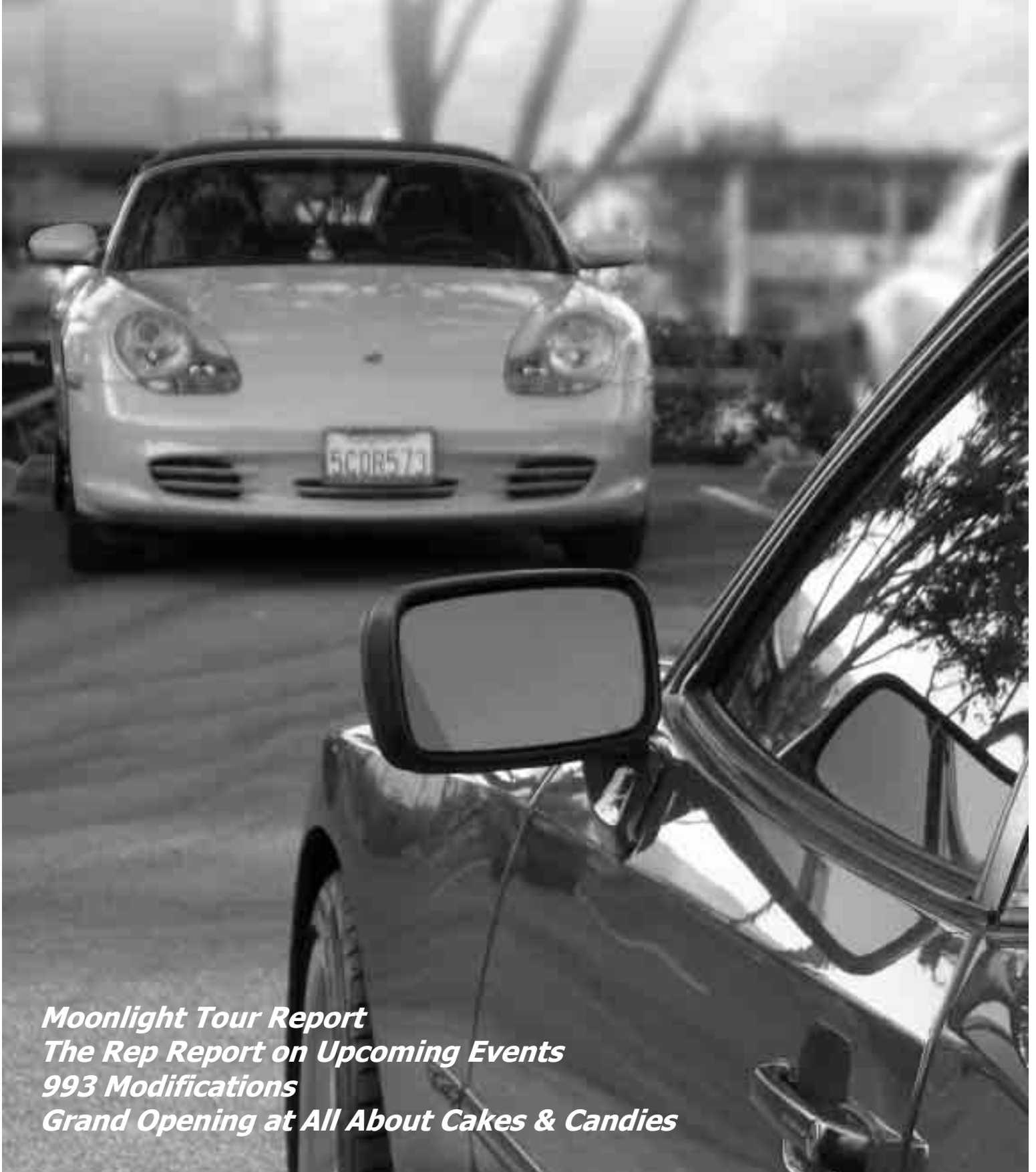




Winding Roads

Porsche Club of America California Inland Region

October 2004



Moonlight Tour Report
The Rep Report on Upcoming Events
993 Modifications
Grand Opening at All About Cakes & Candies



Winding Roads

Volume XIX No. 9

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PORSCHE

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Front: 944S vs. Boxster. Photo by David Witteried.

Back: Hanging with the big boys and their toys. Photo by David Witteried.

