

WINDING ROADS

VOLUME 12
ISSUE 7

JULY 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

JULY

8 CAL-INLAND MEMBERSHIP MEETING!

The July membership meeting will be held in Rosamond at Zuma's Restaurant on Sierra Hwy. just south of Rosamond Blvd. The time is 6:00 p.m.

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, Gary Finlan, (619) 486-6300

SEPTEMBER

- 5-7 Club Race, Las Vegas Motor Speedway, Spon. by Intermountain Region Ed Mineau, (801)278-9681
- 12-14 Club Race, Willow Springs Sponsored by Los Angeles region David Altemus, (310)478-7727
- 20 Z8 Autocross, San Gabriel Valley
- 21 Z8 Concour, Santa Barbara (T)
- 26-27 PCNA Reno Tour Kirk Shimazu, (310)306-9127

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

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

911 or 912 Front Suspension: Includes both struts with top mounts, both "A" arms, torsion bars, tie rod ends, steering rack, spindles, rotors, and one sway bar bracket and down link. **FREE!!** Come and get it. Mike Forest: (805)273-2690

'73 914 Body Shell: Has rust on left longitudinal, left door sill, left sail panel, battery tray, vertical panel forward and below battery tray and lower, rear corner of right, front fender. (Rest of fender is in good shape). Front trunk floor is gone. Left front fender, headlight buckets, nose panel, both rear quarter panels, rear trunk floor and tail light panel, floor pan, fire wall and cowl are good. Good for repairing a rusted or wrecked car. **FREE!!** Get it out of here. Mike Forest: (805)273-2690

CONTENTS

PAGE

- 2. Zone 8 reporter, For sale
- 3. President's message
- 4. Vice-President's message, Story: Why I drive a Porsche
- 5. Story continued,
- 6. Event photo quiz
- 7. Amendment changes
- BP Regional and Zone 8 Officers

WINDING ROADS

BUMPER SMILES

DAVID WITTERIED, PRESIDENT,
CAL-INLAND REGION.



It is hard to believe that it is already June! The Tribute to Le-Mans race at Willow Springs was a lot of fun. After four hours of racing, 160 some odd laps, hamburgers and steaks and other food, the leading cars were only about six seconds apart. It was a battle between a 914/6 and a 911. the 914 was a little quicker through the corners, while the 911 was faster on the long straights.

We had our last membership meeting in Ridgecrest on the 10th. I thought it was time to make the trip up to the north end of our region since we now have three members there and I wanted to meet them. Six members from the Antelope Valley area made the trip to as well as a prospective member who rode up with Don Thompson in his Turbo.

One of our long-time members, Thomas Kuby, made the arrangements for the club to meet at the Texas Cattle Company on the north end of town. Tom also contacted the other Ridgecrest members and placed a couple of ads in the local newspapers inviting anybody who might be interested in joining the club to attend the meeting. As bait for the hook, he mentioned that Don's 993 Twin Turbo would be available for viewing.

Well, were we in for a big surprise! Not only were all three of our active Ridgecrest members in attendance, there were also four prospective members as well. We spent some time showing off our Porsches to each other before dinner, then lots of stories and answering questions after dinner. We all had such a great time that the meeting did not break up until 10 o'clock.

I am really glad that we made the trip to Ridgecrest. I got to meet three members I had never met before, and the Executive Board was really pumped up after the meeting. As a result,

the club is planning to have an autumn tour that will start from the Ridgecrest area and end up near Tehachapi. We will also plan to have more meetings in the Ridgecrest area in the future.

I would have never thought there were so many Porsche enthusiasts up there. In fact, as Janice and I were leaving the restaurant after the meeting, another person walked up and asked about all of the Porsches that were in front of the restaurant. It turns out he has two relatives that he thought might like to join the club. Let's see.....that makes six prospective members. Thanks Tom! It was a great evening.

