

DAVID WITTERED
9900 SUSAN
CALIFORNIA CITY, CA. 93505



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

PORSCHE Club of AMERICA

HAPPY HOLIDAYS TO ALL!!!



DEC 1996

VOLUME 11
ISSUE 12

WINDING ROADS

ZONE 8 REPORTER

DEC.

15 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings are held on the second Tuesday of each month at 6:00 p.m. at Zuma's Italian Restaurant on Sierra hwy. in Rosamond.

DECEMBER

15 Cal-Inland Christmas party
30-Dec. 1 Club Race, Willow Springs

JANUARY

18 Z8 Presidents' & Editors' Meeting, Awards Banquet, Hilton Hotel, Del Mar (SATURDAY)
19 New date (tentative) Z8 Autocross, San Diego

DECEMBER MEMBERSHIP MEETING!!

SUNDAY DEC. 15, 1996

AT THE HOME OF DAVID AND JANICE WITTERIED 3:00 P.M.
9900 SUSAN AVE.
CALIFORNIA CITY
(619) 373-1413



CONTENTS

PAGE

2.	Zone 8 reporter
3	Vice-President's message, X-mas party info, Tech article
4	Spyderkraft: article
5	Spyderkraft cont'd., Sequoia Tour
6	Metrics 11, Thanks
7.	Auto Acronyms
8.	Driving article
9.	Driving article cont'd., From the editor
Back Page	Regional and Zone 8 Officers

WINDING ROADS

VICE-PRESIDENT'S DESK

JANICE WITTERIED, VICE-PRESIDENT, CAL-INLAND

I was just sitting here thinking that it is hard to believe another year has slipped by so quickly. Looking back, I think our club has had a good year. I hate to see Scott retire as our president and I want to thank him for all of his hard work with our club this year. Scott, good luck and stay in touch. I hope we get to see you at some Porsche related events in the future. David and I enjoyed the tours and events the club had this year and look forward to more of the same next year.

This year's Christmas party will be held at our house in California City. We decided to hold the party on a Sunday afternoon so people who have other parties to attend can also attend California-Inland's annual end-of-year get together. We are looking forward to seeing our old friends and hope to make some new ones. This year we are extending the invitation to some potential new members in the hope of recruiting some of them. There will be lots of food, Porsche talk and some Porsche videos too. So, if you have been wondering "Where is California City?", well now is your chance to find out. Come join us for a fun afternoon.

CHRISTMAS PARTY

EDITOR

This year's Cal-Inland Christmas party will be held at the home of David and Janice Witteried in California City. Their address is: 9900 Susan Ave. and their phone # is: **(619) 373-1413**.

The date is **Sunday, December 15, 1996** and the time is **3:00 p.m.** If you plan to attend, you *must* R.S.V.P. by **December 5, 1996**. The club will supply the food and non-alcoholic drinks. If so inclined, you will supply your own alcoholic drinks. See map in rear of newsletter.

CLEANING WHEELS

BY RAY CALVO, ALLEGHENY REGION
(from the RUNDSCHAU)

I'm sure by now you've all seen the ads for P21 wheel cleaner, in that it is not supposed to harm the wheel finish. I cannot speak from experience on it's claims, but I can on another wheel cleaning product.

I have a second set of wheels for my Audi which I use for snow tires. These are painted white. In order to remove a rather heavy coating of dirt and brake dust, I purchased a bottle of Eagle 1 All Finish Wheel Cleaner (labeled as being safe for clear-coat, painted, and anodized surfaces) at a local auto store. Since the dirt was well baked and aged-in, I had to use several applications as well as scrub with a sponge (wheels were off the car at the time). I noticed upon completing the cleaning that there was a stain of white paint on the garage floor below where I was cleaning the wheels. So, I would caution anyone about using this product that it could remove paint.

On a separate note - the following is just for those people with Fuchs alloy wheels with polished rims (Fuchs are the forged alloy wheels typically with black spokes and matte or polished aluminum rims used on 911s prior to the Carrera 2/4 line and on early 944s.)

If you want to bring the polished rim surface back to a mirror finish, a good product is called "Simichrome". It applies much like a rubbing compound, and the more elbow grease you use the shinier the surface. Unfortunately, the finish doesn't last if the car is driven much and must be redone at frequent intervals.