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California Inland Region




Event Calendar — <http://www.pca.org/cai>

See event flyer in this issue 


October

- 2 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
- 16 Claim Jumper Tour! POC – David Witteried
760.979.1413.

Zone 8

- 2 Concours, California Challenge
- 2 Rally, California Challenge
- 3 Autocross, California Challenge
- 4 Autocross, Grand Prix Region
- 10 Autocross, Santa Barbara Region
- 29 Warm up Party – Phoenix Flight – AZR  page 5
- 30 Concours, Arizona Region  page 5
- 31 Autocross, Arizona Region  page 5

November

- 6 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
 - 6 Little Design Tour after breakfast meeting
- ### Zone 8
- 7 Urban Challenge Zone 8 Rally  page 6
 - 13-14 Time Trial, San Diego Region

20 Presidents Meeting

December

- 4 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
 - 11 CAI Holiday Party
- ### Zone 8
- 11-12 Time Trial, San Diego Region

Club Officer Elections Are Coming!

If you are interested in volunteering to become more active in the club, please contact David Witteried at 760.373.1413 or witteried@ccis.com.

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Air & Water

By Rich Paré— President
Photos by John Crnkovich and David Witteried



Happy Halloween everyone. I can't believe it's here already. But along with October, comes several events. Of course the primary is the California

Challenge in Bakersfield hosted by our neighbors to the West, Golden Empire Region. We are officially larger than GER now, but this small region continues to host an incredibly fantastic weekend of Concours, Rally, a dinner



Rich and Mary Ann Paré receiving the People's Choice Award for the Display Class at the concours from Tony Garcia, President of GER.

with silent auction, and Autocross. And the big winner is the charity that receives the proceeds of the event. Congratulations in advance to GER for all the hard work and great results.

Our August event was the annual Moonlight Tour to Tehachapi for dinner and open top touring afterwards.

David Witteried was officially presented his trophy for 1st Place in class the PCA newsletter contest. Dinner conversation was spirited, dinner itself was the usual excellent variety of the Apple Shed, and a cake from All About Cakes and Candies in Rosamond was enjoyed by all. After it's consumption, all present were told it was sugar free! The after dinner tour was led by Guy Williams to his newly built home in Bear Valley Springs. His bride Jennifer was away on business, Guy had the boys to worry about, and it was convenient to go there so they could be put to bed if they got sleepy. Beautiful home Guy, thank you for inviting us.

The other event to talk about was the Tehachapi Mountain Festival Car Show. Mary Ann and I joined up with a few folks from The Rosamond RodRunners and trekked up the back way to Tehachapi and parked together. A gentleman came and commented that he had a red 944 also but didn't think it would be welcome with all the American Iron. He was convinced to go get it and after arriving back, he sat with our group and ended up joining PCA and Cal-Inland Region that night. Welcome aboard Jim and Gail Gude and your beautiful 1988 944S. When it was time for the awards to be given out, Pete Katuzonek, President of the Rosamond Rod-

Runners, won Best Camaro. Some of you have seen this incredible car. It is awesome. Ole Yellar, my 73 914 won Best Import and Best of Show went Pete's beautiful Camaro. Pretty good day for Rosamond!



David Witteried receives National Newsletter Award from Rich Paré.

Well, here we are at the end of another column. Until next month, stay healthy, happy, and keep the shiny side up. 🚗

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Claim Jumper Restaurant
October 16, 2004

Mark your calendar now for the annual California Inland Region trip to Santa Clarita for lunch at the Claim Jumper Restaurant. More info on page 3.

From the Editor's Bench

By David Witteried — Winding Roads Editor
Photos by David Witteried



This month's issue of the Winding Roads newsletter is running a little bit late! My wife and I are in the process of installing new flooring in our

house since mid-August. Needless to say this has left very little time or energy for working on the newsletter. As I write this we are preparing for the annual weekend triple play hosted by the Golden Empire Region in Bakersfield for one of their local charities. I have been talking up some of the events with members who have attended recent breakfast meetings and hope to see some of you at the various venues. The weekend includes a concours, rally, and autocross. We have typically entered all three events and have enjoyed ourselves every year. I will write more about this next month.

A small correction on last month's newsletter... The prospective member pictured on page 5 was Dave Alpert who is a member, my mistake, sorry Dave!

