



Winding Roads

Porsche Club of America California Inland Region

December 2004



Claim Jumper Tour Report
Holiday Thoughts
Tech—How Not to Tow
Transport to Hershey PCA Parade



Winding Roads

Volume XIX No. 12

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Front: Herman Rijfkogel's 1987 Carrera Cabriolet. Photo by David Witteried


Back: Between runs. Photo by David Witteried

California Inland Region

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

See event flyer in this issue 

December

- 4 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster
- 11 CAI Holiday Party  page 2

Zone 8

- 11-12 Time Trial, San Diego Region

January

- 8 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster

Zone 8

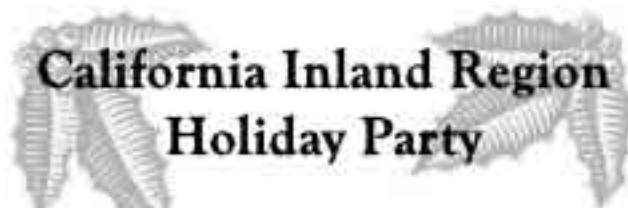
- 15 Zone 8 Awards Banquet & page 7
- 24-25 SDR—Time Trial D1 of 2
- 31 SGV—Literature, Toys & Memorabilia for Porsche

February

- 5 Breakfast Meeting, 9:30 @ Greenhouse Café, Lancaster

Zone 8

- 1 Dunkel Brothers Car show & Swap
- 14-15 AZR—Club Race
- 14-15 SDR—San Diego Time Trial



Come one, come all to our annual Holiday Party to be held on December 11th at 4 P.M. at the Greenhouse Café. Once again we have the banquet room so we'll have some elbow room to move about enjoy each other's company and conversation.

\$20.00 per person, and we will need your reservations and checks in later than December 1st.

You may RSVP by e-mail, but please mail checks made out to PCA-CAI us.

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Air & Water

By Rich Paré— President
Photos by David Witteried



Hi everyone, here it is December, we have stuffed ourselves with Thanksgiving turkey and are now counting down to the December holidays. And

then before we know it, it will be 2005! Where, oh where, is the time going? It has been said that life is like a roll of toilet paper; the closer it gets to the end, the faster it goes. I do wish it would slow down a little; I'm not ready for the end!

By the time you read this, our Holiday Party will be just days away. If you haven't made your reservation, please do so very soon. We will be honored with the presence of our Zone 8 Rep Bev Giffin-Frohm and also the publisher of *9 Magazine* this year. Brian Minson has graciously agreed to join us, as he checks *us* out for possible membership. He will be moving from New Mexico to the Southern end of our region in a few months. Lets show him how great we are with our enthusiasm and spirit. We are still collecting door prizes (as of this writing) and I am sure you will be pleased with what we have available. Our Grand Prize this year is a beauty!



Greg Reed in his guards red 944 Turbo.

Our incoming President, Greg Reed, will have the pleasure of hosting Cal-Inland's inaugural autocross, Desert Thunder! David and Janice Witteried have secured us a site, and (again, as of this writing) have only the negotiation of price to contend with.

Hopefully, many of you will enter and see just what our favorite marque can do in a competitive event. Even if you don't care to compete, Autocrossing is a fantastic venue to see just what your Porsche can and will do to prepare yourself better for responding to emergency situations on the street. I believe you will all be pleased with yourselves and your car when you give this activity a try.

Also coming up in 2005 is our trip to Death Valley. Keep an eye on upcoming issues of *Winding Roads* for exact dates and times. As we have asked in the past, if there is an activity, tour, competition event, or anything else you would like to do, contact a board member. We are always open to ideas and suggestions.