WINDING ROADS

TRUE TO THE ORIGINAL PLUS
MIKE FOREST, EDITOR, WINDING ROADS

Porsche Spyder. The name evokes memories of the classic 550, RS60 and RSK racing cars of the fifties. Cars that were often called "giant killers" for their ability to outrun and outlast cars with larger engines. Those were very good years for Porsche.

So, you've always wanted a vintage Porsche Spyder but at \$350,000 + a real one was out of reach. And most of the "kit cars" were either poorly made or not very accurate with fiberglass bodies instead of the original hand-formed alloy bodies used by Porsche. Maybe you already have one and would like to go vintage racing but can't bring yourself to risking an extremely expensive, very rare collector's item. Your dream has come true.

Spyderkraft Ltd. of London, England is the manufacturer of high quality reproductions of the early racing spyders using techniques and materials not seen in other repro manufacturers. Although their basic "off-the-shelf", so to speak, cars are not exact duplicates of the originals, they are true to the originals in design and concept. They use alloy bodies and tube frames. There are minor differences in chassis and suspension, but all changes were made in the interest of safety, strength and driveability.

The engines normally available are 356, 912 or 914 units. All engines are rebuilt and will be done so to a customer's specifications. The transmissions are Porsche four or five speed units and they are also rebuilt prior to installation. Although Volkswagon engines and transmissions are available, I personally think there won't be too many cars ordered in that configuration. If you are looking for an exact duplicate of an original car, Spyderkraft can accommodate you.

With only four employees on board, many jobs are done by sub-contractors. The alloy bodies are formed by one of the top coachbuilders in

England. Many items such as instruments, hinges, wiring, lighting and windscreens and frames are all manufactured by outside sources to Spyderkraft's specifications. The following is from the company's brochure.

"Our cars are near identical to the originals with tubular space frame chassis and the ideal mid engine weight distribution positioning. The suspension and chassis have been computer designed and are assembled on jigs with TIG welding throughout. The suspension can be tailored to accommodate a front torsion system, low point swing axle and independent rear suspension. The chassis is shot blasted and given a durable powder coating finish, while the suspension parts are zinc plated. The beautiful bodies are reproduced in hand made aluminium panels using the traditional wheeling machine that obtains perfectly smooth contours. The individual sections are then gas welded together to form complete bodies. The overall finish of the body work is such that a polished aluminium surface is equally obtainable if preferred to painting."

The current price for one of these beauties is about \$60,000 but that will probably increase within the next six to twelve months. All cars can be built to customer specifications and come with a twelve month warranty.

Mr. Dele Atanda is the Managing Director of Spyderkraft Ltd. and I had the opportunity to speak with him on Friday, Nov. 15th. He is in the United States to promote his company and its products. His target audience is Porsche owners and racers and vintage car enthusiasts. He was hoping to get in touch with all the southwestern U.S. Porsche Club of America regions, but time and a lack of region names and addresses limited him to only a couple. Cal-Inland region was lucky enough to be on the list.

I talked with Mr. Atanda for almost two hours on the company and the direction they intend to go. I found him to be a very personable and likeable person and he is very knowledgeable

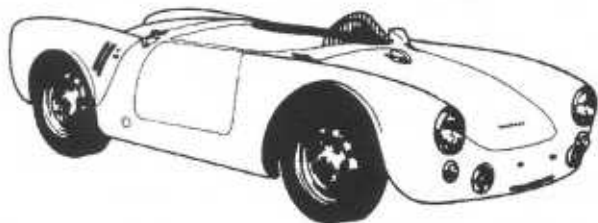
WINDING ROADS

about the cars of which he is making reproductions. His ideas on what changes should be made to his cars over the originals made sense and his sense of pricing and potential markets made a lot seemed ideal. He was very easy to talk to and didn't seem to mind when the conversation shifted away from his company and to my talking about Porsches in general. I enjoyed our visit very much.

Anyone interested in more information about the cars or the company or to place an order should contact:

Mr. Dele Atanda
Spyderkraft Ltd.
Unit 6, 133 High Street
London, England SE8 4NS
Tele. (44) 181 691 6192
E-mail 101653.2762@compuserve.com

Replicars is a registered trade mark and name of Spyderkraft Ltd.



SEQUOIA TOUR

DAVID WITTERIED, TREASURER, CAL-INLAND REGION

The Sequoia Tour was scheduled for the 19th of October. Unfortunately, the weather chose that weekend to turn ugly. This is an example of why it is important to RSVP for an event. The day of the tour, Guy Williams the tour leader, looked out of his house and saw wind, rain and fog. Not exactly the ideal type of weather to be driving up into the High Sierras in sports cars. Guy decided to postpone the tour until Sunday, hoping that the

weather would improve. He notified everybody who had RSVPed, then drove to the meeting place to see if anybody else would show up for the tour. Fortunately, nobody did.