The Moonlight Tour was quite a success with an exceptionally good



Members congregate in the parking lot after arriving at the Apple Shed restaurant in Tehachapi.

turnout by our membership! Our vice president has provided an event report

for your reading pleasure. I was surprised when a large cake was unloaded from John Crnkovich's truck to celebrate the first-place newsletter award that our region won at the Parade this year. I really appreciated all of the nice things that were said about the newsletter by Rich Paré and the members who were at the dinner. It is your appreciation that makes the hard work of putting together the newsletter worthwhile!

Speaking of the newsletter, in this month's issue we have a new advertiser, Mellor Printing Company. Candace McCarthy, CEO and Graphics Designer, has been very helpful in helping make our newsletter the high-quality



20 members attended the lunch at the Claimjumper Restaurant in 2003.

product that you hold in your hand. Mellor Printing can also print magnetic signs (i.e. racing numbers) as well as embroidered clothing like shirts and hats. In fact they can print on almost anything! Another advertiser is Stacey Biresch who is an independent consultant with Tastefully Simple, a provider of easy to prepare gourmet food. Please patronize our advertisers and let them know where you saw their name so they know that their advertising dollars are well spent.

This month's tour will be to the Claim Jumper Restaurant in Santa Clarita. This is a real "drivers" tour as it will be taking some of the windier roads between Palmdale and our destination. FUN-FUN-FUN! Be there!

See you on the road! 🚗

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Owner

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Claim Jumper Lunch Tour

Feel like a fun drive up to Santa Clarita for a Saturday afternoon lunch? We will meet at Bakers Square at 11 o'clock to follow the twisties through Lake Elizabeth up to Valencia where we will enjoy a sumptuous (i.e. lots of good food) meal at the Claim Jumper Restaurant located on the Old Road off of Lyons Avenue. We plan to be at the restaurant at 1-1:30 PM. For all of our members who live in the Valencia/Santa Clarita area make it a point to join us! POC is David Witteried, 760.373.1413.

Moonlight Tour

By John Crnkovich — Vice President
Photos by David Witteried and John Crnkovich



Rich Paré in his yellow 914 leads the tour group towards Tehachapi.

Hi everyone! The weather was perfect for this years Moonlight Tour. It was a little warm in Rosamond, but as we made our way to Tehachapi the temperature became a bit milder. A group of our members met at the McDonalds in Rosamond at 5:30 PM. We all took a look at Greg Reed's 944 and discussed how one could align one's hood on the car.



Mark Charus, Neil Masco, Rich Paré, and Greg Reed admiring some of Greg's restoration work on his 944 Turbo.

Rich Paré asked me if I could transport our Cal-Inland cake up to Tehachapi since I had more room in my wannabe Cayenne. All the members drove their car up the back way taking Willow Springs-Tehachapi Road. I took the smoother route along Route 14 and 58 so the cake would get compressed by the g-forces on the windier back route.

When I arrived at the Apple Shed Restaurant a total of 17 members and 3 children had shown up for our event. A very good turnout! We spent only a few minutes looking at all the cars be-

fore our host invited us to be seated inside the restaurant. Our table took up half of the Apple Shed. Everyone seemed to enjoy the discussions as we waited for our food to be served. Dinner was excellent. My stepson Nathan said "These are the best ribs I've ever eaten. The cook must be a genius!"

After dinner Rich Paré made a for-

mal presentation to David Witteried of a plaque received from the PCA for David's excellent work in publishing our Winding Roads Newsletter. We won First Place recognition in Class 1 regions and an overall 14th Place among all regions. Congratulations David. After the presentations we all had some Cal-Inland PCA cake.

Guy Williams invited everyone to take a moonlight drive up to his house in Bear Valley Springs. It was a beautiful night for a drive, the weather nice and cool. I want to thank Guy for his hospitality. He has a beautiful home up in the mountains. The view overlooking the San Joaquin Valley was spectacular. Everyone who made the trip up to his house

enjoyed great conversation and a warm cup of coffee. Again I want to thank Guy for his hospitality.

I don't remember what time I arrived at home, I'm sure it was quite late. I think everyone had a great time and hope to see more of our membership next year. 🍴



Members socialize in the parking lot after arriving at the restaurant in Tehachapi.



Everybody takes is a seat for dinner.