For the past two years I have been

writing this column. It is also my last column as President of **your** Cal-Inland Region. The experience of being your President, representing you in Zone and National initiatives, helping to plan and implement a wide variety of activities

has been a most enjoyable experience. I want thank each one of you for your support. I have thoroughly enjoyed my two terms of serving you, the membership. Without you, there wouldn't be a club. After nearly nine years of serving in one position or another

on the board, Mary Ann and I look forward to seeing the new faces of our leadership and wish them the very best.

Well, once again it is time to put this column to bed. Stay healthy, happy, and keep the shiny side up. 🚗



The 2002 Death Valley tour group from left to right: John and Kim Crnkovich with Kim's son Nathan, David Witteried, MaryAnn and Rich Paré, and Janice Witteried.

**California Inland Region
Holiday Party**

Come one, come all to our annual Holiday Party to be held on December 11th at 4 P.M. at the Greenhouse Café. Once again we have the banquet room so we'll have some elbow room to move about enjoy each other's company and conversation.

\$20.00 per person, and we will need your reservations and checks not later than December 1st.

You may RSVP by e-mail, but please mail checks made out to PCA-CAI to:

Rich and Mary Ann Paré (661) 256-3486
3460 Granite Ct.
Rosamond, CA 93560-6814

From the Editor's Bench

By David Witteried — Winding Roads Editor
Photos by David Witteried



The holiday season is upon us again! Of course, it also means that it is election time for the club officers. The ballots were counted at the No-

vember board meeting with Greg Reed being elected President, John Crnkovich remains in the position of Vice President, and Herman Rijfkgel was a write-in candidate for Treasurer. The still leaves the position of Secretary vacant. The club really needs a member to step forward to fill this position. It is not good for the health of the club for the same members to continually run the club. New officers, with new ideas and fresh enthusiasm will keep our activities interesting for everybody into the future.

The California Inland Region holiday party on December 11th is nearly upon us. If you haven't signed up yet contact Rich or Mary Ann Paré and make your reservation as soon as possible! Last year this event was a great success with wonderful food and fellowship. I know that Richard and Mary Ann have been working hard to procure door prizes all summer. Don't miss this signature event!



At the 2003 CAI Holiday Party: Mary Ann Paré, Elaine Friend, Robyn Reed, Ruth DeCoy, Gay Bessette

The Claim Jumper tour in October was a great success! More information is provided in the tour report in this issue of the newsletter. I would just like to say that it was great to see two of our members arrive with their children.

Everybody had a great time driving to Santa Clarita with the Claim Jumper staff providing outstanding service for our large group. If you missed it... well what can I say, you missed a great time!

In this issue of the Winding Roads is a humorous story by John Mosser about a misadventure with his Porsche. I would like to encourage all of our members to share their stories of their adventures with their favorite automobile.

Paul Turner our Events Chairman is working on the calendar for next year. We already have a few suggestions from some of our members for several events. If you have a favorite road or someplace in Southern California that you think would be fun to visit let Paul know and we will work it into the schedule. I know that I will be suggesting the Portuguese Pass tour again even though it, and the road we would have used, got washed out two years ago.

As some of you may know we were in serious negotiation with the Fox Field administrators to have an autocross at their airfield. Unfortunately, those negotiations did not bear fruit. In November I had a meeting with the event manager at the Antelope Valley Fairgrounds. The idea of having an autocross at the Fairgrounds was presented to the Board of Directors and approved. Hopefully we can negotiate a price that will allow California Inland Region to host its first Zone 8 autocross. We already have an agreement to borrow the necessary equipment from the Golden Empire Region to host the event. However, we will need volunteers to help run the event and make it successful. More news to come...

With the dissolution of the Germany Region in Europe our region has



picked up 19 new transfers from England, Germany, Norway, Belgium, and the Netherlands. Germany Region members were distributed to regions that have active web sites. While I do not expect these members to participate in our monthly events I would like to encourage them to participate in our

newsletter! I'm sure that their views, stories, and technical expertise would prove interesting and useful to our membership. Unfortunately, the monies that we receive from PCA to subsidize our news-



Autocross at the Camarillo airport hosted by the Santa Barbara Region..

letter will not cover the postage necessary to send them printed copies of the newsletter. For those overseas members who do not have an APO address, we have the online newsletter available from our web site, or for an additional \$XX we will mail you a hardcopy of the Winding Roads Newsletter monthly.