E-MAIL

Recently, I have begun to receive E-mail regarding Zone 8 events and other news. I have been forwarding these to members who have given me their E-mail address. If you have E-mail access, drop me a line and I will add you to my distribution list. This is a great way for the club to communicate since the cost is so low compared to the post office.

CLUB CHARTER CHANGES

You will find a copy of the proposed changes to our club charter in this newsletter along with a ballot that you should mail back. If you would like a complete copy of the charter or have questions about any of the changes, let me know and I will get back to you. We will count the ballots at the board meeting in August.

NEW MEMBERS

I would like to welcome our newest members; R.E. Roberts and his wife Marilyn of Ridgecrest to the club. I was very glad you were both able to make the June meeting. R.E. and Marilyn have a bright red 914 which R.E. is restoring.

See you on the road!

911 Targa

WINDING ROADS

FROM THE VICE-PRESIDENT'S DESK

JANICE WITTERIED, CAL-INLAND REGION



I recently went to Santa Barbara to take Lillian, a friend of mine, to see a doctor. While I was there, I discovered where all the 914s in California are. In Santa Barbara! I have never seen so many 914s in one place. Within the 10 minute drive from our hotel to the doctor's office I saw about 10 to 15 of them. There was even a bright red one parked at our hotel. (But it was not in running condition.)

The funny part of my story is that Lillian thought a "Porsche" was only a 914! She knew that David and I own a Porsche but she has never seen it. She was telling me about a friend of hers who had a Porsche that she had ridden in back in the '70s. Lillian was trying to describe the car to me. The thing that stood out in her mind the most was how low the car was to the ground. I asked her to describe it to me. She said it was a cute little car, that the top came off and it was bright red. So, being a 911 Targa owner, I thought to myself that it must have been a 911. After all, our Targa is low to the ground.

While driving around the area I saw a couple of 911s driving on the freeway and pointed them out to Lillian. She responded that those were not the kind of car she drove. Next I saw a 944; she gave me a funny look and another "no". Then she saw a 914 flying by and said "Now that's a Porsche. That was the one I drove. That is the car I like".

I guess this goes to show that there are people who associate the Porsche name to just the 914.

Go figure.....!

WHY I DRIVE A PORSCHE. IN TWO WORDS!

FOLLOWED BY A SHORT STORY. MIKE FOREST

ENGLISH CARS!

They are the reason I drive a Porsche.

Way back in my high school days, I was looking for a sports car to provide transportation and a little fun. I thought the "Bug-Eye" Sprites were interesting, so I had to have one. Mind you, I didn't know anything about them, but they looked like fun. I found what appeared to be a nice one down in the San Fernando Valley. My mom drove me down to view the potential new family member, and, after finding the address, I arranged for a test drive. It wasn't fast (which, no doubt, made my mom happy) but it was fun to drive and it sounded neat. After paying for the little red roadster, we hopped on the freeway and headed home. The little beast couldn't wait to introduce me to the pleasures of owning an English sports car. About a mile down the freeway it shut off. Dead as could be! After pulling on the starter cable a few times without the desired result, I turned the key off and then back on. It started on the first pull. Hmm! About three miles further, it did it again. Turn off key, turn on key, vroom, it started right up. Trying to find a cause or pattern I noticed that whenever it hit a big enough bump, it would shut off. I had put the key on my existing key chain which already contained about eight keys. I wondered if maybe the weight of the key chain had anything to do with it so I removed the ignition key and stuck it back in the switch. The car started right up and gave no more trouble the rest of the way home. First lesson; ignition switch doesn't like much weight hanging off of it.

The next few weeks were a lot of fun and I discovered that the car was very responsive and capable of about 42 miles per gallon. It rode like a tank but cornered nicely on it's skinny Michelin X tires. It didn't seem to like going up hills very much.

WINDING ROADS

WHY I DRIVE A PORSCHE, CONTINUED...