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Membership Report

By Greg Reed — Membership



Hello Cal Inland Region members. Now we're talking! I'm excited to say that we had almost a 10% growth for this month! We had four new members, one

late renewal returned back to active status, one transfer in, and one transfer out. That puts us at 57 members. Let's welcome our newest members: James & Gail Gude from Tehachapi who drive a red 1988 944S, Richard and Darlene Norwood from Lancaster who drive a red 1973 911 Carrera, Luis and Amy Sanchez from Chatsworth who drive a red 911 SC, and Jeffery and Cheri Peltola from Stevenson Ranch who drive a grey 1990 911C2. WELCOME! Make sure you bring your Porsche to the next breakfast meeting to get a photo opportunity with fellow club members.

We also have many anniversaries this month: Mike Forest at 18 years, Kurt Erickson at 10 years, Jose & Maggie Garcia at 10 years, Robyn & I at 2 years, John and Maribelle Mosser at 1 year. CONGRATULATIONS! It's easy to gain membership, just have the next Porsche driver you meet check out our website and register online at <http://www.pca.org/cai>. See you at our next gathering. 📍

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to benefit The West Valley Child Crisis Center

OCTOBER 29-31, 2004
Carefree, Arizona

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www.phoenixflight.org

Friday, October 29, 2004

- NO-HOST COCKTAIL PARTY AND WELCOME RECEPTION • 6:00pm to 8:00pm
- Carefree Resort & Villas • 37220 Male Train Road, Carefree • 480.488.5300

Saturday, October 30, 2004

- CAR SHOW AND ZONE 8 CONCOURS D'ELEGANCE • 10:00am to 2:30pm
- Carefree Town Center
- WVCCC CHILDREN'S CAR RALLYE & CHILDREN'S RECEPTION • 3:00pm to 5:00pm
- Carefree Town Center
- AWARDS BANQUET AND CHARITY BENEFIT • 6:00pm to 10:00pm
- Carefree Resort & Villas • Western Dress or Halloween Costumes

Sunday, October 31, 2004

- ZONE 8 AUTOCROSS • 7:00am to 3:00pm
- Location to be determined

The Rep Report

By Beverly Giffin-Frohm

Hi everyone! It is hard to believe that Summer is almost over already. It just seems like a couple weeks ago we were excited about going to the Parade in Fort Worth.

September and October are busy months for us in Zone 8. September 12th is Santa Barbara Regions Concours which will be at the German Auto fest. If you have not had a chance to visit the German Auto fest, you should check out at least once. Now you have a great reason, the SBR Concours. I will be up there that weekend and hope to see you there.

The following weekend Orange Coast Region is holding a Zone 8 Auto-

cross at Irwindale Raceway. This has proved to be a very popular venue.

On September 25th San Gabriel Valley Region is holding their annual Eureka TSD Rally and on Sunday the 26th San Diego is holding their Concours at the San Diego Auto museum.

If that is not enough to fill your calendar look at October's events. The first weekend in October is Golden Empire Regions California Challenge which will be at the Rio Bravo Resort. This event originally started as a challenge between Zone 8 and Zone 7 - today it is more like a Zone 8 week-end event. GER hosts a Concours, Rally and Autocross all in the same weekend!

Then on Monday Grand Prix Region hosts the ever popular "Day away from work" Autocross at the Streets of

Willow. This event is always well attended and right on the way for those coming back from the Cal Challenge.

On October 10th Santa Barbara Region will host a Zone 8 Autocross Camarillo Airport. Santa Barbara has always put on a nice event and this is the last California autocross for the Zone 8 series.

The last weekend of October is the Arizona Regions Phoenix Flight event. This event will be held in Carefree Arizona. What a great name for a town and resort. This will be the last Zone 8 Concours and Autocross for the season so make sure you get your points for the Year End Awards.

In November we will have Orange Coast Regions Zone 8 Rally and San Diego's Time Trial. More about those

(Continued on page 8)

PCA / Orange Coast Region / Zone 8 Rally *Urban Challenge 2004*

Sunday, November 7, 2004

Registration: 8:00 AM. 1st Car OUT: 8:45 AM.

Where: Mall of Orange, parking lot adjacent to Krispy Kreme on the City Drive (State College extended) frontage; between I-5 and 22 Frwy. in Orange.

Cost: \$20 per car if pre-registered before October 20th. \$25 on the day of.

Entrants: PCA membership required (Driver and/or Navigator).
Porsches preferred; inferior cars permitted.

