

WINDING ROADS

VOLUME 10
ISSUE 8

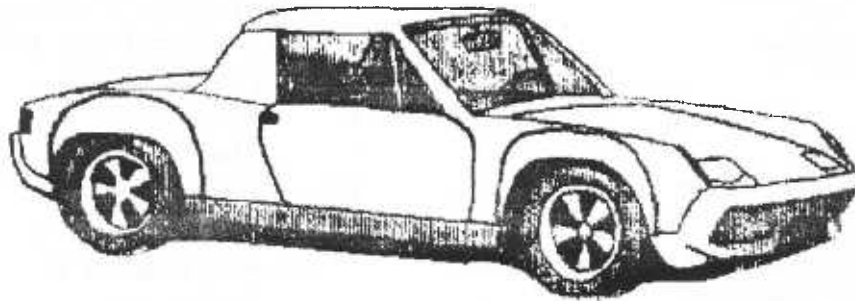
SEPT 1995



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For Sale



PORSCHE *Club* OF AMERICA

WINDING ROADS

Cal-Inland Region
Mike Forest/Editor
256 E. Ave. P1
Palmdale, Ca. 93550

Ferryboat 1900s
32 USA



SCOTT LLOYD
614 E. AVE. J-5
LANCASTER, CA. 93535

ZONE 8 REPORTER

2

SEPTEMBER

13 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

SEPTEMBER

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

17 Zone 8 Concours, Santa Barbara. Steve
Conger (805) 484-4594

OCTOBER

1 Z8 Rally, San Gabriel Valley, Tom Sisson
(213) 485-3515, days

6-8 Tour a la Grape, George McClelland, (714)
847-8361

7 Z8 Concours, San Gabriel Valley, San Dimas
Frank Offenstein, (909) 592-249

8 Z8 Autocross, 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 President's Meeting, Palm Springs.

18-19 Historic car races, Palm Springs.

DECEMBER

2-3 P.C.A. Club Race, P.I.R.

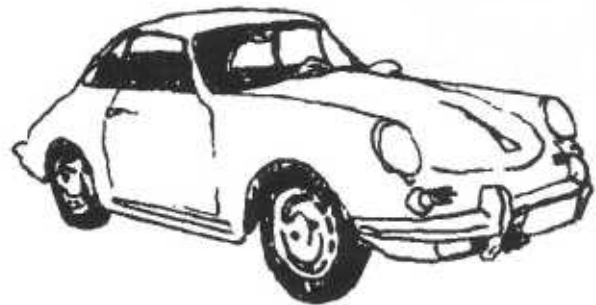
9-10 P.C.A. Club Race, Los Angeles Region,
Willow Springs. Bill Bohn.

JANUARY 1996

13 Z8 Awards Banquet, Presidents' and Editors'
meeting, Anaheim

QUIZ

1. What is the "type number" for the twelve cylinder engine used in the 917 race car?
 - A. 912
 - B. 356
 - C. 327
 - D. A-POS
2. Which American, driving a Porsche formula 1 car, won the French G.P. in 1962?
 - A. Phill Hill
 - B. Milton Berle
 - C. Mark Donahue
 - D. Dan Gurney
3. The design and engineering of the Porsche 914 was done in-house at:
 - A. Volkswagen
 - B. Porsche
 - C. Audi
 - D. Borgward
4. What year did the new "accordion" bumpers first appear on the U.S. spec. 911s?
 - A. 1990
 - B. 1964
 - C. 1978
 - D. 1974



Yes, I know that is not a 911. It was left over from a previous item that was relocated and was just too good looking to delete!!

Ed.

Backward Running Porsche
by Harry Pellow

(Harry Pellow posted this story from "The Maestro's Newsletter" on the Internet mailing list "porschebiles," and with his permission we've brought it to you via the PCA BBS.)

Heard the one about the Backward-Running Porsche!? Ironically the Maestro had just such a thing happen to him a few years ago. Actually, it happened to one of his Customers. And it wasn't an April Fool's joke! It's from my Book: "The Maestro's Newsletter" and entitled: "Why Does my 912 Turn BACKWARDS???"

