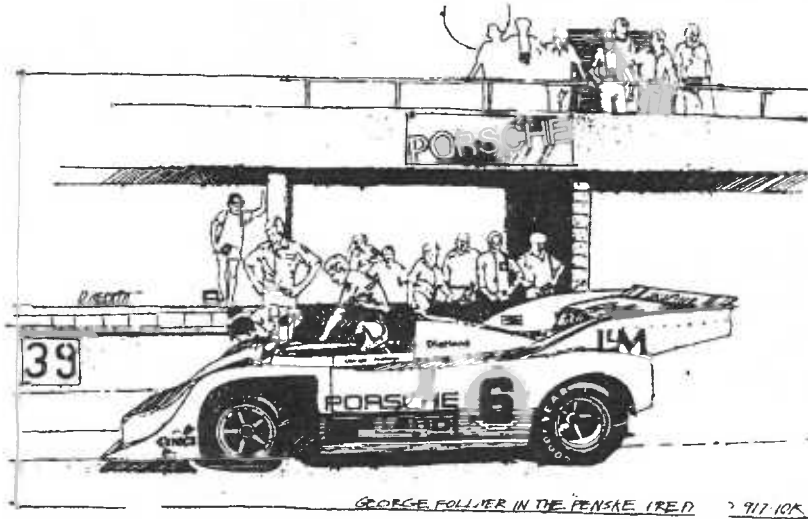


WINDING ROADS

VOLUME 12
ISSUE 2

FEB 1997



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

FEB.

11 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings are held at Zuma's Restaurant on Sierra Hwy. in Rosamond at 6:00 p.m.

FEBRUARY

28-Mar. 2 Driving school, San Diego Region

MARCH

9 Z8 Autocross, San Gabriel Valley
15-16 Z8 Time Trial, Las Vegas
22 Z8 Rally, Grand Prix
22-23 Hospitality at PIR Indy races, Phoenix

APRIL

12-13 Z8 Time Trial, San Diego
19 Z8 Rally, Santa Barbara
26-27 POC/PCA Z8 Time Trial, Phoenix

MAY

2-3 Z8 Concour, Southern Arizona
17 Z8 Rally, San Diego
18 Z8 White Glove Concour, Orange Coast

JUNE

7 Z8 Rally, Orange Coast
8 Z8 Concour, Los Angeles
15-21 **Porsche Parade**, San Antonio, Texas
22 Z8 Autocross, San Diego

JULY

5-6 POC/PCA Z8 Time Trial with San Gabriel Valley at Pomona
19 Z8 Concour, Grand Prix
27 Z8 Concour, California Central Coast

AUGUST

24 Z8 Concour, San Diego

SEPTEMBER

12-14 Club Race, Willow Springs
20 Z8 Autocross, San Gabriel Valley
21 Z8 Concour, Santa Barbara

OCTOBER

4 Z8 Concour, San Gabriel Valley
5 Z8 Rally, San Gabriel Valley
9-12 25th. Tour ala Grape, Orange Coast
11-12 Z8 Time Trial, Phoenix

NOVEMBER

1 Z8 Concour, Phoenix
2 Z8 Autocross, Phoenix
22 Presidents' Meeting at Palm Desert
23 Z8 concour, Riverside

JANUARY 1998

17 Presidents' and Editors' Meeting, Awards Banquet (Location TBA)



CONTENTS

PAGE

2.	Zone 8 reporter
3.	President's message, Membership update
4.	Metrics 13, Editor's message
5.	Editor's message, Tech article, For sale
6.	Cal-Inland event notice
Back Page	Regional and Zone 8 Officers

WINDING ROADS

PRESIDENT'S MESSAGE



Hi! Since this is my first column as President let me introduce myself. I have been driving my Porsche for twelve years and about 100,000 fun filled miles. My wife, Janice, and I have been members of PCA for about ten of those years. During that time we have been members of three regions: Sacramento, Inter-Mountain, and now California Inland. We have enjoyed many tours, autocrosses, social events, and volunteered to help out at a couple of PCA Club Racing events. So far we have had a great time with each group.

Last year the region set a goal to have more tours. I feel that under Scott's leadership we accomplished that. We had one overnight trip and five day-trips. This year I would like to have the tours and as a new goal, an autocross! I would like it to be a charity event which means the emphasis will be on fun! Even though California Inland is a relatively small region, I think we can pull this off with some help from one of our neighboring regions in the equipment department. Since this would be a charity event I am hoping we can find a site that will be free; if you have any suggestion, let me know.