Oh yes, one final note. The Zone 8 Awards Banquet is scheduled for Saturday, January 15th at Quails Inn at the San Marcos Resort. Come early or stay Sunday to play golf, tennis or relax on the lake in a party boat. This is always a great event to meet many members from all over the Southwest. My wife and I have already made our reservations at the resort.

See you on the road! 🚗



From the Vice-President

By John Crnkovich — Vice President
Photos by John Crnkovich



I want to say hello to all of our new members. I'm sorry I didn't get an article in last month. I was out of state on vacation for several weeks. I can

tell you I didn't see one Porsche the entire time I was gone.



When I returned to Los Angeles I had the opportunity to go to the Rolex Grand American Race at the California Speedway. The Daytona Production cars were very impressive. A total of 16 Production cars in a field of 39 were entered. Brumos Porsche had two Porsche Fabcars entered. With so many new cars added to the field this year it appears Porsche and Brumos have fallen behind in the development of an overall winning race car. The Porsches qualified towards the back of the pack. Consider last year when the Porsches were the dominating car. It seems as though a lot of new entries have given a greater effort in the development of their engines and chassis.



I must give David Donahue and Darren Law credit for moving the Porsche #58 up to second place for a few laps but they dropped out of contention after a lengthy pit

stop towards the end of the race. In the other divisions Porsche did much better winning the SGS class and finishing third in the GT class.

As more and more manufactures enter cars Porsche is going to be challenged to develop a car to compete with



2005 Parade Contest

Killer PCA Garages & PCA Trophy Rooms, Places and Spaces

Are you the proud owner of a killer Porsche garage? Do you have a Porsche trophy room, place or space? If so, you'll want to start snapping photos for the very first ***Killer PCA Garages and PCA Trophy Rooms, Places and Spaces*** photo display. Photos will be judged (a brand new category) at the Hershey Art Show.

Send in your 4 X 6" or 5 X 7" photos (include yourself in photo or separate photo of yourself, if you like) to:

Janet Ledesma
Hershey Photo Display
10216 Hunt Club Lane
Palm Beach Gardens, FL 33418

the likes of Lexus or Acura. Next year I understand there will be several new teams entered in the Rolex series. I don't know about you but I would like to see a Porsche victory and a Porsche championship.

Stepping off my soapbox the race was very exciting. I love the sounds of the racing engines, especially the high pitch whine of the Porsche Production car. I hope you enjoy some of the photographs from the Oct 31 race. 🏁



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German Car Specialists

Holiday Thoughts

By John Mosser

Photos by John Mosser and David Witteried

Ah, the Christmas holidays, rapidly approaching. The chill in the air, the happy children – I remember my childhood in Pennsylvania, growing up with snowy winters. We fade to the dream sequence, as I revisit those days. It just makes me want to sing: “Chestnuts roasting on my 951, Jack Frost nipping at your..... wait a minute.”

Suddenly I’m shocked back into Christmas Eve, 2003. I have a wife! I have children! I’ve procrastinated! A little history is required here...

I drove a Copenhagen Blue/Beige Interior 1985 ½ 944 for 16 years and approximately 275,000 miles. Basically, I was on my way back from the moon. None of these miles were spent poking along - I drove this car hard. This car became as a part of my body. It was a very sad day when I declared it “worn out,” as I had not taken care of it like I should.

I knew this day would come, so for about 6 months starting in early 2003, I started searching for a 1989 951. I found a car in Pittsburg, two in Canada, one in Nashville, all of which I started researching in order to buy. A local guy claimed his was a 300 hp car, and he did all the work on it himself - I found he was right about one of those claims, as my test drive proved the car utterly gutless - maybe hp meant “hamster power.” In September I attended the Ventura Autofest, certain that I wouldn’t find anything, but I had to try.