It all started when the Maestro rebuilt an engine for a Customer in That Great State of Texas. One day, when the Maestro was imbibing his Minimum Daily Requirement of Beer, and reading a story in "Aviation Week" about the first successful Brilliant Pebble Test, the phone rang. It was the Man From Mississippi - finally about to fire up a 912 Engine the Maestro had built a year before.

But there was a Problem - the Engine wouldn't run! There was no doubt in the Maestro's mind that the 912 WOULD run - and in fact, HAD run - for the Maestro had run it for an hour on his Test Stand in California. "It's really strange," Maestro - "she's a-popping back through the carburetors something fierce!"

"Geez," thought the Maestro, "That's not right. It ran just fine out here!" "There's one thing I'd like to ask you," said the Man from Mississippi a little sheepishly - "Uh, which way is the engine supposed to rotate?" "Uh-oh," thought the Maestro - "this sure sounds like one of those Trick Questions - like on the SAT."

"Well," said the Maestro, "when viewing the pulley from the Rear of the Car, all 356/912 Engines Normally rotate CLOCKWISE. Like a Clock." "Yeah, that's what I thought too," said the Man from Mississippi. "But MAH Engine is a-rotating the OTHER WAY!!! It's a-goin' COUNTER-CLOCKWISE!"

"WHOA!!!" said the Maestro - "that's not right!!!" "I didn't think so either," said the Man from Mississippi. "What do y'all think could be wrong?" The Maestro, not having confronted counter-clockwise rotating 912's before, cogitated on the question before answering. He queried the Data Base. "COUNTERCLOCKWISE???" it Cried. "How the Hell can a 912 RUN Counterclockwise???", it asked incredulously. Quick on its feet, the Center of Higher Reasoning jumped in - "If it's REALLY rotating backwards - it CAN'T Run! Rotating backwards, it'll pump Exhaust back through the Carbs! Which incidentally, explains the "a-poppin' back through the Carbs" part."

The Man from Mississippi interrupted the Maestro's thoughts with - "Uh, Maestro, I've got my Mechanic with me, maybe you two can figure out what's wrong with my 912." The Man From Mississippi's Mechanic (MFMM) got on the line. "Yeah, hey Maestro Man, bo' this is the Damndest thing Ah ever did see! The damn engine turns over BASS-ACKWARDS!"

Wanting to be sure that Bass-Ackwards in Mississippi was Counterclockwise in California, the Maestro asked - "You mean when the starter cranks the engine over, the pulley turns to the Left, Not the Right?" MFMM replied, "Yep, to the Left, not the Right. If the "OT" mark on the Pulley is On Top, aligned with the Timing Mark in the Case, and the Starter engaged, the pulley moves to the LEFT!" "OK," said the Maestro. "But let's be Sure. I'll show you a little Trick. Go to the Rear of the 912. Do you see a little Yellow wire over by the Voltage Regulator that comes out of the Wiring Harness and goes nowhere? It's got a rubber boot over a Female Spade connector."

The Man From Mississippi looks around - and sho' nough finds a little Yellow wire with an insulated Female Spade connector.

"That's the Baby," said the Maestro. "Now, making sure that the car is Out Of Gear, and that the Brake be on, touch that thar little Yellow wire to the B+ "Hot Side" of the Voltage Regulator - where the Big Red Wire joins - and the engine should crank over." Pause. Over the Phone the Maestro hears the Unmistakable Sound of a Porsche Starter Cranking. "Dad Burn it," said Mississippi - "You're RIGHT Maestro - it DOES turn over! Hot Damn, that's a neat idea!" "Yes," said the Maestro - "it's a Mechanic's Secret so that ONE Mechanic's only (not two) can crank the engine over for Compression tests or timing adjustment. The little Yellow wire runs right to the Solenoid Connection of the Starter and does Absolutely Nothing unless you touch its other end to the Hot Side of

the Regulator - in which case the Starter Cranks.

"NOW," said the Maestro - "which way does the engine turn?" "Honest to God, Maestro - it STILL Turns COUNTER-Clockwise!" replied the man from Mississippi. The Maestro then flashed through his Data Base and remembered The Strange Case of Mel, a Gentle Shop Owner who purchased a NEW Battery whose Terminals had been reversed! "+" was "-" and Vice-versa. And BOY did the Gauges acted Strangely Indeed! All of which went away when the Battery cables were REVERSED, and which went away permanent when the Battery was replaced with another where "+" was "+" and "-" was "-", and never the Twain shall meet.

