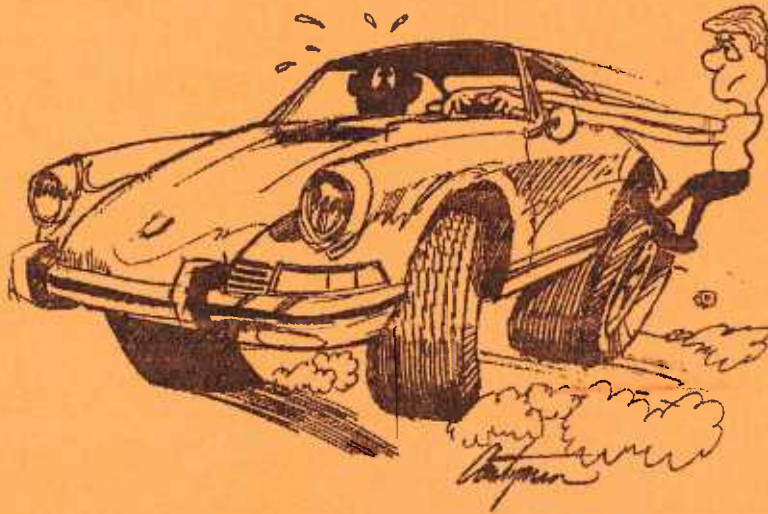


WINDING ROADS

VOLUME 11
ISSUE 6

JUNE 1996



PORSCHE *Club* OF AMERICA

WINDING ROADS

Cal-Inland Region
Mike Forest/Editor
256 E. Ave. P-1
Palmdale, Ca 93550



DAVID WITTERIED
9900 SUSAN
CALIFORNIA CITY, CA. 93505

ZONE 8 REPORTER

JUN

11 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings have changed. The new day is the second Tuesday of the month, the new time is 6:00 p.m. and the new location is Zuma's Italian Restaurant on Sierra Hwy. in Rosamond.

JUNE

- 9 Z8 Concours, Los Angeles
- 22 Z8 Rally, Orange Coast
- 23 Z8 Concours, grand Prix

JULY

- 14 Z8 Autocross, San Gabriel Valley
- 28 Z8 Autocross, Cal. Central Coast

AUGUST

- 11 Zone 8 Concours, San Diego
- 25 Zone 8 Concours, Santa Barbara

SEPTEMBER

- 15-21 41st. Porsche Parade, Oklahoma

OCTOBER

- 5-6 Z8 Rally & Concours, San Gabriel Valley (5-Rally, 6-Concours)
- 11-13 Tour Ala Grape, Orange Coast Region
- 12-13 Z8 Time Trial, Phoenix
- 19-20 Z8 Time Trial, Las Vegas

NOVEMBER

- 1-3 Z8 Phoenix Flight Weekend, Arizona
 - 1 Warm-up party
 - 2 Concours
 - 3 Autocross
- 23 Z8 President's meeting, Palm Desert
- 30-1 Club Race, Willow Springs

DECEMBER

- 30-1 Club race, Willow Springs

JANUARY 1997

- 11 Z8 President's & Editor's meeting, Awards Banquet, Hilton Hotel, Del Mar
- May or June '97, Z8 Reno Tour-PCNA

JUNE MEMBERSHIP MEETING!!

TUESDAY, JUNE 11, 1996

ZUMA'S RESTAURANT

6:00 P.M.

SIERRA HWY. ROSAMOND



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WINDING ROADS

FROM THE VICE-PRESIDENT'S DESK.

JANICE WITTERIED

Our Solvang tour was fun and exciting. We had a very nice tour through the back country with a lot of great Porsche roads, light traffic and perfect weather. The scenery was beautiful and nice and green.

We arrived in Solvang about three and a half hours down the road. The group had lunch together (I want to thank Mike W. for picking up the tab) after which we split up to shop, see the local sites or do some wine tasting at some nearby wineries. This of course led to some narrow winding country lanes where Mike F. decided to have a little fun with the road. My knuckles are still white; just kidding, I trust my driver. (Ha!ha!).