Not long after that day, the near showroom condition Guards Red/Black Interior 1989 951 purchased at the Autofest and I were ripping along the 101 on my way to an official half-day of work in downtown LA on Christmas Eve. Traffic was light, and the turbo was on boost. Of course, I was observing all posted speed limit signs <cough>. I said “observing.”

The oil light came on just as I pulled in the dark parking garage. After driving this oil munching beast for a few months, I knew what it needed. I dumped exactly one half quart into the funnel - don’t want to overfill! As I walked away from the

vehicle, I noticed a “pool” of some substance on the ground. Profoundly, I mumbled “Hmmm.”

It was quickly obvious that this substance was fresh Castrol oil - tasted just like it (kidding). I immediately thought about how hot the engine gets the oil INSIDE the engine and it doesn’t burn, so oil on the OUTSIDE of the engine doesn’t burn either. So I head into work. Soon this lovely car and I will be



observing the posted speed limit in very light traffic.

“Merry Christmas, Bob! Merry Christmas Mary! Where’s the cookies? See ya!” It’s 10 a.m. and I’m outta there! Now I can catch up on some late shopping and help the wife prepare for the holidays (Christmas Eve - this is how men think, we can’t help it...).

Suddenly I’m shocked back into Christmas Eve, 2003. I have a wife! I have children! I’ve procrastinated!

What better excuse than this can there be to observe the posted speed limit?

Before I enter the car, I sheepishly check to see if anyone is looking - then I stare at its beautiful curves - after 17

years I still love the look of these cars! The engine oil light is off as I drive out of the parking garage - I anticipate the smell that permeates the air. I even expect to see some smoke, and sure enough, there it is. A light rain is falling. It’s raining, cold, oil doesn’t burn, we’re set.

As I follow my daily short-cut through the lovely neighborhood of Echo Park (not many drug dealers out this early), the increased amount of smoke inspires me to be conservative and pull over. It is with great certainty that I know deep in my heart and soul that there is nothing wrong with the car despite the minor oil mishap, but I decide its best to check before I hit the freeway. It is a particularly rough looking section of Echo Park, so I pull close to the high curb in order to blend in - it’s easy to blend in with a shiny, Guards Red sports car in Echo Park.

I lift the hood. There’s a convenience store nearby. You might as well check to see if they have some marshmallows, ‘cuz this baby’s on fire!!

The car is on fire. I can tell it’s on fire because I see flames. Usually, when there are flames, it means there is a fire. Make a note of this if you haven’t experienced it. Flames are bad - not Michael Jackson bad - Webster Dictionary bad.

My 1989 951 - the near-showroom condition car – is on fire. Accessing my cranial database, I recall I don’t have a fire extinguisher. From the depths of my soul, I utter the following profound statement, “NO.” It’s a statement of determination, not an exclamation. “No,” as in I will NOT let this happen. This car that I have searched so long for and enjoy so much and was so lucky to come across (original owner/Southern California car) shall not perish. The flames are about softball sized, and deep within the engine. I run to the back, pop the hatchback, and get a clean cotton rag. As I kneel to get underneath the car so I can snuff the fire out with the rag in my hand, I realize I parked very close (intentionally, remember) to a 12” high curb - I wouldn’t have been able to open the passenger door, much less get under the vehicle.

I stand up and look at the flames - as they have doubled in size, I realize I

(Continued on page 8)

Membership Report

By Greg Reed — Membership



November 2004 Membership Report

Hello Cal Inland Region members. We stabilized our growth for the moment, with no activity except our renewals. We are still at 60 members, but I'm hearing reports of new members joining us next month, as some applications have been requested. We had a really nice breakfast this month and many clean cars were present. Make sure you bring your Porsche to the next breakfast meeting to get a photo opportunity with fellow club members.