But I digress. Asked the Maestro - "you said the BATTERY has been changed too???" "Yes," said Mississippi. "I replaced that too!" "First let us ascertain that it is NOT a "reversed Battery". Reverse the Battery connections and try the Starter again." (KIDS! Don't try this at home on Dad's Carrera GT Speedster!)

The guy did - "Dad Gum it Maestro, It STILL turns Counterclockwise - and still pops like hell outa the carburetors!" "I'm not surprised," said the Maestro - "even a Maestro-Massaged Engine won't run Backwards. However it WILL suck like hell from the Exhaust and try to Pump it out the Carburetor! Which is NOT a good thing to do with gas droplets and high-voltage Sparks all around!"

"So whaddya think is wrong?" asked the Man From Mississippi expectantly. "It is my Professional Opinion," said the Maestro "that what we have is The Case of a BAD starter - or more likely - the WRONG starter - maybe it's for a 914 or a VW Bus or some oddball 911?" "Y'know said the MFMM, that's what I thought too! I just was surprised as hell to have the engine turn the Wrong Way!" "You're not the only one," said the Maestro - relating the Story of the Gentle Reader back East, near "Joisey", who stuck a Corvair Engine into a VW bus. Since Corvair Engines rotate backwards relative to Porsche Engines, the ring gear of the VW Bus's transmission had to swapped to the other side.

Unfortunately, this Corvair-powered VW Bus got wrecked and the Gentle Reader made a Deal with the Junk Yard Operator to buy the parts back at a Good Price once the Insurance Company had paid off on the claim. Unfortunately, the Junk Yard owner had other ideas and refused to honor the deal.

So, the Gentle Reader merely decided NOT to tell the Junk Yard owner about the VW transmission mods! Vengeance was to be his.

So, when the Junk Yard later sold the Transmission to a higher-up in the Mob's pecking order, the sight of a VW Bus with FOUR SPEEDS in REVERSE but only one Forward must've been a sight to behold! As would the Junk yard owner's kneecaps the next day!

So, was it really a Funky Starter?

Yeah - it turned out that it was the WRONG Starter - a Bosch SR-27X rather than a Bosch SR-26X for a 912. And WHAT do you think a SR-27X fits???

Give up?

Why, a 928!

So, it was no surprise that a Starter for a Water Cooled, Front Engined, Rear Wheel Drive Porsche 928 just might turn the Opposite way from an Air-cooled, Rear Engined, Rear Wheel drive Porsche 912 made 20 years previously!

The Maestro was amazed that after all these years and all those differences that the 928 Starter FIT in the 912!!! But all's well that end's well. And with the RIGHT starter, the 912 sprang unhesitatingly to live. The Man from Mississippi became a Believer. Because he had:

KEPT THE 356/912 FAITH!!!

ELECTIONS

Yes, members, it's that time of year again. November will be the official election month. We need to elect new officers to run the region. The limit is two years for a member to hold an office. All of the present officers have served two years and we need new people. There are now thirty-seven members in Cal-Inland region and we have not heard from many of you in any way, shape or form. In order for the region to survive and progress we need new ideas. That means you. None of the offices require much time or effort so they won't get in the way of the kid's ballerina or karate classes.

Below is the list of names up for election. There is also a space for a write-in choice. Please complete the ballot and return it to me at the address listed no later than October 15, 1995.

WINDING ROADS
256 E. AVE. P-1
PALMDALE, CA. 93550

PRESIDENT:

Scott Lloyd _____

VICE-PRESIDENT:

Janice Witteried _____

SECRETARY:

Mike Forest _____

TREASURER:

David Witteried _____

As you can see, we only have one candidate for each office. It would benefit the club immensely if someone else would run for these offices also. Just because there is only one name listed for each office,

ANSWERS TO QUIZ

1. A. The engine "type number" for the 917 is 912. This has nothing to do with the four cylinder Porsche 912.
2. D. Dan Gurney gave Porsche it's only Formula 1 victory as a constructor.
3. B. The 914 4 & 6 cyl. versions were designed and engineered entirely by Porsche. Karmann was the body builder and Volkswagen was the parts source.
4. D. 1974 saw the arrival of the new 5 mph. energy absorbing bumpers on the 911.

