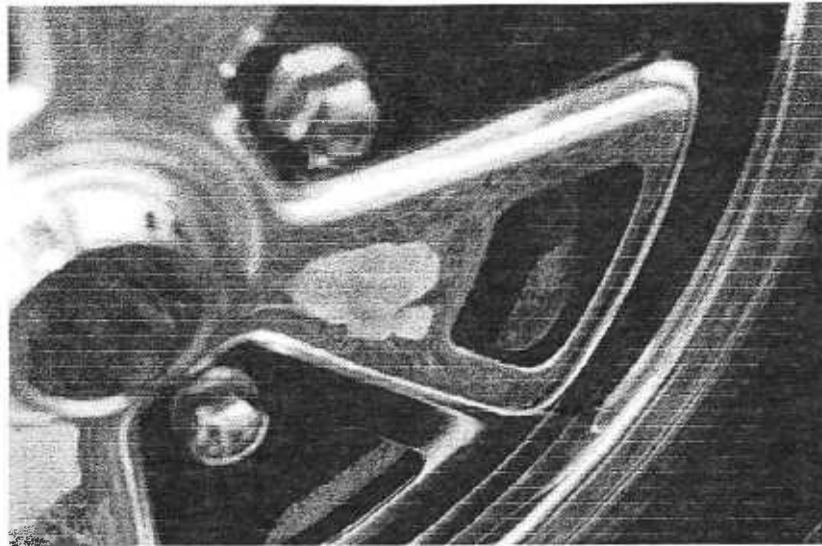


WINDING ROADS

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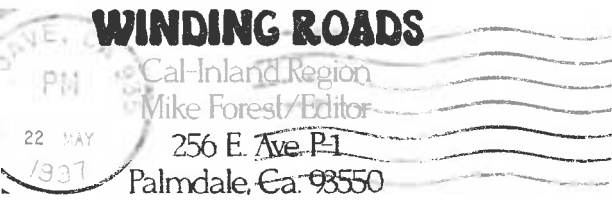
JUNE 1997



FORSCHE *Club* OF AMERICA

WINDING ROADS

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DAVID WITTERIED
9900 SUSAN
CALIFORNIA CITY, CA. 93505

ZONE 8 REPORTER

JUNE

10 CAL-INLAND MEMBERSHIP MEETING!

The June membership meeting will be held in Ridgecrest at 7:00 p.m. at the Texas Cattle Co. Restaurant on China Lake Blvd. More information on page 6

JUNE

- 7 Z8 Rally, Orange Coast, Tom Gould, (310)372-9886
- 8 Z8 Concour, Los Angeles, Bob Gordon, (818) 888-7224
- 15-21 **Porsche Parade**, San Antonio, Texas
- 29 Z8 Autocross, San Diego, Bob Schang, (619) 740-1325

JULY

- 5-6 POC/PCA Z8 Time Trial with San Gabriel Valley at Pamona (909)592-2849
- 12 Z8 Concour, Grand Prix, Linda Cobarrubias, (310)578-5127
- 19 Z8 Night Rally, Arizona, Sue Herrmann, (602)831-1840
- 27 Z8 Concour, California Central Coast, Gary Keltz, (805)466-5166

AUGUST

- 24 Z8 Concour, San Diego

SEPTEMBER

- 5-7 Club Race, Las Vegas Motor Speedway, Spon. by Intermountain Region
- 12-14 Club Race, Willow Springs Spon. by Los Angeles region
- 20 Z8 Autocross, San Gabriel Valley
- 21 Z8 Concour, Santa Barbara (T)
- 26-27 PCNA Reno Tour

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, Arizona
- 25 Z8 Rally, LAR (T)

NOVEMBER

- 1 Z8 Concour, Arizona
- 2 Z8 Autocross, Arizona
- 22 Presidents' Meeting at Palm Desert

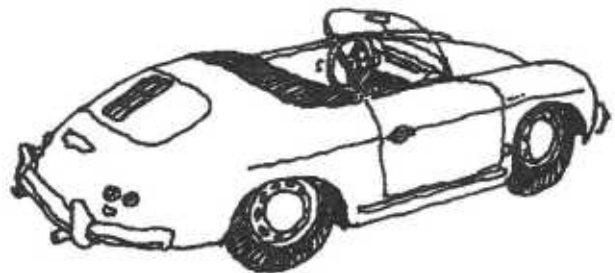
JANUARY 1998

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

FOR SALE

1978 911SC Targa: Cashmere Beige, 90K miles, air conditioning, alarm, 7's & *'s, Turbo tail and front air dam, partial leather interior. Asking \$13,000.00. John or Nita Burrows. (702)878-4629, (702)878-2989 [fax], Jburr89174@AOL.COM