Routing: An Urban Challenge running kind of loopy-southward through Orange County. Estimated duration = 5 hours. Challenging for the experts, interesting for novices and thoughtful for all. Finish: central Irvine.

Classes: Standard PCA / Zone 8 Classes: **A, B, C, Novice** (class D) and **Touring** (class E) routes are included.

Wanted: NOVICES; no experience required! Good stuff to bring: **navigator (required)**, pencil(s), paper, clipboard and time of day watch or clock.

Lodging: Numerous hotel/motels are located in the immediate area of the Start. Contact Larry Moore for more specific information at tel: (949) 760-0789 or via email at beech60@earthlink.net.

Rules: Zone 8 Rally Rules available at www.pca.org/zone8

----- (detach here) -----

Save \$5 by pre-registering. Pre-registration must be **received** by 5 PM, October 20. Send this form, filled out with your check in the amount of \$20 (made out to PCA/OCR) to: OCR Rally, c/o L.B.Moore, 1933 Port Bishop Place, Newport Beach, CA 92660.

Driver _____ Navigator _____

Address _____ Address _____

City/St./ZIP _____ City/St./ZIP _____

Phone () _____ Phone () _____

Class (circle one): A B C Novice Touring

993 Modifications

A Technical Question Answered

Reprinted from *Upfixin der Porsche*, Volume 11

I'm going to put my 1995 993 down soon for installation of some track-related goodies: clubsport engine and transmission mounts, steel synchros and sliders and a short ring and pinion. The car is street licensed but is used exclusively for track events. I have installed a Cup suspension and done the other obvious things and I still have a few questions. My mechanic is trying to talk me into a lightened clutch and flywheel. Will this be drivable on the street? Will I need a new chip to handle the clutch deceleration problem? Will I have the idle problems that I keep hearing about?

Does anyone make a good cheater cam-ahem, let me rephrase that- good sport cam for the 993? I know that the factory once had a sport kit that included a mild street cam, mechanical rockers, and a few other bits at an absurd price. Given the fact that the car has to be emissions legal (although not the tougher California standard), what are my options?

An outfit called Crane Electronics makes a little purple box that allows you to reprogram your Motronics (no need for a chip) for the track-you simply dial in the parameters, advance the spark five degrees, pump in some 103 octane fuel and off you go. When the event is over, you switch back to your normal settings. Have you heard of this gizmo? Any chance that it works as advertised?

Any other thoughts for making more power while keep the car semi-streetable?

Bruce Anderson: I am confused by all the problems that people say they are having with the lightweight flywheel and clutch; the 964 RS used a light flywheel and clutch and seemed to work fine and last a long time. I have noticed that this is not an option on the 993 RS model, but I don't know why. For a track car it would seem to be essential to get rid of the dual mass boat anchor which weighs in at almost 30 pounds and replace it with a conventional flywheel that weighs half of that

or less. A heavy flywheel may be good for transmission rattles but it not a good thing for acceleration.

The original 1989 C4 had a conventional flywheel and they did not have this dying problem that we are seeing now when we install a light flywheel, so I don't really know what is causing the problem. I have heard all sorts of excuses from the timing marks being in the wrong place to the chip not being designed for the light flywheel, but I honestly don't know what the problem is. I have driven 964s (911 Carrera 2s) with light flywheels which did not have this problem.

Porsche does have a motor kit for the 993 that uses 102mm pistons and cylinders and converts the engine to a 3.8 liter. The kit changes to heads with larger valves, changes the cams, the rockers and the DME engine management box. This is an expensive conversion, but 300 hp (actually 299 PS) is claimed.

There is a 993 sport cam available but I have not talked to anyone who has had one that thought they really did anything. Jerry Woods has some cams that work great, but it is doubtful that they will pass the emissions test (Jerry Woods Enterprises, 491 McGlincey Lane #1, Campbell, CA 95008, 408/369-9607).

I think that the box you are talking about is what was once called the Interceptor. The Interceptor is a programmable engine control computer system that a company called EFI Systems designed based on the data chip decoding system they had designed for their dyno. What the Interceptor does is just what the name implies; it reads the signals coming out of the OEM computer, modifies the signals and sends them on to the engine. The Interceptor is a computer processor that measures what is coming out of the factory computer and outputs exactly the same picture plus or minus percentage changes. The percentages are based on rpm, load and so forth. The interceptor has a whole set of tables that overlay what the factory

computer is doing. The Ford Interceptor was the first one that EFI Systems designed because at the time they had done so much work with the Ford system with their performance chips that they felt they understood the Ford system and market best.