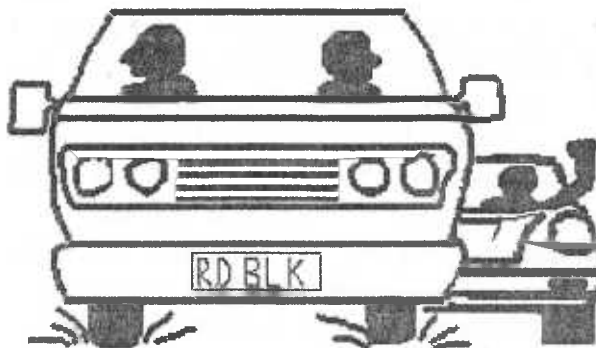
David said I was eating sunflower seeds so fast that I could have put a chipmunk to shame. We weren't really going all that fast, but I guess living in the Antelope Valley makes you forget what winding roads are like. On the way back to Solvang, David was leading the way when we caught up to a van that was going somewhat slower than we were. Whenever we drive on back roads, David always turns on the headlights. So after following the van until we came to a straight section, David switched on the blinkers, flashed the high beams and started to pass. Well, I guess the guy was rubber necking because he drifted over into our lane as we came along side him.

How rude! David laid on the air horns and if you have never heard our horns you have missed something. David says they make up for not having 50 caliber machine guns behind the headlights. Anyway, the guy immediately moved back to his side of the road and probably lost a year or ten off his life.

When we got back to the hotel, we went for a swim and then went out to eat at one of Mike's favorite restaurants, Mattie's Tavern, for a very good gourmet dinner. After dinner we swapped stories around the pool. The next day, David and

I did some shopping and hit the smorgasbord for lunch before heading home.

A good time was had by all! Hope to see more of you on the next tour.



IN A HURRY ARE WE, SIR?

JIM PASHA, DIABLO REGION

Two members of the Lothian and Borders traffic police were out on the Berwickshire moors with a radar gun recently, happily engaged in apprehending speeding motorists, when their equipment suddenly locked-up completely with an unexpected reading of well over 300 mph. The mystery was explained seconds later as a low flying Harrier hurtled over their heads.

The boys in blue, upset at the damage to their radar gun, put in a complaint to the RAF, but were somewhat chastened when the RAF pointed out that the damage might well have been more severe. The Harrier's target seeker had locked on to the "enemy" radar and triggered an automatic retaliatory air-to-surface missile attack. Luckily the Harrier was operating unarmed.

WINDING ROADS

CRAB '96

DAVID AND JANICE WITTERIED

We just got back from the Sacramento Valley Regions annual CRAB weekend. CRAB stands for Concours, Rally, Autocross and Begegnan (fellowship). This is a low-key event with the emphasis on FUN; no protests are allowed! We had a lot of fun and even brought home a few prizes. David won two trophies, a third in the autocross and the much coveted Lew Church Snidely Whiplash Bass-Ackwards Perpetual Plaque for the best spin-out of the day (which probably cost him first place). Oh, well! He thought he could go just a little bit faster through that corner. He won for doing a full 180 (half-Snidely_ with wipers going as well as some bonus points for style (he waved to the cheering crowd). The winner of this trophy gets to keep it for the year and has to add a plaque with his name on it. It has been awarded all the way back to 1972 when they had the first CRAB weekend. Needless to say, this award got a lot of attention from everybody at the crebfeed banquet.

Janice also got her share of recognition when they were giving out awards for the gymkanna (obstacle course). It had a golf theme this year. Janice's job was to push a basket ball with a golf putter while David drove the car through an obstacle course. She kept on telling David to slow down! Finally, the guy running the event shouted to her that if we went any slower we would be backing up. Of course he made sure that everybody at the banquet heard about it too as it was the best quote of the day. After rolling over the basket ball twice and parking on top of it once we had an astounding time of six minutes. The fastest time was two and a half minutes. The slowest was seven minutes. We all had a great laugh though.

Of course we got lost on the rally again. Janice says it was because David didn't listen to her directions....*again*. We think we just take it too seriously and get frustrated. Maybe if we keep

doing it every year, we will eventually learn all of the small technicalities (rules). Some people say you shouldn't rally with your spouse. Maybe they're right.

We also entered our car in the top only concours this year. In a top only concours the judges (in this case, the participants) only inspect the top of the car, the interior and trunk. We didn't place, but we understand that we did get some bonus points. These were for our neatly packed trunk which was full of our luggage as David didn't feel like unpacking it.