THE RETURN OF THE SOLVANG TOUR

Up until a few years ago, Cal-Inland region did an annual tour to Solvang for sightseeing, shopping, fine dining and getting away from the norm. At the last meeting we discussed the idea and all in attendance felt it was a good idea.

Our hotel of choice has been and will be the Royal Copenhagen in the middle of town. Rates are in the \$65.00 to \$75.00 range. The hotel is close to everything in town and is clean and comfortable. This is a two day tour including Saturday, Oct. 21st. and Sunday, Oct. 22nd. If you are interested in going, please **MAKE YOUR OWN RESERVATIONS** by calling **THE ROYAL COPENHAGEN HOTEL** at **(805) 688-5561** no later than **SEPTEMBER 23rd, 1995**.

On Saturday evening, we will dine at Mattie's Tavern in Los Olivos which is about five miles east of Solvang. Mattie's Tavern is a nice, rustic old stage stop converted into a restaurant. Attire is casual-nice. A coat and tie are not required, but no cut-offs or t-shirts either. If you are interested in joining us for dinner, please call me at **(805) 273-2690** no later than **SATURDAY, OCT. 7th, 1995** or there may not be a place for you to sit. Mattie's Tavern is very popular. As of this time, dinner is planned for 7:00 p.m.

The tour will meet at the Sizzler restaurant in Palmdale at the corner of Palmdale Blvd. and 10th. st. west. That is about a mile west of the A.V. freeway on the northwest corner. Meeting time is 8:30 a.m. and we will leave at 9:00 a.m. Please arrive with full tanks and ready to go.

One of our regular items on the agenda is to visit the many solicitors of local plant-life by-products. There are many in the area and the varieties are plentiful. After arriving in Solvang, we usually go shopping or sightseeing until dinner time. After dinner we usually converge on someone's room and tell Porsche stories or other interesting tales. Sunday, we will meet for breakfast and then continue with more shopping or sightseeing as deemed necessary. Sometime around noon we start heading back home. This can be done in a group or individually. Whatever makes you feel good.

This is a very casual tour and there will be no racing on the way to or from. We will be using some great Porsche roads and the scenery is a lot greener in general than the local area. This has always been an interesting and fun event. I'm sure this one will be no different.

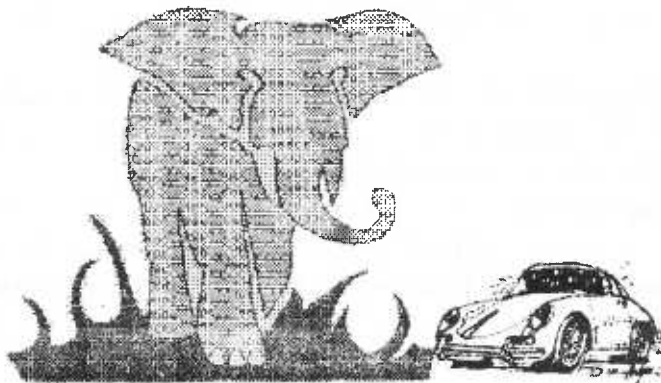
SOLVANG '95

E-BAR TOUR

All of you pilots who have flown into Santa Barbara airport will recognize the name above. The Elephant Bar (E-Bar for short) is a popular place among pilots and locals alike. The food is good and they have an excellent Sunday brunch.

There are only a few roads leading to Santa Barbara and we have picked out a nice, winding route that will take us through Gorman, Frazier Park, Ojai and finally to the airport. It should take about 2 1/2 hours to get there. Unless we have a real early winter, the roads will be just fine.

We will meet at the **Sizzler** restaurant in Palmdale. It is located on the northeast corner of **Palmdale Blvd. and 10th. st. west** about one mile west of the **A.V. freeway**. Meeting time is **9:00 a.m.** and we will leave at **9:30 a.m.** Please arrive with full tanks and ready to go. The event will take place on **Sunday, November 12th, 1995.** For more information, please call Mike Forest at: (805) 273-2690.