1984 944: Needs radiator and rear hatch window along with some t.l.c. \$2,500.00. Dave Smith 805-294-0072 (days)



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- 2. Zone 8 reporter, For sale
- 3. President's message, Editor's message
- 4. Editor's message cont'd., Farewell article, "Journey to the End of the World", part II
- 5. More "Journey"
- 6. Still more "Journey", By-law changes
- 7. Event notice
- BP Regional and Zone 8 Officers

WINDING ROADS

BUMPER SMILES

DAVID WITTERIED, PRESIDENT,
CAL-INLAND



Hi everybody! The Sequoia Tour was a big success. We had five cars from California Inland make the tour with one car from Golden Empire joining us in Kernville for part of the trip. The group included a nice cross-section of Porsches: 993 4WD Twin Turbo, 911S Coupe, 911S Targa, 914 2L, 968 Cabriolet and a 912 Coupe. The weather was perfect as we left the meet point to head up into the mountains to the Sequoia grove north of Kernville. This tour covers some of the best Porsche roads in the area. The first half of the tour goes over narrow, very twisty county roads from Caliente to Lake Isabella. You might describe this section as a knife fight, cutting and carving the corners up the mountainside. The second half of the journey, from Lake Isabella to the Sequoia grove is more like a swaying dance between the road and the car. The corners are fast and nicely graded so you don't have to work at making smooth transitions from the spurt of speed down the short straight-aways into turning the corners. This made for a really nice cool-down after the exertions on the first half of the trip. After we arrived at the Sequoia grove we shared a relaxed picnic lunch in one of the parks picnic areas. Most of the group then went for a short hike into the grove of big trees. I want to thank Guy and Jennifer Williams for organizing and leading the tour. I think I can speak for everybody who participated, "It was a great time".

I have had the pleasure of speaking with four potential members this month. Don't be afraid to walk up to a complete stranger and compliment them on their Porsche. It has been my experience that most Porsche owners love to talk about their pride and joy as well as hearing about yours! I ended up spending most of an afternoon talking with one individual who I saw parking his Porsche

outside his office. Most Porsche owners I meet have never heard of P.C.A. , so take a few minutes and chat with them to see if they are interested in getting more information. If you do get a nibble, let me know and I will get in touch with them.

Porsche Club of America now has a web site on the Internet; (www.pca.org). Check it out! Also, don't forget about the race at Willow Springs on the 31st. of May. We will be meeting for a track side party before the night time enduro. If you have not seen full-blown Porsche race cars at speed, this is a great event to do so. The pits are open so you can wander around and meet the drivers and get a good look at their machinery! Since the race is in the evening, it should be too hot.

See you on the road!

FROM THE GUY WHO DOES THE NEWSLETTER

MIKE FOREST, EDITOR, WIND-
ING ROADS



Well, I guess it is time to come out of the garage. (Closet)? I am a Porsche-holic! I know, but don't feel sorry for me as I brought it on myself.

The Porsche Club of America is a fine organization with great people, but it is not enough. I also belong to a group called, simply enough, The 914 Club. (Not to be confused with the 914 Owners Assoc.(UGH!)). We are a group of 914 owners nation-wide that enjoy Porsche's little mid-engined marvel. We also have a newsletter (book?) and a west coast and mid-west holiday. This years west coast gathering was in Solvang. Our activities included sitting by the pool and eating, sitting by the pool and eating and eating and sitting by the pool. No, seriously, we had a tour through town on Saturday that led us to Nojo-quoi Park just outside of town. There, we had a

WINDING ROADS

FROM THE GUY WHO DOES THE NEWSLETTER CONT'D.

car show and judging. The categories are: Best stock 914, best stock 914/6, best modified 914 and best modified 914/6. Although the turnout was a little low with only 21 cars, the judging was not easy. There are some really fine 914s in this club. Judging was followed by lunch and then time to do whatever. Dinner was at the Royal Scandia Restaurant where we also had our silent auction and gave out the car judging awards.