Apparently it caused quite a stir amongst the judges and audience. We of course also had the pleasure (*not!*) of judging some of the other cars too. Janice says she isn't going to do that again! It was really tough since all of the cars were so nice and clean.

This is the second year that we have made the trip to Sacramento and we plan on going again next year. If you are interested in going with us, let us know and we will send you more information.

See you on the road!

OUR NEWEST MEMBER

Born to Jeniffer and Guy Williams, Cal-inland members in Tehachapi, Ca. on April 22, 1996, one healthy baby boy at 8:10 p.m. Weighing in at 5 lbs., 13 ozs., West Anderson Williams is a welcome member into the Cal-Inland family.

I understand that Guy is designing a Porsche-bodied go-kart for the time West is able to sit up and support a helmet.

Best wishes to you, Guy, Jeniffer and West, from all of us in Cal-Inland.



WINDING ROADS

METRICS 5

DRIVING POSITION

DON THOMPSON

In this installment we'll continue our quest for speed by looking at improvements in our driving position. As we increase side forces on the car a (and driver) by enhancing technique and hardware, you'll begin to notice increased fatigue. This is caused by holding on to the steering wheel to maintain a good driving position in hard turns, a tiring way of doing business. Some of us have the advantage of being large enough that we are held in position by the door and center console. If this isn't the case in your situation, there are some solutions.

A variety of seats are available from several aftermarket sources that provide greatly increased support at the expense of some comfort loss and greater difficulty in entering and exiting. An excellent compromise is the Porsche factory sport seat, which is made by Recaro. Prices range from cheap to moderate depending on features and coverings desired.

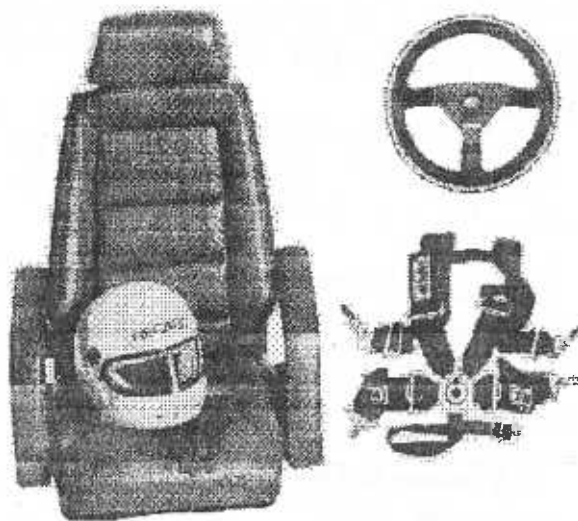
Harnesses to hold you in place are also available in many variations. These are cheap, but the more support afforded, the less convenient to use and the more complex to install. A brand that wraps around the seat and requires no holes to be drilled is a slick setup.

Earlier Porsches had skinny and slippery steering wheels. These models will benefit especially from a wheel with a meatier rim and smaller diameter. Extended hub wheels, that let you bend your arms a bit more, will increase steering leverage available and decrease fatigue.

If your helmet doesn't fit properly it is difficult to concentrate on driving. Hot spots and poor visibility must be corrected. I recommend an open face helmet for the best visibility. An additional benefit of this type is the ability to speak to instructors/students more clearly. Get the proper size helmet, then modify it if necessary. I needed addi-

tional clearance in several places, so I tapped dents in the liner with the round side of a ball peen hammer (gently).

The usual compromises apply: Some loss of comfort and convenience, lower resale due to non-standard parts and non-stock appearance. See you next month when we'll talk wheels.



CAL-INLAND EVENTS FOR JUNE AND JULY

At present, Cal-Inland has no events scheduled for the months of June and July. If you really get bored, look up some other region events from the previous newsletter or Panorama.

Scott is working on the next "Beat the Heat" tour and is talking with Orange Coast region to see if they are interested. Right now it sounds pretty good for maybe 30+ cars. Plan on making this popular event in August and get away from the heat on the valley floor. More info forthcoming.

WINDING ROADS

NEWS FROM

"THE ROVING REPORTER"

THOMAS M. KUBY, CAL-INLAND, RIDGECREST, CA.

