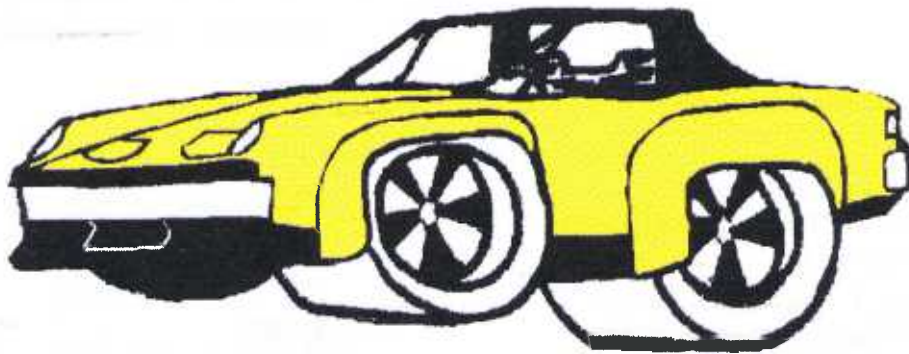


WINDING ROADS

VOLUME 11
ISSUE 9

SEP 1996



PORSCHE *Club* OF AMERICA

WINDING ROADS

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



DAVID WITTERIED
9900 SUSAN
CALIFORNIA CITY, CA. 93505

ZONE 8 REPORTER

Sep

10 **CAL-INI AND 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.**

SEPTEMBER MEMBERSHIP MEETING!!

TUESDAY, AUGUST 13, 1996
ZUMA'S RESTAURANT
6:00 P.M.
SIERRA HWY. ROSAMOND

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-Dec. 1 Club Race, Willow Springs

JANUARY

18 Z8 Presidents' & Editors' Meeting, Awards Banquet, Hilton Hotel, Del Mar



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WINDING ROADS

FROM THE VICE-PRESIDENT'S DESK

JANICE WITTERIED, VICE-PRESIDENT, CAL-INLAND

During the month of July, my husband David had to go to San Diego on a business trip for a week, I decided to go with him for a mini-vacation. After checking into our hotel on Harbor boulevard, we went to dinner at a restaurant near the water front. We were only in our seats for a few minutes when I thought I had died and gone to Porsche Heaven. I don't think I have ever seen so many Porsches in such a short time. It seemed like one went by every couple of minutes or so. It got so that I was making a game of counting them. You would have thought I had never seen one in my life. The funny thing about it was they were mostly 911s of every model with lots of targas. Our son, who lives there, took me on a little tour of San Diego and after listening to me say, "Wow, there's another one!", he laughed and said "Mom, you're like a kid in a candy store!". So if you want to see *lots* of Porsches, just look around San Diego. David said there were so many down there because it was so cool and the cars just love it.

BEAT THE HEAT TOUR

MIKE FOREST, EDITOR

Five Porsches and one Nissan Z-car left Vincent Hill Station on Sunday, Aug. 25th. for a tour to Wrightwood to escape the heat and have lunch up in the high country. Angeles Forest Hwy. was mostly clear of traffic and the first part of the tour went pretty well. We even encountered some cars that actually pulled over and let us by. What a concept! We stopped at the turn-off to Mt. Wilson to meet with any of the San Gabriel Valley or Grand Prix Region members who decided to make the tour. Only one, Ed Passini from San Gabriel Valley Region, was waiting for us. Driving a beautiful silver 356C, Ed would stay with us only until

Newcomb's Ranch which is the local watering hole and meeting place on Angeles Crest Hwy. The rest of us continued on to Wrightwood where we once again parked down the center line of the main street. We split up for lunch with the old timers going to the Yodeler and the others going to a restaurant just down the street. (I never did see the name). Just as we finished eating, the local law enforcement contingent informed the Porsche owners to move their cars or get ticketed. Apparently the Chamber of Commerce and the cops do not communicate.

The climate was pleasant and the usual August overcast helped keep the temperature down.

After some sightseeing and shopping at the many available tourist traps, we left the area and did our own thing on the homeward leg of the tour.

A few more cars would have been nice, but overall it was an enjoyable day away from the heat. For those who missed it, please plan on attending our other events. They are all low-key and usually take up less than a day.



EVENTS

If any members have a tour they would like to go on or an event they would like to do, please call any of the officers. We will be glad to plan it for you. Just give us the details and we can do the rest. You don't have to wait for us to come up with something. If there is something in particular you want to do, let us know!!