The following day, the weather was perfect, sunny, with just a nip in the air. Janice and I drove to the meeting point at the Caliente turn-off on highway 58. We waited with Guy and Jeniffer for anybody else to show up. Apparently the schedule change must have conflicted with everybody else's plans because no one else showed up.

If you have never driven this particular road, you should! The road was so windy that in many corners you had to look over your shoulder as you went around the turn. **THIS WAS FUN!!!** My favorite kind of road requires lots of 2nd and 3rd gear work with short sprints between each corner. This way you can toss the car around and have fun without risking an ugly incident. This was one of those roads.

Since there were only two cars on the tour, and we both enjoyed this type of road, we really stretched our legs, so to speak. From the Caliente turn-off to Lake Isabella, we encountered no traffic or cattle on the road. (The area is an open range). Once we re-entered civilization we dropped the pace to a comfortable cruising speed and headed for Kernville.

After a quick stop in Kernville to stretch our legs we headed up the highway along the Kern river. The scenery and road were beautiful with very light traffic. We made one more stop at a bridge over the river to take in the scenery, then on to the Sequoia grove on the Great Western Divide road. After a picnic lunch, we hiked through the big trees then headed for home, retracing our outbound route. In all, the trip took about two hours each way.

This tour will definitely be on the schedule for next year! It is too bad that the weather did not cooperate better on Saturday, but for those who participated on Sunday, it was a *blast!*

WINDING ROADS

METRICS 11

DON THOMPSON, MEMBER, CAL-INLAND

Let's talk about getting the car of our dreams. Naturally, it's a Porsche; what else could it be? Now being firmly middle aged, I have to insert reality at this point. We'll have to be cost effective in our selection, but that doesn't preclude satiating our fantasy.

Being good red-blooded Americans, we are impatient and want to dive right in. A bit of judicious thought can save a ton of money, which of course will be poured right back into the pot. Everyone with an IQ above 50 (and many folks from the south) thinks they can buy a fixer-upper, rebuild it and have their dream car for less. This has inflated the value of fixer-uppers way above the reality quotient and effectively torpedoed that plan. It will cost far more to rebuild a sub-par Porsche properly than it would to buy an equivalent vehicle already completed. The only advantage to the first plan is that we can get a Porsche right away and then dribble money into it forever. Act in haste, repent at leisure.

If we're patient, wait, and save our nickels without diluting them on other projects, we can reap many benefits. First, we may be able to swing for a brand new Porsche, just the way we want it, with a warranty and the most up to date improvements. For some this may involve a wait past your natural lifetime, so let's look at used Porsches. In the median price ranges a small difference in price can yield significant benefits. The difference between a bottom feeder and a pristine example in some models may only be a few thousand, probably less than you would spend to fix the bad one and you don't have to have it down for maintenance after you get it. Well worth a little patience I'd say. Also, a more desirable and capable version of the same model may be only a bit more. An example would be an '87 944 Turbo vs an '88 944 Turbo S. The second has far superior running rear for about \$3,000 more. Wait for

the Turbo S.

To summarize, in the long run it costs far less to get the car you want, in the condition you want it, the first time. Better to pay some dues driving that old Toyota for a while longer than to beat yours brains out trying to make a silk purse out of a sow's ear and still end up with something not quite right.

THANKS!

EDITOR

I would like to take this time to thank all of the folks who contributed to the newsletter. Our president, Scott Lloyd and vice-president, Janice Witteried, were pretty consistent in getting me a story or article each month. David Witteried has come up with some helpful and informative tech articles and I'm sure those of you who work on your own cars have found them to be useful. For all those who submitted a story for "My first Porsche", thank you. However, there are a lot of members who are welcome to do so who have not yet done so. Thomas Kuby, our roving correspondent from Ridgecrest has also contributed some interesting articles.

Don Thompson is by far the most consistent contributor with his "Metrics #" column.

Finding things to fill the newsletter each month is not an easy task. I'm sure some of our members have interesting or amusing stories concerning life with a Porsche. Maybe you have some short cuts or interesting problem solutions that make maintenance and repair easier. We need to hear from you folks. This newsletter will get real thin and boring without some input from the members. If you do come up with something, please send it to Mike Forest at 256 E. Ave. P-1, Palm-dale, Ca. 93550 or call him at (805) 273-2690.