PORSCHEs OF RIDGECREST

Ezcuse me? this is Ridgecrest...home of the Naval Weapons Test Center, an R&D facility urn by the Navy located out in the middle of like, NOWHERE and I'm telling you about Porsches of Ridgecrest?

There are, as it turns out, quite a few Porsches running around here. This is one reason I find it peculiar that I'm the only PCA'r in these here parts.

How about this for a local line-up:

1 absolutely cherry 1956 356 A coupe, 1 fairly nice, bright yellow 356 C coupe, 1 white super 90 coupe (that I haven't seen for a while...I think it might be a later 356 B), another 356-this one a cabriolet-sitting in a garage, sharing that space with what looks like an early '70s 911 (neither car seems to go anywhere)a block over from my house. As it turns out, my new neighborhood is thick with fairly affluent gearheads...the guy down the street took second at Monterey a couple of years ago with his 38(?) M.G. Tickford fixed-head Coupe, another guy around the corner has seven vintage Corvettes, one being a factory prepped '56 racer-ah, but I digress...

Back to the local Hun Iron...we've got 1 very nice red '67 912 with the original-issue alloys on it. 1 clapped-out white '68 912 currently under restoration (mine), 1 very nice Brit-green '69 912 with about 60K original miles showing on the odo, another Brit-green targa 912 (same guy owns an early 70 or 71 911T as well), another 71T coupe (for sale incidentally), several 911SCs and one Carrera targa, one Carrera coupe and then we come to a jet-black 93/94 speedster, belonging to a doc and speaking of docs, this guy's not alone, as one of his colleagues has a white C2 (or maybe even a C4) ragtop that I don't see very often but

it's around.

We're not done yet...until very recently, we had not one, but TWO white 930 turbos running around here. One of the turbos, which went north to Seattle to a new home, was owned by the local pharmacist who owns yet another nicely done '64 356 C coupe with a later 912 engine in it. This same guy also owns a beautiful L-29 Cord, along with a gaggle of other vintage cars that share hangar space with his vintage Beechcraft Bonanza.

The other Turbo was owned by a Baptist minister who had "decided he wanted a real sports car" Needles to say, Turbos are terrible beginner's cars (can you say "weed wacker"?) and that Turbo soon went to Fresno to a new home.

You 944 guys don't have to worry...there are at least SEVEN local 944s. Interestingly enough, none of them are turbos. But, seemingly to make up for that...there is one jet-black 928 cruising around.

914s? Ja, there are about seven or eight examples here, ranging from a couple of 1.8s to a pretty nicely done (albeit not original) 2 liter that used to belong to the local barber. I tried to buy that car once - oy, it was like asking the guy if he wanted to sell is kid...I waited about two more years and bingo...I was finally able to buy it. This was after selling my first 914 and then having my wife tell me she rather missed it...and no, there any 914/6s here.

The truth of the matter is this: You can roll into this town and be convinced that there is absolutely nothing happening here and that the place seems a bit backwards, which is partially true. But that impression will only last until you see one of the local doctors cruising down Ridgecrest Blvd. in his C2 or speedster and not long after that you might see Mrs. Smith, the retired school teacher, in her yellow 356 heading over to the store for a carton of milk.

CONTINUED ON NEXT PAGE

WINDING ROADS

CONTINUED FROM PREVIOUS PAGE

The odd thing is, I only know but a couple of these fellow Porschephiles, but I'm working that issue. Even more bizarre than that is the fact that I KNOW I haven't covered all the P-cars out here.

I think it would be big fun to show up at one of the meetings with oh, say about six of these people in tow...now that I think about it (if the editor will give the permission and space, I just might go around and solicit comments from all these owners and share them in these pages.)

Cheers-don't let your valves float...
Thom Kubby

EDITOR'S THOUGHTS YOUR NEWSLETTER

The newsletter is for and about the members of Cal-Inland region. It is to keep us informed of coming events and give us technical information about our cars. It contains articles from other regions and from our own region. Everyone is encouraged to participate in the monthly publication.

The officers are requested to submit a monthly article and it can be about anything they feel like sharing. Although we like to keep the items Porsche-related, there is no requirement for this.