I had owned the car about a month and all seemed to be well. Hah! On a return trip from a friend's house in Agua Dulce, there arose a strange sound from the engine compartment. It sounded like the fan scraping on the radiator. As I looked at the gauges, I noticed the temperature starting to climb and the oil pressure was going away. Should I pull over and turn it off? Ka-bang! Too late now. The car veered left and there was oil everywhere. I overcorrected and shot off the right side of the freeway onto the shoulder just about hitting the chain link fence before coming to a stop. I heard a noise and looked in the rear-view mirror in time to see a white, early Jaguar E-type sliding to a stop in the dirt behind me. I noticed the Jaguar was covered with little dots of black oil. The driver had a very nasty look on his face and was just about to exit his car when he saw me get out and noticed I was about twice his size. He said something nasty, got back on the freeway and sped away.

Upon close inspection I found a very flat left front tire and a large hole in the left side of the engine block. I surmised that it must have tossed a connecting rod and the ensuing shrapnel from the block punctured the tire. Another engine was found in Mojave, and, after my first engine rebuild ever, I was back on the road. For a while.

On a trip to Pearblossom, just about a mile out of Littlerock, the little darling started to slow down. The tach still showed appropriate rpm for sustained speed but we were definitely slowing down. I pulled to the side of the road and after finding nothing obvious, hoofed it back into town and called for help.

During the first fix, I discovered it was easier to pull the engine and transmission as a unit. This time, as I separated the two units on the garage floor, the flywheel fell out of the bellhousing. Wrong! All four bolts had sheared off. This required a new crankshaft, flywheel and clutch.

The first electrical problem came about one evening as I turned on the headlights. A shower of sparks erupted from below the dashboard and things went down hill from there. I didn't think to disconnect the battery and probably had no tools anyway. Meanwhile, every inch of wire in the car melted. A major rewiring was accomplished along with some gauge replacement and once again I was back on the road.

Probably the most mysterious failure was that of the windshield. I was eastbound on Ave. S just east of Sierra Hwy. The road was clear, there was no wind and the temperature was perfect for a convertible. Out of the blue, the windshield cracked. It started at the top, left corner and went straight to the bottom center. Never did figure that one out.

I was into rallying at that time and a favorite Friday or Saturday night activity was to go to the San Fernando Valley and join a car club rally. These usually wound their way through the Hollywood hills and ended up at a pizza parlor somewhere. This particular night the car was a little down on power, as, in order to make it up one hill, I had to go as far as it would go and then back into the nearest driveway. The driveways were fairly level and I could get a short run to make it further up the hill. The car was good for about three driveways each time. After reaching the top and beginning the descent down Sunset Plaza Dr. onto Sunset Blvd. I began to downshift for the stop light at the intersection. Releasing the clutch after the fourth to third shift resulted in no change in rpm or speed. We were going slow so I didn't thing too much of it. The third to second shift produced the same results and I knew we were in trouble when I was able to downshift into first (non-synchro) without any noise or change in rpm. After getting towed home, the next day's tear down and inspection revealed a broken rear axle. It was the first of three.

TO BE CONTINUED.....

WINDING ROADS

EVENT PHOTO QUIZ

The following photos were taken during Cal-Inland region events that took place within the last four years. Can you identify them? What I'm looking for is the year, the event name and where the photos were taken.

To find out the correct answers, please come to the next meeting in Ridgecrest. Meeting info is printed elsewhere in this issue.