WINDING ROADS

AUTO ACRONYMS

Picked off the internet
FROM SILVER STATE REGION

ALFA

Another Lemon From Antonio

AUDI

Accelerates Under Demonic Influence
Always Unsafe Designs Implemented

BMW

Beautiful Mechanical Wonder
Big Money Works
Bimbette Motor Weapon
Bought My Wife
Brutal Money Waster

BUICK

Big Ugly Indestructible Car Killer

CHEVROLET

Can Hear Every Valve Rap On Long Extended
Trips
Cheap Hardly Efficient Virtually Runs On Luck
Every Time

DODGE

Dies On Day Guarantee Expires
Damned Old Dirty Gas Eater
Drips Oil Drops Grease Everywhere

FIAT

Failure in Italian Automotive Technology
Fix It All the Time
Fix It Again Tony

FORD

Driver Returns On Foot (backwards)
First On Recall Day
First On Rust and Deterioration
Fix Or Repair Daily
Found On Road Dead
Fault Of R & D

Fast Only Rolling Downhill
Features O.j and Ron's Dna
Found On Russian Dump
Filthy Old Rebuilt Dodge

GM

General Maintenance

GMC

Garage Man's Companion
Got Mechanic Coming

HONDA

Had One Never Did Again
Happy Owners Never Drive Anything (else)

HYUNDAI

Hope You Understand Nothing's Driveable And
Inexpensive

LOTUS

Lots Of Trouble Usually Serious

MAZDA

Most Always Zipping Dangerously Along

OLDSMOBILE

Old Ladies Driving Slowly Make Others Behind
Infuriatingly Late Every Day
Overpriced Leisurely Driven Sedan Made Of
Buick's Irregular Leftover Equipment

SAAB

Send Another Automobile Back
Swedish Automobiles Always Breakdown

TOYOTA

Too Often Yankees Overprice This Auto

VOLVO

Very Odd Looking Vehicular Object

VW

Virtually Worthless

WINDING ROADS

ATTEMPTING TO TAME THE BEAST

PAUL D. YOUNG JR. SAN DIEGO REGION
(CHIEF DRIVING INSTRUCTOR, ZONE 8)

Driving is an important aspect of 930 ownership. The 930 has a certain mystique and legend surrounding it. This, along with the relatively few that have been produced tend to make it a bit of a collector car. Some 930/911 Turbo owners drive their cars a lot, and some very little. There seems to be more variety in this aspect than with other Porsches.

More than other Porsches, however, the Turbos benefit from being driven. The turbocharger will last a lot longer with regular use (weekly), and moisture that tends to accumulate will be evaporated when the engine reaches operating temperature. Although I believe in driving mine at least once a week, and I am not afraid to take it to an autocross, my goal here is not to convert you to a particular driving style. Rather, I wish to share with you some observations that may be of benefit in driving one of these fine machines.

The reputation for these cars to be difficult to drive is not exaggerated. It is not easy to get close to optimum performance from a 930, and many decent drivers have been caught by the car's trickiness. The basic problem is that you have a lot of power placed way in the rear of the car, complicated with turbo lag. Normally aspirated 911s have a characteristic called "lift throttle oversteer". Actually, all cars have this to a degree, it's just that the 911 layout makes it very pronounced because of the geometry and rear engine layout. Essentially, if you lift the throttle (or brake) while in a fast turn, the rear wheels tend to kick out, which may cause a spin. Adding a lot of power and a turbocharger makes it worse.

Now if you lift in a turn, the difference be-

tween full and not power is even more pronounced (more likely to cause a spin). Don't think that you can simply keep your foot in it. Sure, you may get away with this in a regular 911, and it always works in a fwd. car. But in a Turbo, the boost will invariably seem to come up just when the rear tires are at the limit, and this causes them to lose grip and spin. You lift, you're screwed; you keep your foot in it, you're screwed.

So this explains why the early 930s were notorious for ending up in the weeds backwards. The owners were simply not used to the cars, and were caught in a no-win situation. The factory has continually improved the 931/911 Turbos, dialing in more understeer, improving the overall grip and changing the suspension geometry to reduce oversteer. While the newer cars are easier to drive easy, they remain a challenge to drive close to the limits. Being Chief Driving Instructor for the San Diego Region of P.C.A., I like to think of myself as a fairly competent driver. Driving the 930 at an autocross was a very humbling experience for me.