Sunday morning, after breakfast, we had a rally that had us matching photos in our instructions with items along the route. We also had to answer questions about the photos. The roads were a little bumpy, but had plenty of twists and turns. Our destination was the Union Hotel in Los Alamos. The town was founded in 1876 and the hotel was probably built about the same time. We had a nice lunch and the rally winners were announced. That was all that was on the schedule, so we all did our own thing after lunch. My car ran flawlessly the whole trip and we had a really good time talking with the other members. The location for next year has not yet been announced, but I will probably go no matter where it is



AUFWIEDERSEHN!

As some of you already know, The Thompson family, Don, Mary and Katie, are being transferred

to a base in Texas. For them, that is a good thing as they already have a home there. For us, it is not such a good thing as they have been very active in club events and are well-liked by everyone. For those of you who regularly read our newsletter, you will recognize Don Thompson's name under the "METRICS" column which has been a regular since the time I finally found out the Thompson family existed and, in fact, were members. His columns have shown a very logical and sensible way to gain performance from your Porsche without spending money on things that are unreliable or just plain don't work.

So, to Don, Mary and Katie I say good-bye and good luck in your new assignment. We will miss you. And to Don, thanks again for the articles. They were excellent and they made the newsletter a lot easier to put together.

MIKE FOREST

Journey To The End Of The World (almost)

CONTINUED FROM MAY 1997

David Witteried

Niagara Falls

We then headed across southern Ontario towards Hamilton, and then Niagara Falls. This was a very scenic area with many little villages along the way. This was also my first exposure to Canadian roads. It became very apparent that my highway map didn't have enough detail once we exited the main highway onto some secondary roads. The reason was that the highway signs were about six inches across and were posted in odd places, making them very hard to spot. To compound this, the signs that directed which way to go only directed you to the next small town down the road, not the next big city. We finally stopped and bought a map of the local area, I felt like I was on a rally!

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Eventually we arrived at Niagara Falls and found a parking spot just in time for some sight seeing before the sun went down. It is said that the view from the Canadian side of the falls is the best and I believe it! After seeing the sights for a few hours we were treated to a light show projected into the falls using lasers and colored lights. It was very impressive and worth the trip.

After crossing back into the United States and driving late into the night we finally stopped at a small town called Batavia, New York.

Help in Batavia

As you may remember, Janice and I were still looking for a mechanic to adjust the fuel injection on our sputtering Porsche. Well luck was on our side this morning. As we drove back towards the highway on ramp we came across an interesting sight. A couple of Ferraris, Porsches and Rolls-Royces parked along the curb! What were all of these exotic cars doing in this little town? This place was so small it only had one exit on the interstate! We drove around behind the building and I went inside, more exotic cars in the service bays. I found the head mechanic and explained my problem, he then grabbed a tool from his tool chest and followed me back to my sputtering car. A few seconds later the exhaust note deepened to the familiar throbbing idle I'm used to! And to top it off the mechanic didn't even charge me anything. I then asked the mechanic what all of the exotic cars were doing in such a small town. He explained that they were importers and did conversions on European cars to meet U.S. Department of Transportation requirements.

I must say that New York surprised me by being a very beautiful state. The only downside was that Interstate 90 was a beautiful baby smooth highway with a STRICTLY ENFORCED 55 mph speed limit. Sigh

Bob Newhart?

We continued across New York on Interstate 90, made a left turn at Albany then cut across north and east to a small town called Gorham, New Hampshire. Shortly after entering New Hampshire a strange thing happened. The theme song from the Bob Newhart Show started running through my mind, and it would not go away! The next day we continued to work our way across the back roads of Main, eventually connecting with Interstate 95 which we followed to the Canadian border. I was surprised at how rugged the mountains in the area were. I had always wondered why the battles in the Revolutionary War always seemed to center around cross-roads. Well now I knew! There was no other way to get around the region, except by road! The terrain is best described as a bunch of giant river rocks with the roads and towns located in the spaces between the rocks.

As we proceeded northward we began to hear some strange language on our CB radio. It was not French or English, though sometimes you could make out a word or two. We finally found out that it was Creole. The story that I heard was that when the British took over the area, they deported most of the French settlers. However, some of the French escaped and made their way south. Most of them ended up in New Orleans, but some stayed on in upstate Main.

Under the Microscope

We reached the Canadian border around noon. As we drove across we were directed to a covered parking area where one couple was in the process of unpacking their car. The boarder guard then asked us to empty out our glove box, Janice's purse, and my wallet. The guard then proceeded to turn my wallet inside out, did the same to Janice's purse, then poked around in the glove box. I finally asked what her what she was looking for. She laughed and said that it was obvious that I didn't know anything about drugs. What she was looking for was any marijuana seeds or spilled cocaine residue. If she had found anything, we would have

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had to unpack the car and have the drug sniffing dogs go through our stuff which is apparently what happened to the other people we saw. After a few minutes we were back on our way across New Brunswick on the Trans-Canada Highway (really a two lane road with lots of passing lanes).