FOR SALE

1993 3.8 RACE CAR. Has won 15 of 16 Porsche Club Races entered. Placed 5th in IMSA Super Car competition at Sear's Point 7/15/95. The best of everything. BF Goodrich ad car. P.C.A., I.M.S.A., S.C.C.A. and race ready. \$86,500. Monte Smith 801/745-0905 (MST).

1974 914 body only. Great for race car or project car. Body only; \$250.00. Rolling chassis; \$500.00. Contact Mike at (805) 273-2690.

1970 914/6. One-owner Las Vegas car since new. Serviced exclusively by independent Porsche-only repair shop for 20 years. 50K miles on car, 13K on complete engine rebuild. Numbers match. Original interior/ factory right foot rest. Mostly original faded blue paint. No accidents but some door dings. \$14,000. May consider combination cash and interesting trade. Carl Young, (702) 876-7982.

WANTED

PORSCHE: 1964 or 1965 356 SC Sunroof Coupe. Numbers must match. Color not important. Car must be in concours or near concours condition. Serious buyer. No rebuilt wrecks!
Contact: Jeff Rogers, (408) 867-0173



Gabriel's Horn



PORSCHE CLUB OF AMERICA SAN GABRIEL VALLEY REGION

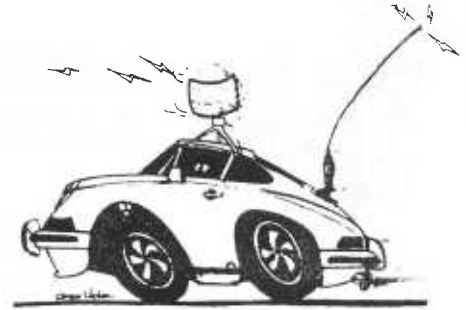
Presents

THE RALLYE FROM HECK!

SUNDAY, OCTOBER 1, 1995

As Part of the

PCA ZONE 8 RALLYE SERIES



This is a time/speed/distance rallye especially for novices, written by a novice!
Novice instructions (Class D) will be different, so if you have been wanting to try a rallye, this is a good one to start on! Come on out!

- Time:** Registration is from 9:00 A.M. to 10:00 A.M. First car out is at 10:01 A.M.
- Start:** Eastland Shopping Center, West Covina, CA. Located at Barranca and the San Bernardino Frwy. (10) between the 57 and 605 Frwys. Meet on upper east side near the old May Co. Bldg. and the Bank of America.
- Cost:** \$20 for pre-register by Sept. 25. \$23 at start. Make check to PCA/SGVR
- Length:** About 100 miles and 4 hours including a lunch break.
- Info:** Tom Sisson (213) 485-3515 Days; (818) 331-4666 Eves. before 9 p.m.

Please Pre-Register

DRIVER _____ NAVIGATOR _____

ADDRESS _____

CITY _____

PHONE() _____ () _____

CLASS (if known) _____

Mail to: Tom Sisson
2625 Vanderhoof Drive
West Covina, CA 91791

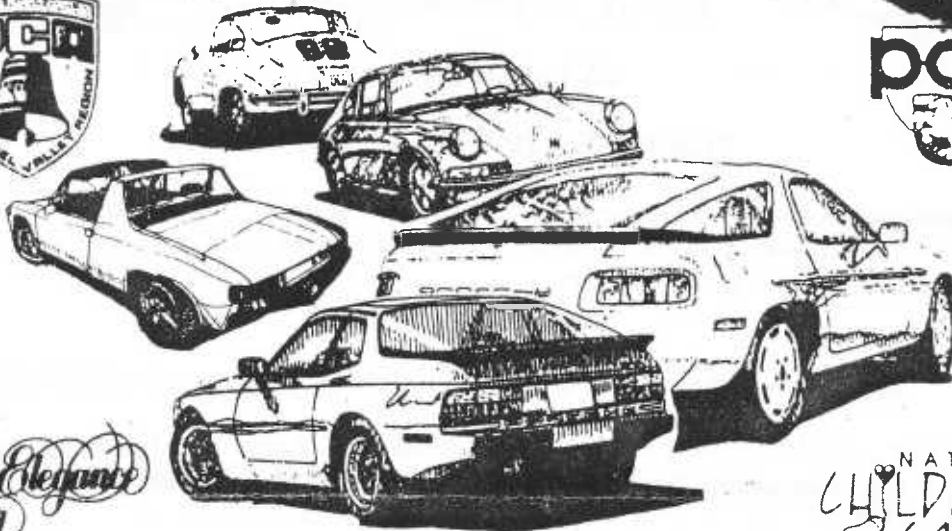
Porsche Club of America - San Gabriel Valley Region