You have probably noticed there are less articles from the editor. That is because he is running out of stories and info. At the moment I am lucky enough to have two members (other than officers) who contribute on a regular basis. You can't imagine how much easier my job is with their help. It should be obvious how much better the newsletter is. Unfortunately, sooner or later the stories and articles will stop coming from these two as they use up their experiences. We have 35 members in the region and I'm sure some of you have interesting things to say about your lives with Porsche. The "My First Porsche" column is waiting for contributions and we always have room for

some stories from trips or racing or what have you.

This newsletter is for your information and enjoyment. Without stories and articles it will get pretty boring. I know our active members don't want that to happen and neither do I. Although I can usually get items from other regions, lets hear from Cal-Inland members and find out what we are all about.

Mike Forest, editor

CHANGING A 914 DASH PAD

by George Hussey, Automobile Atlanta

Q: Our 914 has an old tired dashboard with lots of cracks, and I thought I'd put in a nice new replacement dash. Is changing this as time consuming as it looks? Are there any dash-change tricks?

A: Dash replacement is relatively easy by following these steps:

1. Disconnect the battery and then remove the lower dash knee pad.
2. Remove the ashtray and, if easy, the radio.
3. Pull the three instruments forward. Remove the rubber gasket and push them back through the cluster.
4. Remove the instrument surround.
5. Pry up slightly on the dash with a screwdriver and remove the two nuts above the instruments with an open end 13mm wrench.
6. Remove the other nuts with a quarter inch drive ratchet with a 13mm socket.

Installation is in reverse. We hold the two dashnuts up against the stud with a putty knife and start with the 13mm open end wrench. Good luck with your dash replacement.

(Editor's Note: If you need more information from George, you can reach him on the Internet at Dr914@aol.com)



Announcing the 23rd Monterey Historic Automobile Races

August 16, 17, & 18, 1996 at Laguna Seca Raceway, Monterey, CA

Monterey Bay Region - Porsche Club of America

Please Mail Order Form to: MBR - PCA, 3083 El Toro Road, Pebble Beach, CA 93953

REGISTRATION BY MAIL ONLY

The fun begins at the "Friday Evening Pre-Historic Welcome Party", sponsored by *Route 66 Collector Car Showroom*, 1933 Del Monte Blvd., Seaside (in front of Costco). Owner Bill Biler has invited us back to hear some tunes and enjoy ourselves amidst his classic automobiles. The MBR Corral Package includes a Pre-Historics Party B-B-Q pass and 5 door prize raffle tickets. Come on down and grab a bite with your old friends, and meet some new ones, too !!

Then, continue the fun on Saturday with MBR's Famous Porsche Corral. Also included in the Corral Package are a pass to Saturday's Porsche Corral at Laguna Seca and a Special Edition T-shirt. A B-B-Q lunch at the Corral (with choice of entrees) will be offered. **PLEASE NOTE: Corral parking with passes will be for *PORSCHE*S ONLY ...**

TICKET	PRICE	QUANT.	TOTAL
3- Day Deluxe Admission (includes Paddock Pass, Flagroom Hospitality Party, and Parking)	\$150.00		
3- Day Super Admission (includes Paddock Pass)	\$ 75.00		
2 - Day Super Admission (includes Paddock Pass)	\$ 50.00		
Any One Day (Fri., Sat., or Sun. includes Paddock Pass)	\$ 25.00		
MBR Corral Package w/o BBQ - Driver (indicate shirt size : S, M, L, XL)	\$ 25.00		
MBR Corral Package w/o BBQ - Copilot (indicate shirt size : S, M, L, XL)	\$ 20.00		
MBR Corral Package with BBQ - Driver (indicate entree : Salmon or Mixed Grill)	\$ 40.00		
MBR Corral Package with BBQ - Driver (indicate entree : Salmon or Mixed Grill)	\$ 35.00		
	Shipping and Handling		\$ 3.50
	Total		\$

Payment in full MUST BE RECEIVED BY NO LATER THAN 1 AUGUST, 1996 ! Include \$3.50 shipping & handling.
 Make checks payable to MBR - PCA. Race Tickets and Corral Passes will be sent via Express Mail; T-shirts, B-B-Q

Passes, and Raffle Tickets will be distributed at the Friday Night Party or Saturday Corral. (Please respond, or your name will be removed from the Monterey Historics mailing list for next year's event !!)