How Many Kilometers In A Kilometer???

After many scenic miles along the St. John river we eventually crossed into Nova Scotia late in the afternoon. We made a quick stop at the visitor center to call Janice's brother to let him know where we were. He informed us that we were only about another four or five hours away. A few hours further down the road we discovered an interesting phenomena regarding the signage in Canada. I do not know if it is true, but it seemed that the signs that indicate the distance to the next town are measured as-the-crow-flies. As we drove along we would see one sign that would say 10 kilometers to the next town. Then after driving for a LONG time we would see another sign that would say 11 kilometers to the same town! Hmmm! Another interesting phenomena was that the further north we traveled, the less accurate my map became. Where a ten hour drive moved us several inches across my map, now the same amount of time barely moved our position on the map at all! This of course has to do with the map being a flat projection of a sphere, yadda...yadda...yadda (wife is beating engineer husband over head at this point!).

To be continued...

CHANGES TO BY-LAWS

At the last membership meeting we discussed some changes to the by-laws to bring them up to date and to better reflect the way our region is actually set up.

One of the changes is the name of the region. In most correspondence we are referred to as Cal-

Inland region. Our official title as per our charter is California-Inland region. For abbreviation, PCA-CAI or Cal-Inland will be used.

We also now have an official badge or seal. You have seen it in the past on the back page of the newsletter as our region logo. It is now our official badge.

There are three positions we are going to delete in name only. They are; Executive Vice-President, Activities Chairman and Publication Chairman.

We do not have an Executive Vice-President and the Vice-President is the Activities Chairman. We do have a newsletter editor but he does not hold a position of Publication Chairman.

One other change is the definition of quorum. To constitute a quorum we need three (3) members of the executive board.

There are some other changes as well, but I won't go into them here. If you are interested, please come to the next membership meeting as all the proposed changes will be discussed and voted on at that time.

JUNE MEMBERSHIP MEETING

The June meeting will be held at the Texas Cattle Company restaurant in Ridgecrest, Ca. The time will be 7:00 p.m. The restaurant is on China Lake Blvd. just south of Inyokern Blvd.

Take highway 14 to the Ridgecrest turn-off and turn right towards Ridgecrest. (Highway 178). This is a short distance north of the Lake Isabella turn-off. Stay on 178 (It will turn into Inyokern Blvd.) for about 12 to 14 miles. China Lake Blvd. is the last traffic light before the main gate at the Navy base. (You will be able to see the gate). Turn right onto China Lake Blvd. and go about 400 yards to the restaurant. It is on the right side of the road.

For more information, please call Mike at (805)273-2690.



Cheeseburgers, chips and Turbo Porsches

A California-Inland barbecue and "Tribute to LeMans" night enduro. On Saturday, May 31st. Cal-Inland will meet at Willow Springs Raceway for a barbecue and to watch the P.O.C./P.C.A. night enduro.

There will be some very fast Porsches racing in the night for about four hours. With the turbochargers belching flames and the brake rotors glowing orange, it will be a sight to see and hear!!

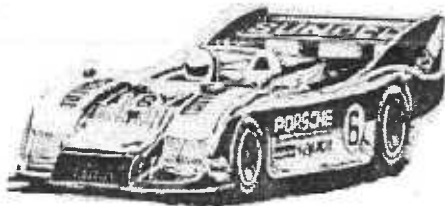
The racing will be intense!

The cars are real race cars!

Plenty of action!



Bring stuff to eat and drink along with stuff to eat and drink it on and with!!



We are going to meet at about 7:00 p.m. at the Budweiser Balcony at the top of the hill at turn four. We will have a canopy and a couple of barbecues available. If you are going to eat, bring your own food, fixin's and utensils along with lawn chairs or whatever it is you may want to sit on. There are bleachers at turn four. There is also a possibility that it may cool off enough to need a jacket, so please be prepared. There is an admission charge of \$10.00 (???) to get into the track. Please call David Witteried at (619)373-1413 or Mike Forest at (805)273-2690 for more information.

SATURDAY, MAY 31, 1997. 7:00 P.M.

WILLOW SPRINGS RACEWAY, ROSAMOND, CA.

CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA, ZONE 8

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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

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