I have one anniversary to report this month: Eric and Sylvie Lussac at 2 years. 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>. I also have many applications. If you'd like to have a few, please let me know. With an application, I can give you an issue of Pano to pass to any prospective club member. See you at our next gathering. 🍷

Claim Jumper Lunch Tour

By David Witteried
Photos by David Witteried



The Claim Jumper tour includes two of my favorite things... a really fun road and a really good restaurant at the far end of it! A small group of members met at the usual rendezvous point at the Baker's Square restaurant in Palmdale

for the drive to Santa Clarita via the back roads through Lake Elizabeth and Lake Hughes. Other members were going to meet us at the restaurant later that day.

Waiting at the restaurant were Mike Forest and Herman Rijfkoegel. Mike had his 914 and Herman was waiting with his Carrera Cabriolet. My wife, Janice, and I had our 911 Targa. As the weather was very nice we all remove the tops from our cars before heading up the road towards Lake Elizabeth. Unfortunately for Mike he had damaged his air dam while stopping to get gasoline before the tour. Fortunately,



John Mosser, Herman Rijfkoegel, and Luis Sanchez compare engine compartments.

the damage was not severe enough to preclude his participation in the trip.

After calling the restaurant to tell them how many people we were expecting we jumped into our cars and headed up the road. As usual the drive up Elizabeth Lake Road was fun and relaxing with

enough traffic to keep us honest. And *as usual*, I missed the turnoff for Lake Hughes again! The highway department really needs to mark that road better. Making a quick u-turn Herman and I rejoined Mike (who never

misses that turn) and proceeded onto the really fun section of the drive. With very little traffic we were able to really let the cars run to their potentials! There were many opportunities to shift up through the gears followed by many other opportunities to practice correct heel-and-toe braking and downshifting techniques. The few cars that we did encounter quickly pulled to the side of the road and let us pass. Needless to say there were many smiles per mile! As we climbed a ridge above Lake Hughes I recalled how Greg Reed really enjoyed this section of sweeping curves with his 944 Turbo the previous year.

As we were descending towards the freeway we encountered one of those drivers who actually turn their head to talk to their passenger for complete sentences (like they do on TV). Of course this meant that their car was going about 35 mph and was weaving all over the road... where's the highway patrol when you need them! After negotiating this mobile hazard we proceeded up the freeway to the Claim Jumper restaurant.

As we pulled into the parking lot we found Mark Charus and his wife Eleanor waiting with their Porsche. After parking and saying hello to everybody we proceeded to the restaurant where we were shortly joined by Luis Sanchez with his wife Amy and daughter; and John Mosser with his wife Maribel and their children, Ryan, Kiana, and Malia. Everybody had a great time talking and eating the fabu-



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John and Maribelle Mosser with their children, Ryan, Kiana, and Malia.

lous food. Who said you couldn't bring your family to a Porsche event? This was Luis' first club event and it was evident that he really enjoyed himself as he promised in a subsequent e-mail to join on a future driving event.

After lunch we all proceeded back to the parking lot and spent another hour or two telling each other stories and comparing cars. After the extended social we departed for our separate drives home. 🚗

How Not to Tow

By Jerry Munro,
from Pandemonium, OCR



Last week the ignition switch on my 1999 Boxster failed while I was still in the garage. The lights would not work and when I shut the engine off it stopped running but stayed in accessory mode. Also, I could not remove the key. I decided this was a problem for the dealer to fix, so I called and scheduled a flatbed tow. Using the dealer's free tow service gave me a warm feeling that nothing could go wrong.