As President of the region I would also like to speak to every one of our members. So, as soon as I get a copy of the roster I will be trying to contact you; unless I see you at a meeting first! In the event you want to contact me. I can be reached at my home (see back of news letter) or by E-mail at: DavidWitteried@msn.com. If you have an idea for a tour, social event, or competitive event; let me know.

David C. Witteried
President

MEMBERSHIP UPDATE

The official membership count of Cal-Inland region presently stands at thirty-one. That makes us one of the smallest regions in the club. We recently sent out newsletters to about seventy-five Porsche owners in the area and are hoping to get some positive response. I believe many people don't know we exist. Hopefully, this last mailing will bring some new faces along with some new thinking to help improve Cal-Inland's event participation. Besides, we are running out of regulars who are eligible to hold offices. The limit being two terms.

I am going to try to get a list of members that shows when they joined Cal-Inland. If I am successful, I will attempt to include the names of the people who have been members for one year, five years, ten years and so on. The only list I have at the moment shows renewal dates and when a person joined P.C.A. Also, I will try to have a regular showing of names of new members, transfers and drops. With our diminutive size, however, you won't be seeing something in every newsletter.

Membership Meeting

Zuma's Restaurant, Rosamond, Ca.

Tuesday, February 11, 1997

6:00 P.M.

Zuma's is on Sierra Highway in Rosamond just south of Rosamond Blvd. and just north of the Circle K.

If you have never been to a membership meeting, give it a try. Meet some new people and enjoy some great Italian food. If you are concerned about being the outsider and not part of the "clique" forget it. We are just normal folks. No gold chains and Gucci loafers here.

WINDING ROADS

METRICS 13

DON THOMPSON, TREASURER,
CAL-INLAND REGION



I'm an evolved Porsche owner, not a love at first sight one. I was a muscle car guy for many years and thought Porsches puny, underpowered, and somehow not manly. My first muscle car, a big block Mustang, was very powerful and accelerated very well. It was way short in braking and handling, despite some surprisingly enlightened efforts on my part to improve it's cornering ability.

My Corvette years showed me the art of what could be with improved handling and braking, coupled with blazing acceleration. I also awoke to the hazards of extensive modification, both in reliability problems and pocketbook damage. I discovered that if the basic design was limited, endless clever engineering was expensive and ultimately unsuccessful.

My first Porsche, an '87 928 was my first exposure to a true quality designed and manufactured car. It appeared to be what a Corvette should have been. It had an outstanding balance of power, handling, braking, comfort and reliability. Extensive track use led me to my final conclusion and real conversion to the Porsche fold. "If the factory doesn't race it, you probably shouldn't either!" Very expensive modifications, even though well thought out, ultimately led to even more expensive failures. Obviously I needed to follow a path well traveled.

This led to my current Porsche 993 Turbo purchase. Stunning performance, adequate comfort and a high degree of reliability under duress. This was accomplished by using race proven design developed over many years of competition. Very expensive at the initial purchase, but ultimately cost effective when you consider the absence of failures and the lack of necessary

modifications. After almost 30 years of driving, I finally figured out several of the old saws that my father tried to impress on me: #1; You get what you pay for, #2; buy the car that does what you want and leave it alone.



FROM THE EDITOR

MIKE FOREST, EDITOR, WINDING
ROADS



Hi! I hope the holidays were good to everyone. Are you all ready for the new year and the events we have planned? At Tuesday's meeting we talked about things we would like to do and set about tentatively planning some interesting events.

On February 23rd. we will take a tour and lunch run on my favorite summer night loop. Please see the flyer in this issue for details. Scott Lloyd is checking into the possibility of visiting the Otis Chandler auto museum in March. Because of bad weather last time around, Guy Williams is trying for a second attempt at the "Sequoia tour" sometime in April. David Witteried is looking to put on a charity autocross maybe in May. This depends on whether we can find a suitable site. In June, Porsche Owners Club puts on a "Tribute to LeMans" enduro at Willow Springs raceway. We all thought a barbeque up at the Budweiser Balcony might be a nice way to enjoy the races. July is hot, so a trip

CONTINUED ON PAGE 5

WINDING ROADS

CONTINUED FROM PAGE 4

to the coast is being planned. We will probably go to the Elephant Bar Restaurant in Santa Barbara. The popular "Beat the Heat" tour will be in August again but this time we will go to Mt. Pinõs near Frazier Park. It will be a picnic tour. My very own Funkana just might happen this year, again, if we can find a suitable lot that doesn't require your first-born to rent.