ALL PROCEEDS WILL BENEFIT CHARITY.

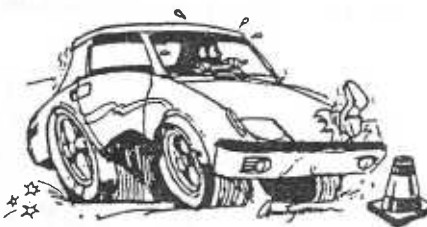
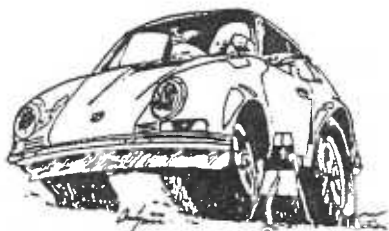
DON'T MISS THE EXCITEMENT !! RESERVE YOUR TICKETS !!



Gabriel's Horn



PORSCHE CLUB OF AMERICA
SAN GABRIEL VALLEY
20TH ANNIVERSARY CELEBRATION



ZONE 8 AUTOCROSS
SUN. JULY 14
THUNDER IN THE VALLEY



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EMERGENCY VEHICLE TRAINING CENTER
DE VORE**

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SPECIAL CLASSES FOR NON PORSCHE**



**COST IS \$30 PER DRIVER
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REGISTRATION BEGINS AT 7:30AM
DRIVERS MEETING AT 8:30/PRACTICE AT 9:00**

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Porsche Club of America • San Gabriel Valley Region

~ CONCOURS AT THE COAST ~

PRESENTED BY THE CALIFORNIA CENTRAL COAST REGION
THIS IS A PCA ZONE 8 EVENT

SUNDAY JULY 28th, AT THE DEL MAR PARK, MORRO BAY, CA

Hiway 1 north to San Jacinto turn right at signal, up the hill to Ironwood turn left, approx. 3 blocks to Park
PARK OPENS AT 7:30 am FOR CAR PLACEMENT/JUDGING BEGINS AT 10:00am
Awards will be presented following lunch

OUR EVENT WILL INCLUDE: MORNING COFFEE AND GOODIES
A BBQ CHICKEN AND STEAK LUNCH W/ APPETIZERS, BEANS, SALAD, BREAD, COLD
SODAS AND "CARLOCKS" FAMOUS DESSERTS

ALL FOR ONLY \$12.00

(\$6.00 for children 12 yrs and under).

Again this year, we have made special arrangements with

The La Cuesta Motor Inn, San Luis Obispo, Ca.

They serve fresh danish, juice and coffee each morning.

PCA rate of \$77.00 plus tax per night. Please call and reserve your room prior to July 8th
For more information call: Mark Dodson @ 805-461-1382

WE WILL HAVE **EVENT T-SHIRTS** AVAILABLE FOR **\$15.00**

San Vision and Car Badges available too!



PLEASE PLAN ON ENTERING OUR
"PEOPLES CHOICE" COMPETITION FOR CHARITY!!

EACH VOTE IS \$1.00

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GO TO BENEFIT THE WOMEN'S SHELTER OF SAN LUIS OBISPO

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REGISTRATION FEE per car \$35.00/ LATE REGISTRATION FEE
AFTER JULY 10th \$45.00 **please register early!!!**

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ADDRESS _____

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PORSCHE MODEL _____ YEAR _____ BODY TYPE _____

COLOR _____ LICENSE # _____ CLASS _____

NUMBER OF PEOPLE FOR LUNCH _____ @ \$12.00 EACH / NUMBER OF CARS @ \$35.00 EACH _____

NUMBER OF CHILDREN UNDER 12 YRS OF AGE _____ @ \$6.00

RETURN THIS FORM AND CHECK TO: Mark Dodson

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Atascadero, Ca 93422



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NEWSLETTER EDITOR

MIKE FOREST
256 E. AVE. P-1
PALMDALE, CA.
93550
(805)273-2690

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 to month in which you want it to appear.

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ZONE 8 1996 OFFICERS

ZONE 8 REPRESENTATIVE	ERNIE PASCHOAL	(602) 420-9540
ZONE 8 REPORTER	ROYCE ANN MYRICK	(619) 475-1199
CONCOURS CHAIRMAN	KIRK SHIMAZU	(310) 306-9444
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