When the tow truck arrived, I explained the problem to the driver and noted that the car was in neutral, but I was not sure if the steering lock would engage if we pushed the car out of the garage. The driver was able to back up my driveway and drop his bed a few feet behind the Boxster. I thought this was great. I was not too concerned when he reached under the car and hooked his tow strap around a rear suspension part. I know you are supposed to use a tow hook screwed in behind

the rear license plate, but this guy was an expert from the dealer. When I picked up my car a day later I noted that the steering wheel was not straight when driving straight. I assumed that they had to take the steering wheel off to fix the lock, so I returned with that complaint. The service technician explained that the switch was accessed from under the dash and that my problem was in the alignment. Why the alignment changed during ignition lock service was a mystery to me, but I authorized a full alignment.

The next day the service representative called and said I had another problem. The control arm at the left rear was bent and needed to be replaced. When I noted that that was

were the tow driver hooked his strap, they started to think maybe it was their problem. After checking with the tow driver, they called, admitted the mistake, and said they would fix it.

After several days, I got my car back. It is newly aligned, and I only had to pay (\$\$\$) for the switch repair. If I had used plan B, and had the Auto Club tow the car, they probably would have used the same hook spot. Then I would have been stuck with a much higher bill. Putting the tow hook location behind the license plate seem to be a real design flaw. There should be someplace under each end of the car to put a tow hook. Without that, the owner must have the removable tow hook in hand when the tow truck arrives. Otherwise, the tow might have hidden consequences and expenses. 🚗



Zone 8 Awards Banquet

Quails Inn at Lake San Marcos Resort
Saturday, January 15, 2005

Please join us for a special evening to celebrate the achievements of Zone 8 competitors, volunteers and regions. This years banquet will be held at the beautiful Quails Inn at Lake San Marcos Resort. Come early or stay on Sunday to play golf, tennis or relax on the lake in a party boat.



Dinner Entrees
\$40.00 per person

London Broil with burgundy mushroom sauce
Grilled Salmon with orzo-dill hollandaise sauce
Chicken Florentine with provolone cheese topped with creamy herb sauce
accompanied by caesar salad, iced tea, coffee and desert
6pm - No Host Cocktails
7pm - Dinner



<p><u>Region Presidents, Editors, Membership Chair meetings</u></p> <p>Presidents Meeting 11am-3pm</p> <p>Newsletter Seminar 2pm - 4pm</p> <p>Membership Seminar 2pm -4pm</p>	<p style="text-align: center;"><u>AWARDS BANQUET</u></p> <p style="text-align: center;">Zone 8 Competition Awards Autocross, Concours, Rally, Time Trial Sam Wang Award Enthusiast of the Year Zone 8 Region of year Special Recognition awards</p>
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Send your banquet reservations with your check and dinner choice by 01/07/05
Beverly Giffin-Frohman, 1548 Roma Drive, Vista, Ca 92081-5028

Quails Inn reservations 800-447-6556
Deluxe King \$89, Lakeview King/Queen \$129 per night if booked by 12/14/04
Golf \$50 weekday \$60 weekend regulation course, \$27 Executive course
(ask hotel how to book tee times)
www.quailsinn.com

Personalized CAI Beer Mugs
 CAI, Zone, or PCA logo on
 one side... an engraved image
 of your Porsche on the other!

\$20 ea.



Contact David Witteried
 for more information.
 760-373-1413

Holiday Thoughts (Continued from page 5)
 have seconds to save this car. I make the decision to sacrifice ANY body part I can cram in through the engine - as my right hand pleads for mercy from my right arm, I realize a coat hanger probably couldn't get to the site of the flames, much less my hand, as anyone knows who has seen how tight these engine compartments are.



What do you think John asked Santa for Christmas that year?

I can still picture my German mechanic laughing over this next move, but, in desperation, I shove my FACE as far as I can into the engine compartment and blow! A mighty blow it was, but the flames didn't go out. A second mighty, desperate, manly-man blast of

wind emits from my smog-damaged lungs, and the fire goes out! I stand over the engine with the attitude of Ben (Obi-Wan) Kenobi waiting for the force-field to retract so he can kick Darth Maul's butt after slaying Qui-Gon, as I wait for the fire to potentially re-ignite. No more fire. A crowd has gathered. The atmosphere is festive, as a number of local children are laughing about the situation - not a vicious laugh, but a well-justified

laugh - this treatment I deserve. I talked and laughed with them a bit. Some local men, who seemed to have watched the whole affair, offer assistance out of sympathy.