WINDING ROADS

OIL COOLERS

DAVID WITTERIED, TREASURER, CAL-INLAND

As you may have noticed, it has been really hot this summer. If you drive an air cooled Porsche like a 911 or a 914 you may have also noted a corresponding rise in your oil temperatures. The optimum oil temperatures for an engine are between 180 and 210 deg. F. My 1976 911S used to routinely hit 270 deg. F. in the summer (way too hot). I upgraded my engine fan from the lame five bladed unit to an eleven bladed one. This is an easy bolt-on modification that is highly recommended. Unfortunately about all this achieved was a few more miles before the oil temperature hit "way too hot". I then installed a Terbotronics oil cooler kit on my car. The installation was very easy and only required drilling one hole for a mounting bolt. (Note: you will need a right-angle drive for your drill). After installing this kit, my oil temperature never exceeded 250 deg. F. and rarely went much beyond 210 deg. F.

However, since moving to the Mojave desert I have noticed that my oil temperatures are getting too high again. (Approaching 250 deg. F.) This is due to the altitude, lack of humidity and of course the high ambient temperatures. I have tried synthetic oils to no discernible effect, unless you count the new oil spot on my garage floor. Always on the lookout for a way to get more cooling capacity, I noticed that Terbotronics had an advertisement in "Pano" for a fan kit. I sent them a fax inquiring about the kit and also took the opportunity to ask them about the durability of my ten year old oil lines. I received a letter back from them stating that my oil lines should be OK and that "One fan will deduct a minimum of 20 deg. F. They also stated that the kit was still in development (in May) but the fan and mounting hardware were available for \$96.00 without switches or wiring harness.

I plan to purchase this kit and will let you know how the installation and cooling performance work

out.

FROM THE EDITOR

I'M SO CONFUSED

MIKE FOREST, EDITOR, WINDING ROADS

If you read the newsletter, you probably know that I am looking for a 914/6. After much thought and lost sleep, I'm not really sure that that is what I'm looking for. I've been looking at the reasons for wanting one and I'm not so sure that they are the right reasons. The biggest differences between a four and a six are one, obviously the six cylinder 911 engine which puts out more power and torque and makes neat noises. Two, they only made about 3300 of the sixes and that makes them somewhat rare. Three, the beautiful 911 alloys bolt right on. Having had a 914/6 previously, I know that parts peculiar to the six are getting real hard to find, they aren't as balanced as a four and they tend to run pretty warm oil temperature wise. Also, the price of a proper engine rebuild could get you a pretty nice HUD home in some areas. I'm starting to think the main reasons for wanting one were to impress the locals, because you don't see them everywhere and because I have had a number of fours.

But then I get to thinking about the price and ease of maintenance of a four compared to a six. If only the four had more power. Good news. A member of the 914 Renegade Club, of which I am a member, has a shop that specializes in Porsche. His main interest is 914s. He is a very successful E-Production SCCA racer. We talked at the last get together and I found out that he can build a smog legal engine that puts out about 110 to 115 horsepower. The stock 914/6 engine puts out 110 horsepower. This idea makes a lot more sense and is also considerably cheaper.

The other thing that was bothering me was my main transportation is a truck. That's fine for short distances and for hauling things around in,

Cont'd on page 5

WINDING ROADS

METRICS 8

ENGINE MODIFICATION

DON THOMPSON; CAL-INLAND MEMBER

Back when I started this series on going faster at the track, I made cost effectiveness the driving factor. (No pun intended). By addressing each system in decreasing order, I sought to emphasize the most efficient ways to increase speed and decrease lap times. In this final segment, I would like to caution further against random engine modification by leading off with the compromises. Porsche engines have excellent high performance from the factory. They should only be modified under three circumstances. First, if a proven, major compromise was made during the engineering process. An example of this is the excessively mild cam timing in the 928S4 models because of EPA constraints. Second, if you are willing to disregard the built-in safety margins that the factory uses, with the resultant, potentially catastrophic, loss in reliability. An example of this would be aftermarket computer chips that increase the boost in turbocharged engines. Third, if you are willing to "Do it right", which translates to an extremely expensive, comprehensive engine modification project. An example of this would be a full up 911 engine from a tuner shop with strengthened components across the board, beefed up oiling and oil cooling, and improved ignition and fuel delivery to go with the increased power.

All these expensive and potentially risky options won't make you go as fast as you think. Anyone who has tried to keep up with a skilled driver in a modest car on a road they're familiar with knows that high horsepower is not the secret to being speedy. Still want to spend all that money? OK, we'll press on.

There are only two ways to make more horsepower. The first is to make the engine bigger and the second is to make it do more by increasing the flow through it. Making the engine bigger is simple, you can increase displacement by making the

bore bigger or the stroke longer. Many aftermarket firms offer kits, or you can buy a later model engine, as the factory prefers to increase power this way. Rods, pistons, cylinders and crankshafts are changed or modified, making this very expensive. Cam timing, ignition and fuel delivery requirements are changed, making this very complex. Cooling, exhaust capacity and driveline must be beefed up to take the increased power.