So what is the secret to taming these machines, or at least making them behave respectably? The single most important concept is to simply stay out of trouble. If the car is even a wee bit sideways in a turn, it is likely to end up doing pirouettes despite what the driver tries. I found that my stock 1986 911 Turbo has fairly neutral handling — not too much understeer initially. The cornering limits were decent, and it seemed to be easier to control with moderate boost and engine rpms. I could use first gear in tight corners, but usually this meant way too much torque and wheelspin city; second gear was usually better.

Smoothness with all the controls — steering, gas and brakes — is essential, as this car magnifies the driver's inputs more than, say, a Yugo. If you do get a bit out of line, this is the time to be especially smooth, as anything abrupt will start things



WINDING ROADS

ATTEMPTING TO TAME THE BEAST

CONT'D.

spinning. With soft compound (DOT legal racing) tires, the characteristics were still there, just the traction limits were higher. Still a bit of understeer, but smoothness needed all around. This is not a car that can be easily steered with the throttle. I recommend living with the slight understeer, rather than trying to goose the throttle to pivot the car.

The proper place to practice all this is not on the street of course. The 930 is too nice a collector car — ticket collector, weed collector and guardrail collector. Instead, join a region of Porsche Club of America and go out to a driving event. No, you won't hurt your baby, it will actually be happier for the exercise. You'll learn a lot about what you can and cannot do with your Porsche — in a safe setting.

Having two track Porsches, I only take my 930/911 Turbo out to a driving event once or twice each year. It's enough to keep me out of trouble on the street. It puts my driving skills in the humble Paul D. Young Jr., San Diego Region perspective. It gives the car some needed exercise. And it reminds me of why I own one of these phenomenal machines



FROM THE EDITOR

EDITOR, WINDING ROADS

I would like to thank Scott Lloyd for the job he has done as president of Cal-Inland Region for the last year. If not for the fact that he will be moving away soon, I was hoping he could continue the job. I'm sure our new president, David Witteried, will do a great job considering his past club experience.

When Scott volunteered for the top position, he was not really sure what it entailed. Upon receiving all the club paperwork and bylaws he went about reading everything he could on what was expected of him. Although he did enlist some outside help, he proposed and planned most of the events we had this last year. He also ran the meetings and kept a reasonable amount of order (for us anyway). He had some pretty good ideas during his reign and many of them were approved by the board. His enthusiasm and tenacity in searching for new members was above and beyond the call of duty. We did grow a little because of his efforts this year.

I hope I can speak for all the members when I say "Thanks, Scott, for a job well done"!

Keep in touch!

CHRISTMAS PARTY

★ Sunday, Dec. 15, 1996
3:00 p.m.
David & Janice Witteried's
California City ★

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA

1996 OFFICERS

PRESIDENT	VICE-PRESIDENT	SECRETARY	TREASURER
<i>SCOTT LLOYD</i> 614 E. AVE. J-5 LANCASTER, CA. 93535 (805)945-0198	<i>JANICE WITTERIED</i> 9900 SUSAN AVE. CALIFORNIA CITY, CA. 93505 (619)373-1413	<i>JACQUE GORDON</i> 41244 SEQUOIA ST. QUARTZ HILL, CA. 93551-1907 (805)943-9223	<i>DAVID WITTERIED</i> 9900 SUSAN AVE. CALIFORNIA CITY, CA. 93505 (619)373-1413

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 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.

ZONE 8 1996 OFFICERS

ZONE 8 REPRESENTATIVE	<i>ERNIE PASCHOAL</i>	(602) 420-9540
ZONE 8 REPORTER	<i>ROYCE ANN MYRICK</i>	(619) 475-1199
CONCOURS CHAIRMAN	<i>KIRK SHIMAZU</i>	(310) 306-9444
TIME TRIAL CHAIRMAN	<i>JOHN & NITA BURROWS</i>	(702) 878-4629
AUTOCROSS CHAIRMAN	<i>BEV FROHM</i>	(714) 997-3341
CHIEF DRIVING INSTRUCTOR	<i>PAUL YOUNG</i>	(619) 449-1768
RALLY CHAIRMAN	<i>JOE BOUCHER</i>	(805) 964-2113
RULES COMMITTEE CHAIRMAN	<i>AL SCHLEGEL</i>	(619) 755-8838