When EFI Systems finished their first Interceptor in 1989, Crane Cams heard about it and wanted it. So EFI Systems signed a licensing agreement with Crane. The Interceptor is transparent to the original computer and they map around the emission cycle so they can get a full California Emissions Executive Order and are emissions legal. They have passed all of the tests for the Mustang so that they were legal in all 50 states and the EPA and were offered for the entire Ford engine family. To pass these tests, they must be able to go to the extremes of their adjustability range and prove that they can be as clean as (within ten percent) the original factory program.

EFI built and tested a GM version over four years ago, but Crane Cams were concerned about marketability and never put it on the market under their name. EFI Systems has bought back the rights to manufacture and sell the Interceptor built to work with Bosch Motronic engine management systems and has continued to develop the concept. Because of their previous association with Crane, however, they have renamed the device and now call it Programmable Management System (PMS).

The PMS is a state-of-the-art engine control computer with a detachable data transfer terminal. The PMS reads the stock fuel injection and spark timing signals from the Bosch Motronic computer and changes them by an amount that you specify, allowing different fuel and timing adjustments to be made for idle, part throttle and wide-open throttle conditions. The PMS, in effect, makes aftermarket performance chips obsolete. Chips are made for the average car and the PMS allows you to adjust the fuel and timing for your specific car. Fuel adjustments are made in two percent steps and timing adjustments in one degree increments. Because of the large storage capacity of the PMS you can save three completely different performance programs. Each

(Continued on page 8)

Grand Opening at All About Cakes And Candies/Guido's Pizza

By Richard Paré
Photos by Rich Paré



Marvin Snodgrass's 996, Rich Paré's 914 and 944, Greg Reed's 944 Turbo, and Mark Charus' 964.

Oh we do love to show off our cars! On July 24th, a few members of the Rosamond RodRunners and the Cal-Inland Region got together at All About Cakes and Candies/Guido's Pizza and had an impromptu car show. There were 10 cars altogether, six from PCA and four from the RodRunners. One of ours was an air-cooled, rear engined six cylinder that Porsche collaborated on with GM to produce. It was a 65 Corvair Corsa convertible that was

really beautiful. The proud owner is one of our newest members, Herman Rijfkgogel. Herman also obviously owns the required Porsche to be a member. But it was out having it's engine refurbished.

Also present was Marvin Snodgrass with his exquisite black 996. Greg Reed presented his red 944 Turbo, Mark

Charus arrived with his white 964, and Rich and Mary Ann Paré brought their red 944 and very yellow 914.

There was a prize for people's choice, and it went to a non-Porsche. Pete Katuzonek, the President of the Rosamond RodRunners took home the trophy for his indescribably beautiful 1967 Camaro. It is painted Corvette 50th Anniversary red with ghost flames

all artfully done by Dave Little of Little Designs. Keep that in mind as a possible tour to his facility may be coming up before the year is out.

We all had a wonderful time with some free samples to eat, door prizes and a 50/50 drawing. The kids had a bounce house, water balloon throwing contest, and watermelon eating contest as well. 🍷



A new member, Herman Rijfkgogel's, six-cylinder air cooled rear engined Corvair.

993 Modifications (Continued from page 7)

of these three programs can be instantly activated even while driving.

Through the data transfer terminal you can monitor the Motronic's fuel and timing commands and sensor signals in real time, letting you know exactly what your engine is doing. You can leave the data transfer terminal connected all the time, or you may remove it after programming your PMS unit.

There are specialized functions which allow you to maximize the performance of a turbocharger, a supercharger, or nitrous oxide. The PMS can even control the boost on cars equipped with electronic boost control. As an option they also offer their InterACQ PC software which will allow you to do data logging and capture and log performance data. You can buy the PMS directly from EFI Systems or from Supercharging of Knoxville..

Porsche has done a really good job themselves with the new 993. Probably the best thing that you could do would be to sell your 1995 993 and buy one of the 1996 or 1997 993s with the Vario-

Ram induction system. The specific output of the current 993 engine exceeds the specific power output of the 1973 Carrera RS. I am not sure that there is anything that will be that easy to do to the 993 to gain power. I'm sure that some improvements can be made to the exhaust, but you need to approach this carefully. I don't think that there is anything on the market yet that really works. A lot more development work and testing needs to be done in this area.