I phone the downtown Los Angeles Porsche dealer and tell him my predicament - I'm literally a few miles from the dealer. Asking if he could slip me in for a quick cleaning of the engine, he tells me in his heavy middle-eastern accent that his first available appointment is like the 17th of January. This is not helpful.

So after talking to my German mechanic to see if I could drop the car at his shop, I called my trusted flat bed tow company from Valencia. When the tow truck driver shows up, he remembers me from the last tow just a month ago when an inexpensive fuel control device left me stranded. Your doctor and accountant should remember you, not your tow truck driver. Five hours later, I'm at home (at least I had an excuse why I couldn't do any extra shopping...).

The story ended happily, as after my mechanic cleaned the engine and scolded me about adding oil SLOWLY to these cars, I suffered no damage except to my reputation among certain

children in the Echo Park area. And yes, I immediately put a fire extinguisher in the vehicle! 🚒

Transport to Hershey

By Bill Enke,
 from Pandemonium, OCR



If you've never experienced a Parade, you owe it to yourself to go to one. In

2005, the Parade is in Hershey, PA. This is significant for a couple of reasons. Not only is this Parade the 50th, but it's the site of the first Parade. This Parade promises to be an experience not soon forgotten, with activities to satisfy everyone.

With Hershey so far away from California, it's impractical for most of us to drive from California to Pennsylvania, and back again. Several of us in the Orange Coast Region are planning to transport our cars back to the Parade, and then drive them back. At this point, we are planning to have the cars transported to Baltimore, MD. We will fly into Baltimore where we will meet the cars, and drive to Hershey, stopping at points of interest along the way. More details of this trip will follow.

We would like to extend this opportunity to join us. If you are interested in having your car transported to the Parade, please contact Bill Enke, at enke911@prodigy.net. The transporters will be enclosed, insured and bonded. So your car will be in the best of care. Most of these transporters hold from 6 to 8 cars. In order to secure a reasonable price (hopefully not to exceed \$750 to \$1,000; we will be working diligently to make it less), we would need to have one pick-up point, and one drop-off point per trailer. As I mentioned earlier, we are planning to have the trailer go to Baltimore, but if there is enough interest, we could get one to go to Hershey. If you are driving to Hershey but need to get back quickly and would like to transport your car back to Southern California, which may also be possible.

This is going to be a memorable Parade, and a memorable trip. Please don't hesitate to contact me with any questions you have concerning this. 🚒

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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.



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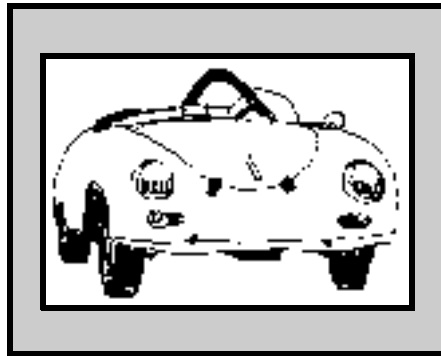
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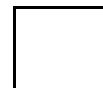
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WINDING ROADS

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



Our Next Event...

December 11th Holiday Party...

Come one, come all to our annual Holiday Party to be held on December 11th at 4 P.M. at the Greenhouse Café. Once again we have the banquet room so we'll have some elbow room to move about enjoy each other's company and conversation.

\$20.00 per person, and we will need your reservations and checks not later than December 1st.

You may RSVP by e-mail, but please mail checks made out to PCA-CAI to:

Rich and Mary Ann Paré (661) 256-3486
3460 Granite Ct.
Rosamond, CA 93560-6814.