We also discussed maybe renting a van or something for a trip to the L. A. Auto Show in January 1998

The only other event we discussed was the Christmas party. It will most likely be a pot luck affair with the club supplying the drinks and maybe the main meat course.

There are a lot of new events coming up. I hope to see some more of our members in attendance. There are a lot of folks that have never done anything with the club. Remember the reason you bought that Porsche in the first place. (At least I hope that is why you bought it). Enjoy it as it was meant to be enjoyed and meet some new and interesting folks at the same time.

WANT TO DRIVE WITH A FLARE?

BY SCOTT JESSEN, GOLDEN GATE & LONE STAR REGIONS

A fellow Porscheophile on the Internet asked the other day, "Can anybody give me a ballpark figure for the costs associated with adding SC flares to an earlier Porsche 911? My '76 is going to need paint one of these days and I would love to put some decent-sized tires on the car. Also, I'd like to know whether adding flares to an earlier car (assuming it is done right) hurts the car's value." Here's my answers.

Depending on how "right" you want the job, costs will be commensurate. I had estimates of \$500 to \$2,000 to put SC flares on my '72 911. I decided on a fairly cheap job that included fitting/welding the flares, closing up the exhaust

cutout in the rear valance, installing the used side bumpers I bought (with extensions), and painting/undercoating all. I also had the lower rocker area painted and the non-S style deco trim installed. Total for this was \$850 and the job is fair at best (I plan on getting the whole car re-painted -- someday).

The flares themselves will cost you \$100 to \$250. I got mine in a trade, so they were pretty much free. Look in PANORAMA For Sale ads for these. You also need to modify the bumpers with extensions. I think Tweaks has these for \$100 or so -- installation (welding) is extra. So, total for a cheap job and parts might be a kilobuck. I'd wait 'til you are going to paint the whole car and the shop will probably throw in some of the work anyway, plus it'll all look "right" (in contrast to my "4 shades of white" car -- who cares, it's faasst).

Regarding the value of the car, unless you're talking about an early E or S body, which has some extra value as an original keeper, a 911T with flares might even fetch more money. There's quite a few folks looking for early cars to make fast.

(Editor's Note: "Porschephiles" is an electronic mail list active since 1990 and now with well over 1,300 subscribers worldwide. Membership is free, provided you have access to electronic mail and the Internet. For more information contact: porschephiles-request@tta.com)

FOR SALE

Porsche, 1984 944; needs radiator and rear hatch window. Also some t.l.c. \$2,500.00.
Call Dave Smith; 805-294-0072 (days)

Porsche, 1974 914; rolling chassis or will sell as body only. Great for race or project car. \$500.00; rolling chassis. \$250.00; body only. Call Mike Forest; 805-273-2690.

THE WINDING ROADS TOUR

Sunday, February 23, 1997

Meet: 10:00 a.m.

Leave: 10:30 a.m.

Meeting Place:

**Happy Daze restaurant
(Corner of Palmdale Blvd. and 10th.
st. west)**

The tour will be under five hours in length including lunch. We will duplicate my favorite hot summer night, too hot to sleep route down Elizabeth Lake road to San Francisquito Cyn. road into Santa Clarita where we will have lunch. We will then procede to I-5 and north to Lake Hughes Road. That will bring us back to Lake Elizabeth road and into Palmdale. The roads are usually in good shape and were designed with Porsches in mind. We will keep the speeds down!

**For more information please call
Mike Forest at: 805-273-2690.**

CONCOURS SCHOOL

FOR ALL WHO WOULD LIKE TO KNOW

WHERE TO START

WHAT TO DO

WHAT TO USE.



Get ready for the 1997 Concours series,

The San Antonio Parade

or just to keep your Porsche in its pristine condition.