Reprinted from Upfixin der Porsche, Volume 11, Porsche Panorama's 11-volume technical anthology can be purchased from the PCA Executive Office at 703/451-9000 or at www.pca.org. 🍷



From the Zone Rep (Continued from page 5) next month.

Speaking of Zone 8 Year End Awards - we will hold this years banquet at a beautiful resort in San Marcos located in San Diego County. Rooms will be \$89 - \$139 per night, depending on if you choose a regular or deluxe room. The resort has a regular and executive golf course - the green fees for us are very reasonable. In addition it sits on a lake with boats that can be rented for a relaxing cruise with nature. I will be sending out more information later on this.

I am looking for a location to have the November Presidents meeting. I am trying to find a location that will be fairly central for everyone. We need a location that can serve lunch and handle approximately 30 people in a meeting room. If you know of one please let me know so we can get the word out to the Presidents.

Congratulations again to all who were presented awards at the Parade. It was a fabulous feeling to see Zone 8 members being recognized for their enthusiasm and talent. 🍷

Zone 8 Staff

<http://www.pca.org/zone8>

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Michael Dolphin
carrera3@msn.com
626.798.2312

Chief Driving Instructor

Vince Knauf
vvvince@aol.com
619.287.4334

Rules Committee

Richard Price
rtp356@thecarriagehouse.net
949.218.3700

Help wanted! The Winding Roads staff requires help selling advertising to local merchants! If you're interested in this position please contact David Witteried, Winding Roads Editor, 661.760.1413 or witteried@ccis.com.



Commercial Ads

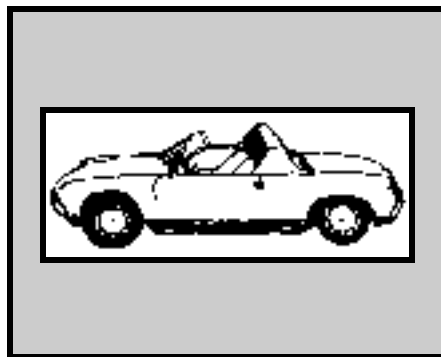
Full-page \$75.00/month
1/2 page \$35.00/month
1/4 page \$15.00/month
Business card \$5.00/month

Ad includes a banner ad & link from our web site at www.pca.org/cai.

Deadline for submitting new ads or for making changes to existing ads is the first of the month preceding the month of publication.

We reserve the right to refuse to print any ad deemed inappropriate.

Send ads to:
David Witteried
9900 Susan Avenue
California City, CA 93505
dwitteried@Hotmail.com



Classified Ads

No charge to PCA members.

Ads will be left for a reasonable amount of time. However, please let us know when the item has been sold.

Non-member ads:
\$25.00 for each 25 words (per issue).
No extra charge to include photo.

Ads are automatically included on our region web site.

We reserve the right to edit or refuse to print any ad.

Send ads to (e-mail preferred):
David Witteried
9900 Susan Avenue
California City, CA 93505
witteried@Hotmail.com



For Sale...

Set of tie rod ends for sale \$30 from a 1986 911 Carrera. Ken Sarver 661.258.0147.

911 Lemke Turbotronics oil cooler, thermostat and hoses with installation instructions, \$400. David Witteried, 760.373.1413.

Four 15" 944 Phone Dial wheels \$200. Greg Reed 661.256.6144.

1983 944 Highlights: ~190K miles (with new speedo fixed unknown years ago), 5-Sp, working A/C, passes smog (new cat), PW, removable sunroof, needs new paint. Records from last 10 years. \$2000. Greg Reed 661.256.6144.



PORSCHE

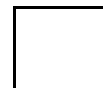


Who are you? ...
Get a California Inland Region name tag for \$10. To order, contact David Witteried at 760.373.1413 or witteried@ccis.com.



WINDING ROADS

California Inland Region
David Witteried/Editor
9900 Susan Avenue
California City, CA 93505



Our Next Event...

October 16th Claim Jumper Tour...

Feel like a fun drive up to Santa Clarita for a Saturday afternoon lunch? We will meet at Bakers Square at 11 o'clock and arrive at the Claim Jumper Resteraunt at about 1-1:30.

See event info on page 3!