#1



#2

Recommended Amendments to the By-laws of PCA-CAI

10 June 1997

Section	Was	Change	Reason
Title	CAL-INLAND	Change name to CALIFORNIA INLAND.	This is the name on our charter.
Article I <i>Name</i>	The name of the Club shall be the Porsche Club of America, Cal-Inland Region.	Change Cal-Inland to California Inland. Add sentence: The Club's name may be abbreviated as, PCA-CAI or Cal-Inland.	Bring our name into agreement with our charter and common usage.
Article III Section 3 <i>Badge</i>		 Badge:	It is what we have been using for some time now on our newsletter.
Article V Section 1 <i>Elected Officers</i>	The elected officers of the Club shall be a President, Executive Vice-president, Vice-president, Secretary, and Treasurer. Their term of office shall be one year. No officer shall hold a specific office for more than two consecutive terms.	Delete Executive Vice-president	We have not used this position for many years, if ever. Also, Executive Vice-president is not a required position for PCA regions.
Article VI Section 1 <i>Executive Board</i>	... All decisions of the Executive Board shall be by a majority vote, with five (5) members of the Board voting. ...	Delete Executive Vice-president. Delete reference to Chairman of Board of Activities from Vice-president position. Delete Activities Chairman Delete Publication Chairman 2nd sentence of paragraph: ...with five (5) members of the Board voting. Change to: ...with a quorum being three (3) members of the Executive Board voting.	The club has had only four officers who have taken care of the Activities and Publication chairmanships due to the small size of our club. Also, since the Activities Chairman and Publication Chairman are not elected it is inappropriate that they be members of the Executive Board. Changing the quorum size from 5 to 3 reflects the reduction in size of the Executive Board.
Article VII Section 2	Section 2 — Duties of Executive Vice-president a. To preside at meetings in the absence of the President or when ordered to do so by him, b. To assist the President and/or the Executive Board in any manner that he or they direct.	Move: PPG (a) and (b) to the Vice-president (Section 3). Delete: Section 2. (Re-number following sections).	See above. The Vice-president has historically performed these tasks.
Section 3 <i>Vice-president</i>	Section 3 — Vice President – See Activities Committee.	Delete: Reference to Activities Committee in the Vice-president's position. Correct: spelling of Vice-president Add: (a) and (b) from Executive VP (see above) Add: (c) Shall chair the Activities Committee.	Incorporates duties of Executive VP and cleans up wording.
Section 6 PPG (b) <i>Vacancies</i>	In the event the office of President is vacated, the Executive Vice-president will assume the duties and responsibilities of President for the remainder of his term of office.	Delete: 3rd sentence, delete "Executive" from "Executive Vice-president".	See above.
Article VIII Section 1 <i>Standing Committees</i>	There shall be no less than two (2) standing committees which report directly to the Executive Board.	Change: "There shall be no less than two (2)..." TO: "There shall be no less than two three (3)..."	This must have been a typo, since there were three committees listed.
Section 4 PPG (b) <i>Publicity Committee</i>	Types of publicity coverage to be determined by the Executive Board.	Change: "determined" to "approved"	The board will approve the advertising. The committee will determine what it is.
Article XI Section 5 <i>Assessments</i>	No Zone 8 assessment can exceed the ratio of the Cal-Inland Region membership, ...	Change: "Cal-Inland" to "California Inland"	See above.

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

RICH PARE
3460 GRANITE CT.
ROSAMOND, CA.
93560
(805)256-3486

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

Zone 8 Staff

Z8 Representative

Ernie Paschoal
(619)420-9540 Phone & Fax

Concour Chairman

Kirk Shimazu
(310)306-9127
e-mail KShimazu@aol.com

Rally Chairman

Joe Boucher
(805)964-2113
e-mail JoeRally@aol.com

Time Trial Chairman

John & Nita Burrows
(702)878-4629
e-mail JBurr 89174@aol.com

Autocross Chairman

Bev Frohm
(714)997-3341
e-mail Beverly 514@aol.com

bus. fax (714)641-4419

Chief Driving Instructor

Paul Young
(619)449-1768
e-mail pauly@sdd.hp.com

Rules Committee Chairman

Al Schlegel
(619)755-8838
e-mail 70264.1061@compuserve.com

Zone Parade Planner

Bob Rassa
16327 Germain St.
Granada Hills, Ca. 91344
(818)368-0222 home
(818)368-0092 home fax
(310)334-4922 work
(310)334-2578 work fax
e-mail rcrassa@ccgate.hac.com