You are invited to a seminar on March 9 1997

At: **AUTOWERKS**

7452 TALBERT AVE.

HUNTINGTON BEACH CA. 92648

(West of Beach Blvd. , South of Slater, on left side just before Gothard}

- WHEN:** SUNDAY March 9 1997
- TIME:** 10:00 A.M. TILL ?
- WHERE:** AUTOWERKS INC.
- COST:** \$5.00 PER PERSON
- BRING:** NOTE PAD AND PENCIL & YOUR QUESTIONS
- RSVP;** George McClelland
17461 Flower Lane
Huntington Beach Ca (2647
714-847-8361 By Saturday March 8
- DOOR PRIZES:** PLUS KNOWLEDGE, FROM THE EXPERTS

27th WHITE GLOVES CONCOUR de ELEGANCE

Show your Porsche in the Old World atmosphere of the Old World Village.

Getting ready for the San Antonio Parade? Get the judges opinions here at the first Concour of the Zone 8 series. Learn what they think so you have time to improve in the series or at the Parade. Zone 8 has the reputation of winning cars in National Competition. Come on out and show your beauty.

SPONSORED BY AUTOWERKS INC. Huntington Beach Ca.

WHEN; MAY 18, 1997

WHERE: OLD WORLD VILLAGE

7561 CENTER AVE

HUNTINGTON BEACH CA. Just off the 405 Fwy at Beach Blvd. South.
Between Beach Blvd. and Gothard right after the off ramp

TIME: 8:00 REGISTRATION
8:30 CAR PLACEMENT
10:00 JUDGING BEGINS
3:30 AWARDS

COST: \$25.00* Pre Registration before May 11
\$35.00 After May 12 and at registration

*May include a \$5.00 lunch or merchandise ticket

RSVP: MIKE MANSOLINO CONCOURS CHAIRMAN
10901 Laconia Dr. Villa Park CA. 92667

Phone: 714-771-6464 SEND PRE REGISTRATION check with car model
& class. Concour, Street or Wash & Shine made out to PCA/OCR to above.

PORSCHE cars will be judged according to Zone 8 Rules .THIS IS A ZONE 8 EVENT.

Hotel reservations: MOTEL EUROPA 714-892-7336

At the Old World Village.



CALLING ALL CARS!!!

CALLING ALL CARS!!!

CALLING ALL PORSCHE DRIVERS!!!

LAS VEGAS REGION PORSCHE CLUB OF AMERICA

proudly presents the very first Porsche Club Driver's Training and Time Trial at the new

Las Vegas Motor Speedway!!

March 22 and 23, 1997

The exciting new track is 2.5 miles long and combines an infield road course with the banked tri-oval. Be the first one on your block to drive where the big boys play.

PORSCHE CLUB OF AMERICA

PORSCHE OWNER'S CLUB

FOR ADDITIONAL INFORMATION

**CARL YOUNG 702-876-7982 DAYS
 702-363-0796 HOME**

PAUL BROADWAY 702-656-0606 MSG

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA, ZONE 8

1997 OFFICERS

PRESIDENT

DAVID WITTERIED
9900 SUSAN AVE.
CALIFORNIA CITY, CA.
93505
(619)373-1413

VICE-PRESIDENT

JANICE WITTERIED
9900 SUSAN AVE.
CALIFORNIA CITY, CA.
93505
(619)373-1413

SECRETARY

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

TREASURER

DON THOMPSON
5365 SAGE
EDWARDS A.F.B. CA.
93523
(805)258-4828

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

ERNIE PASCHOAL (619)420-9540

ZONE 8 REPORTER

GRETAL PASCHOAL (619)420-9540

749 Neptune Court, Chula Vista, CA. 91910

CONCOURS CHAIRMAN

KIRK SHIMAZU (310) 306-9127

TIME TRIAL CHAIRMAN

JOHN & NITA BURROWS (702) 878-4629 After 6 p.m.

AUTOCROSS CHAIRMAN

BEV FROHM (714) 997-3341

fax/bus. (714)957-6719, e-mail bevfrohm@ix.net.com

CHIEF DRIVING INST.

PAUL YOUNG (619) 449-1768

e-mail, pauly@sdd.hp.com

RALLY CHAIRMAN

JOE BOUCHER (805) 964-2113

e-mail, JoeRally@aol.com

RULES COMM. CHAIRMAN

AL SCHLEGEL (619) 755-8838

e-mail, 70264.1061@compuserve.com

ZONE PARADE PLANNER

BOB RASSA (310)334-4922, fax (310)334-2578 Off.

(818)368-0222, fax (818)368-0092 Home

e-mail, rcrassa@ccgate.hac.com.