See you next month for deeper breathing.

I'M SO CONFUSED

CONT'D.

but it is not real comfortable for long hauls and it doesn't get over 20 mpg. (It rides like a truck).

The idea of a nice, comfortable air-conditioned car sounded like a real good idea so I decided to look in that direction also. The 944/968 are not real comfortable for me due to my 6'3" of height.

I am comfortable in the 911SC but there's that engine again plus I hear a lot of complaints about the air conditioners.

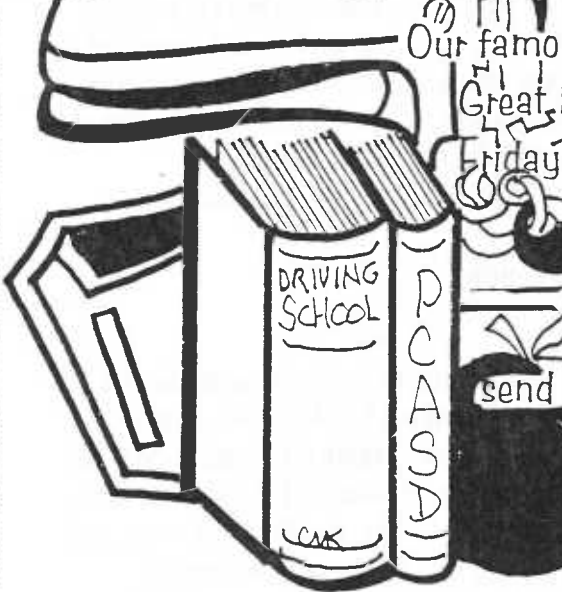
I previously owned a 1991 Ford Probe and liked it very much. The reason I don't still have it is the job situation at the time dictated that I get rid of something and the Porsche was not an option. Well, now things are looking up again and I am going to look into a '96 Probe GT. If I can't get the deal I want I may settle for the Probe SE which is a four cylinder and doesn't have all the suspension and brake goodies that come with the GT. If all else fails, don't laugh, there will be a 914/6 in my garage after all.

This is so difficult!

FORD?

PCASD DRIVING SCHOOL!

COMING OCTOBER 25, 26, 27 \$125.00



Our famous, popular, PCA San Diego Driving School returns Great if you missed the February school, or want a review. Friday night classroom, plus two full days of ... DRIVING!

Be sure to look for the full page ad and application in the August issue of the Windblown Witness, send it in right away: (the last 6 driving-schools sold out)

call Vince Knauf for more info: 619-287-4334
Free autocross on Sunday for instructors!

ZONE 8 TIME TRIAL October 12-13, 1996

Phoenix International Raceway

Policy: This will be a PCA Zone 8 event. **Accommodatons:** Comfort Inn in Goodyear. Call 932-9191 and mention the Porsche Club for reservations. **Tech:** Pretech will be required of all vehicles within a 50-mile radius of the pretech location. A late tech charge of \$30 will be assessed to anyone who does not pretech that falls under the exceptions stated above. Entries will be limited to 100 drivers. **Safety Equipment:** Snell 90 or better helmet, 10BC fire extinguisher mounted securely within reach of the belted driver, 5-point harness, fire suit or all cotton clothing with long sleeves, leather shoes, driving gloves. PCA student drivers in stock class may use stock 3-point harness. (Yellow group only.) To request an entry form, call or write: Phil Ryan

PCA/POC members: \$150
Second Driver, same car: \$100
Non Members: \$160
Late Registration Fee: \$ 30
Late Tech Fee: \$ 30

22051 W. Ripple Rd.
Buckeye, AZ 85326
(602) 386-2763 (evenings).



Gabriel's Horn



PCA - SGVR
 PRESENTS
**THE RALLYE FROM
 HECK II
 OR
 MISSION
 IMPORSCHABLE III
 WOF**



Rallyemaster: Tom Sisson
 Rallyemistress: Jude Sisson

A Zone 8 Rallye

Saturday, Oct. 5, 1996 Start: Eastland ShoppinCenter, WestCovina

*Exit 10 (San Bernardino)

Registration:

9:00 to 9:45 AM

First car out: 10:01 AM

Frwy. At Barranca

*North to Workman

*Left (West) to shopping center entrance just

Cost: Pre-entry by 9-21: \$15

Day of event: \$20

past B of A-then left

into center

Classes: A--B--C--and D(novice-different instructions to help you learn)*****Guests are welcome*****Porsches not required**

Information: Tom Sisson (213) 485-3515 Days

Mail checks payable to:

PCA/SGVR RALLYE

Tom Sisson

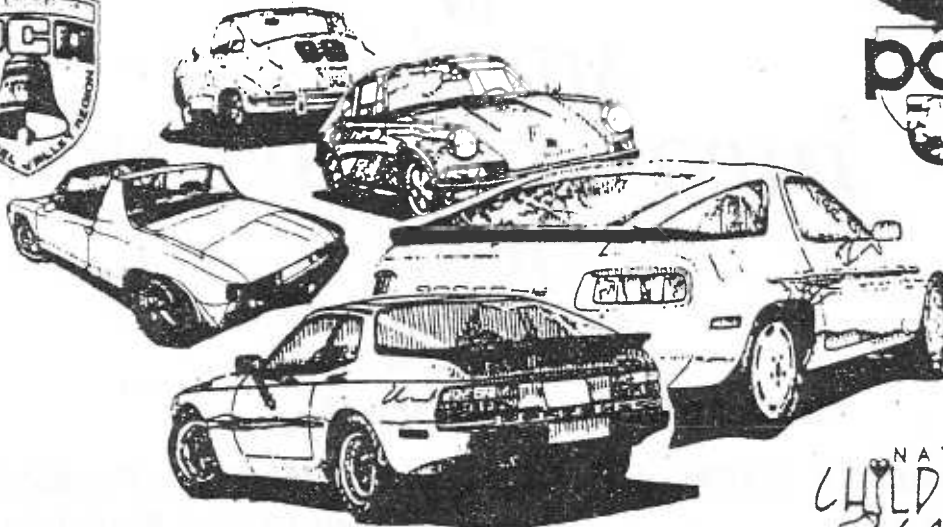
2625 Vanderhoof Drive

West Covina, CA. 91791





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



NATIONAL
CHILDHOOD
CANCER
FOUNDATION

SUNDAY OCTOBER 6 1996

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.

REGISTRATION BEGINS AT 7:30 AM

JUDGING 10AM

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

NO FEE FOR

DISPLAY CARS!!!

CLASSES

CONCOURS

- C-1 356 CLOSED
- C-2 356 OPEN
- C-3 911, 912, 1965-1973
- C-4 911, 911 TURBO, 912L, 930, 1974-1983
- C-5 911 CARRERA 1984 TO PRESENT
- C-6 914-4, 914-6
- C-7 924, 924G, 924S, 944, 944L, 928, 928S, 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, 912L, 930, 1974 TO 1983
- S-5 911 CARRERA 1984 TO PRESENT
- S-6 914-4, 194-6
- S-7 924, 924G, 924T, 944, 944T, 928, 928S, 968
- S-8 SPECIAL INTEREST, AND CURRENT COMPETITION LIMITED EDITION

WASH & SHINE

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

***THE 24TH TOUR A LA GRAPE
OCTOBER 11-12-13 1996***

On Friday at your convenience you can leave your home and drive to a location several miles out of the hustle and bustle of Los Angeles, where a room will be reserved and waiting for you. Meet the other "Winos" and get your car ready for an early start Saturday Morning. We will drive some interesting "Porsche" roads and visit several potable wineries. Lunching on the way to an early afternoon stop at another hosted nites lodging. Time to clean up the car - Watch out for the KKK, and then to dinner at a suitable restaurant for a hosted dinner. Sunday Morning up at at em for the real tastings and purchases. A hosted luncheon where the door Prizes and the KKK and the Stupid Quiz awards will be passed out. Another winery tasting is optional for it is now about 3:00 and some people will have to travel home even tho it is Columbus Day on Monday.

All this fun and relaxation , two nights lodging, a hosted dinner Saturday night, and a hosted Lunch on Sunday afternoon all for the cost of \$200.00 (up \$5.00 from last year) How is that for keeping inflation down? Plus prizes and awards and Wine.

Send in your reservation check for \$100.00 now and become a part of this, the next to last Tour a La Grape. Next year is the 25th and it is goingto be the last for this Old Wine Tour Leader. It will probably cost you a little more and will take an extra day out of your schedule for we plan on making the 25th the biggest and best ever Tour a La Grape.

\$100 Now and we will let you know when the other "C" note will be due , Where you will spend your Friday and Saturday nites, What you can expect to eat and all the other nice things you will want to know.

Send it to: George McClelland Wine Tour Leader
17461 Flower Lane
Huntington Beach CA 92647
714-847-8361

We are in the process of making the awards out of wine corks but have run out of corks. If you have any you want to donate send them or bring them along with your check. You might even get some of them back
George.

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA

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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 the month in which you want it to appear.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", P.C.A., Cal-Inland Region, it's officers or editorial staff. We reserve the right to edit as necessary all material submitted for publication.

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