Carb return springs
- Electrical wiring secure
- Clean engine area

*****SUSPENSION*****

- Brake lines
- Linkage tight
- Wheel bearings
- Shocks functional
- No leaks (brakes, shocks, etc.)
- Brake pads/lining

*****WHEEL/TIRES/*****

- Sufficient Tread
- No cuts/defects
- All lugs tight
- Hubcaps removed

*****ADDITIONAL*****

- Approved helmet
- Goggles/shield
(open cars)

*****BODY*****

- Brakes lights
- Fender clearance
- Door/hood secure
- Lic./reg (non-"M")
- Windscreen/shield

*****INTERIOR*****

- Seats secure
- No loose items
- Brake pedal travel
- No steering play
- Safety belts
- 5/6 point harness
w/substrap (for T/T Entrants)
- Fire extinguisher
- Roll bar/cage
(where required)

Second Driver: Yes No Other Driver: Car # _____ Class _____

PASSED FAILED INSPECTED BY: _____ DATE: _____

REMARKS: _____

EMERGENCY INFORMATION

Driver

Contact _____

Telephone () _____ Relationship _____

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein described as including but not limited to the racing surfaces, pit areas, infield, burn out area, approach area, shut down area, and all walkways, concessions, and other areas appurtenant to any area where any activity related to the event shall take place), or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin, acknowledges, agrees and represents that he has, or will immediately upon entering any of such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area or areas and his participation, if any, in the event constitutes an acknowledgement that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited for the purposes of his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted area;

1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoter, participants, racing association, sanctioning organization, or any subdivision thereof, track operator, track owners, officials, car owners, drivers, pit crews, any persons in any restricted area, promoter, sponsor, advertisers, owners and lessees or premises used to conduct the event and each of them, their officers and employees, all for the purpose herein referred to as "releases", from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or damage, any claim or demands thereof on account of injury to the person or property or resulting death of the undersigned, whether caused by negligence of the releases or otherwise while the undersigned is in or upon the restricted area, and/or competing, officiating in, observing, working for, or for any purpose participating in the event.

2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releases and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releases or otherwise.

3. HEREBY ASSUMES FULL RESPONSIBILITY FOR RISK OF BODILY INJURY, DEATH, OR PROPERTY DAMAGE due to negligence of releases or otherwise while in or upon the restricted areas and/or while competing, officiating, observing, or working for, or for any purpose participating in the event.

4. HEREBY AGREES TO ABIDE BY the decisions of the Competition Committee and the Porsche Owners Club Board of Directors as relating to the General Competition Rules governing the event and any interpretations thereof. THE UNDERSIGNED expressly acknowledges and agrees that the decisions of the Board of Directors are final and without recourse.

EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. EACH OF THE UNDERSIGNED further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

I HAVE READ THIS RELEASE

PRINT NAME

DRIVER SIGNATURE

DATE

SIGNATURE OF WITNESS

Grand Prix Region of the Porsche Club of America

is proud to present the **GRAND PRIX WEEKENDER**



Concours D' Elegance

Sponsored by: **CIRCLE**



Date: June 24, 1995

Cost: Pre Registration: \$30.00

Day of the Show: \$35.00

\$20.00 for Display Only All fees include Park Dept. \$5.00 entry fee.

Location: El Dorado Park Area 9, Long Beach, CA
(605 Fwy to Spring St. westbound, to El Dorado Park Spring St. entrance turn right, northbound. From Studebaker turn Eastbound onto Spring St. To El Dorado Park Spring St. entrance, left, northbound, check in at Park guard shack).

Time Schedules: Car placement begins at 8:00 a.m.
Judging to start at 10:00 a.m. Awards Ceremony approx. 2:00 p.m.

REGISTRATION INFORMATION & CONCOURS CLASSES

CONCOURS DIVISION	STREET DIVISION	WASH & SHINE DIVISION
C-1 356 Closed	S-1 356 Closed	W/S-1 All 356's
C-2 356 Open	S-2 356 Open	W/S-2 All air-cooled Porsches
C-3 65 - 73 911 & 912	S-3 65 - 73 911 & 912	(except 356's)
C-4 74 - 83 911, 911 Turbo 912E, and 930	S-4 74-83 911, 911 Turbo 912E and 930	W/S-3 All water-cooled Porsches
C-5 911 Carrera 84 - present S-5	911 Carrera 84 - present	
C-6 914-4 and 914-6	S-6 914-4 and 914-6	
C-7 924, 944, and 928	S-7 924, 944, and 928	
C-8 Special interest and current competition limited production	S-8 Special interest and current competition limited production	

Tear Here

Name: _____ Telephone (____) _____

Address: _____ PCA Region: _____ Zone: _____

Class Entered: _____

(City) _____ (State) _____ (ZIP) _____

Porsche Model: _____ Body Type: _____ Year: _____ License #: _____

Entire Weekender discount: Concours & Rally is \$42.00 with pre-registration.

Please make checks payable to "GPX/PCA" and mail along with completed pre-registration form to:

Marty Noonan, Chairperson
3329 E. Ocean Blvd.
Long Beach, CA 90803-2526

For Hotel information please contact: Marty Noonan - 310-433-8455

Please Pre-Register for accurate trophy count.



Porsche Club of America

Grand Prix Region

presents:

Summer Serendipity

a Time/Speed/Distance Rally, part of the PCA Zone 8 Rally Series

Grand Prix Weekender

Sunday June 25, 1995

- TIME:** Registration will be open from 9 AM to 10 AM. First car starts at 10:01 AM.
- START:** CIRCLE PORSCHE in Long Beach. 1919 Lakewood Blvd.; about 1 mile south of the 405 FWY on Lakewood Blvd., and about 1/10 mile north of the Traffic Circle at Pacific Coast Hwy.
- COST:** \$20 at the start, \$17 if you pre-register by June 20. Save even more with special rate for GPX Grand Prix Weekender Saturday GPX Zone 8 Concours, and Sunday Rally of only \$42.00.
- EVENT:** A TSD rally as part of the PCA Zone 8 Rally Series. Summer Serendipity is designed to be an enjoyable rally for all levels of rallyists. The route will travel in Orange and Los Angeles Counties.
- LENGTH:** About 4 hours and around 100 miles.
- CLASSES:** Rally classes: A - unlimited equipment, B - limited equipment, C - no equipment. D - beginner, no equipment. Beginners can attend a low cost rally school on June 3. (See INFO below).
- INFO:** Call Tom Gould at 310-546-1359 for more information about this rally, the beginners rally school on June 3rd, or to receive copies of the rally rules. Call Marty Noonan at 310-433-8455 for more information about registration for the GPX Grand Prix Weekender Concours & Rally!

*****PRE-REGISTER!!!*****PRE-REGISTER!!!*****PRE-REGISTER!!!*****

Save \$3.00! Pay just \$17, pre-registration must be received by June 20. (checks payable to PCA/GPX) *

Fill out this form and mail to: Marty Noonan 3329 E. Ocean Blvd., Long Beach, CA 90803-2625

DRIVER: _____ NAVIGATOR: _____

ADDRESS: _____ ADDRESS: _____

CITY: _____ ZIP _____ CITY: _____ ZIP _____

PHONE: (____) _____ PHONE: (____) _____

Please indicate which class you intend to enter (if known): _____

* Concours and Rally \$42.00.

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