Gabriel's Horn



SAN GABRIEL VALLEY REGION PRESENTS PORSCHE IN THE GRASS A CONCOURS D'ELGANCE FOR PORSCHE



Concours d'Elegance
your
Porsche

NATIONAL
CHILDHOOD
Cancer
FOUNDATION

SATURDAY OCTOBER 7 1995

A ZONE 8 CONCOUR FOR POINTS
THIS EVENT IS PRESENTED AS PART OF SAN DIMAS' WESTERN
DAYS

THE CARS WILL BE DISPLAYED IN THE CIVIC CENTER PARK
BEHIND CITY HALL JUST OFF OF WALNUT AND BONITA AVES.

NO FEE FOR

REGISTRATION BEGINS AT 7:30 AM

JUDGING 10AM

DISPLAY CARS!!!

ENTRY FEE IS \$25 PER CAR IN ADVANCE \$30 DAY OF THE EVENT

SEND ENTRY FEE AND REGISTRATION TO:
PORSCHE CLUB OF AMERICA-SAN GABRIEL VALLEY REGION
C/O F. OFFENSTEIN

143 E. ARROW HIGHWAY SAN DIMAS, CA. 91773
FOR INFO CALL 909-592-2849

CLASSES

CONCOURS

C-1 356 CLOSED
C-2 356 OPEN
C-3 911,912,1965-1973
C-4 911,911 TURBO, 912E,
930,1974-1983
C-5 911 CARRERA 1984 TO
PRESENT
C-6 914-4, 914-6
C-7 924, 924e, 924i,944, 944i
928,928e,968
C-8 SPECIAL INTEREST AND
CURRENT
COMPETITION LIMITED
PRODUCTION

STREET

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, 194-6
S-7 924,924e,924T,944,944T,928,
928e,968
S-8 SPECIAL INTEREST, AND
CURRENT COMPETITION
LIMITED EDITION

WASH & SHINE

W/S S-1 ALL 356'S
W/S S-2 ALL AIR-COOLED
PORSCHE
W/S S-3 ALL WATER-COOLED
PORSCHE



please register early!!!

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PORSCHE MODEL _____ YEAR _____ BODY TYPE _____

COLOR _____ LICENSE # _____ CLASS _____

Porsche Club of America - San Gabriel Valley Region

DRIVER EDUCATION AND TIME TRIAL

Series Points Event

PORSCHE
CLUB OF AMERICA
ZONE 8

and

PORSCHE
OWNERS
CLUB

September 9 and 10, 1995
LAS VEGAS SPEEDWAY PARK
LIMITED TO THE FIRST 105 ENTRANTS

RACE HEADQUARTERS

To be announced

PRE-TECH

Porschaus, Las Vegas
Call 702-876-7982 for appointment
In Southern California:
Call Jeff Hayes 310-219-2888
for location and date

SCHEDULE OF EVENTS

FRI. Tech/Registration/Socializing
6-9 PM at Race Headquarters
Free Refreshments!
SAT. Track Opens 6:30
Drivers Meeting 7:45
Practice 8:20 - 4:20
Free Party
SUN. Practice 8:00 - 11:10
Timed runs 12:30

REGISTRATION

John Burrows
917 S. Mohawk St.
Las Vegas, NV 89107
Phone 702-878-4629
(Late after 9/2/95)

FOR ADDITIONAL INFORMATION

Carl Young 702-876-7982 Days
702-363-0796 Eve.

CAL-INLAND 1995 OFFICERS

PRESIDENT

IVOR SHEPPARD 619-249-5214

VICE-PRESIDENT

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

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CHIEF DRIVING

INSTRUCTOR

TOM SCHOCH 702-227-9370

RALLY CHAIRMAN

JOE BOUCHER 805-964-2113

SLALOM CHAIRMAN

BEV FROBM 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.

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