

WINDING ROADS

VOLUME 12
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MAY 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

MAY.

13 CAL-INLAND MEMBERSHIP MEETING!

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

MAY

- 2-3 Z8 Concour, Southern Arizona, Steve Proctor, (520)577-9507
17 Z8 Rally, San Diego, Pat Norris, (619)486-2956
18 Z8 White Glove Concour, Orange Coast, Mike Mansolino, (714)771-6464

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
12 Z8 Concour, Grand Prix
19 Z8 Night Rally, Arizona
27 Z8 Concour, California Central Coast

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
20 Z8 Autocross, San Gabriel Valley
21 Z8 Concour, Santa Barbara

OCTOBER

- 4 Z8 Concour, San Gabriel Valley

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

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

1996 FORD PROBE SE: 2 Liter four cyl., 5 speed, air, power mirrors, rear spoiler, polished 5 spoke alloy wheels, am/fm/cassette and cruise control. Under 7,000 miles. \$11,500. Mike Forest 805-273-2690.

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7. Journey, part 1 cont'd.
BP Regional and Zone 8 Officers

WINDING ROADS

BUMPER SMILES

President's Message

DAVID WITTERIED



OOPS! I guess Mike and I had a little miscommunication regarding the membership flier. We will try that one again.

I apologize for rescheduling the Sequoia Tour, but I thought it would be better to wait for the roads to be opened before we tried to actually use them. This is a really fun drive! We are going to be joined by some fellow Porsche Pushers from the Golden Empire Region (our neighbors) for part of the tour. This trip should be a lot of fun, so mark your calendars for May 10th. Also mark your calendars for May 31st, we will be meeting out at Willow Springs for the Porsche Owners Club Tribute to LeMans night enduro. We will be having a picnic dinner in the bleachers so bring some food.

The Boxster tech session at Family Motors in Bakersfield was a big success! We had five members from California Inland Region make the trip. We met in Tehachapi for breakfast, then took a road-less-traveled to Bakersfield. Guy Williams led the way followed by the rest of the group. Our newest member, Crawford Cronkhite, came on his first tour with his son in their fresh from the shop black and gold 911 Turbo (*very nice!*). This was Crawford's first tour with the club and I believe he will be back for more! Porsche Cars North America did an outstanding job with the tech. session. The factory people showed us some inspiring videos, along with an interesting talk on the inner workings of the Boxster. We then were given a hands-on tour of a Boxster up on a rack so we could see all of the good parts underneath. This is about the only way you will ever actually see the engine and drive train, since with the car buttoned up you can't see anything! A few of us were even able to give the factory folks a few constructive

comments since Mike Forest let us test drive his rental Boxster from Budget Rent-A-Car of Beverly Hills (*now is that an oxymoron?*). Thanks Mike! I still have that silly grin on my face!

I was talking to Rick Perkins, the Porsche District Service Manager, after the tech. session when I mentioned the plight of finding decent 914 engine parts for some of our members. He said that he knew Mr. Ken Yearly who owns a shop down in the valley. Well it turns out that Mr. Yearly lives in Lancaster! So, if you have an old 914 (like there is any other kind) in need of parts give him a call at (818) 449-0770. **It is for reasons like this that I joined the PCA!** Rick and I also discussed the joys of going on long trips in our Porsches, though he had his wife and two kids in a 911 fitted with a roof-rack, talk about being a close family. If you have gone on any interesting journeys in your Porsche, why not share them with the club by writing your story for the newsletter. Try it! It's fun to see your story in print.

FROM THE VICE-PRESIDENT'S DESK

JANICE WITTERIED



Another month has gone into history, time seems to be flying by so fast! The club is going full force this year. We have already had a tour, and on April 5th. a group of us got together for a little tripp to Bakersfield to see the new Boxster. The week before, Mike Forest had rented a midnight blue Boxster and shared it with a few of us. I had company for the holiday, so I wasn't able to go. My husband, David, was all excited about it! I was able to get my chance to see a Boxster in Bakersfield at the Boxster tech session that Golden Empire Region set up. We didn't get to drive it though as it was on loan to the dealer by it's owner. The Porsche people from Porsche Cars North America gave a very

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VICE-PRESIDENT'S MESSAGE CONT'D.

interesting presentation that even I (not mechanically inclined) enjoyed. I would like to give a special thanks to the Golden Empire Region and our Zone 8 representative for arranging the show.

We are really looking forward to the sequoia tour. It was so much fun last October. The road is a great Porsche road! It is that great feeling of going on the road enjoying watching my husband get that grin on his face as he rounds (straightens?) the corners driving our Porsche the way it was meant to be driven. So, if you are tired of driving that beautiful car on straight roads, come join us for a fun tour and picnic.

LIFE WITH BOXSTER

or How I spent the weekend of March 29 and 30.

I recently had the good fortune of spending the weekend with a Zenith Blue 1997 Porsche Boxster. The car was equipped with the "Sport package" which includes 17" wheels and tires, wind deflector, sound package (6 speakers and 4 channel amp.), cruise control, alarm system and in-dash CD player. It also was equipped with the 5 speed Tiptronic S transmission. I've never been much of an advocate of sports cars and automatic transmissions, but this is the slickest thing I have come across in a long time. For those of you looking for a sporty car with an automatic, this is the way to go. With the gear selector in "D" the transmission shifts just like anyone else's automatic trans. Almost. It does leave from a stop in second gear and it does downshift as you are slowing down. If you don't like the second gear take-off, just stand on the gas pedal and it goes into first gear. And you go like crazy. If you live in an area where traffic dictates an automatic trans. but you like a little more control when out on your favorite windy road, then the Tiptronic S won't let you down. To shift by yourself, just move the lever to

the left of "D" into the "M" position and the shifting is all yours. The shift up and down switches are on the steering wheel's horizontal spokes and are easy to reach for both right and left handers. The switches are on both sides. With the lever in the "M" position you have the control you need over engine speed and can keep the engine in it's best power band for any type of driving. It does have a built-in "dummy" feature that won't let you over rev the engine in case you try to downshift to the wrong gear or forget to upshift on time. The Tiptronic S shifts quickly and smoothly in either mode and allows the best of both worlds. The only thing I noticed that was a bit disconcerting was when in the "D" position in 5th. gear, pressing hard on the gas to force a downshift brought a rather hard shift. I don't know if this was peculiar to this car or what, but it makes you wonder how many of those it could take.

The interior is a very comfortable and friendly place to live. The seats are adjustable manually for height and for and aft and the back is electrically adjustable for rake. The steering wheel is adjustable for and aft also. The outside mirrors are power operated and are fairly large. The size comes in handy when the top is up as a large blind spot develops over your left shoulder making it difficult to see traffic to the left and behind when making a lane change. But the car is a convertible so the top should never be up except to lock it when it's parked away from home. Which brings us to the heater. Unfortunately, I didn't have the owner's manual available and didn't know all there was to know about the heating and air conditioning systems. What I do know is the heater is adjustable for temperature and there are enough fan speeds to keep you warm with the top down during some pretty cool temperatures. With the side windows up and the wind deflector in position, it is possible to get very comfortable without the top. All the controls are easy to reach and their positioning seems to make good sense. The windows are power oper-

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ated via two switches on the center console just behind the shift lever. The instrument panel has both analog and digital readouts and includes a speedometer, tachometer and combination gauge with fuel level and clock. There is also an on-board computer that tells you gas mileage, distance to empty, temperature and a few other things I don't remember. The gear indicator is also on the right hand gauge and lets you know what mode and what gear you are in. This brings up another thing I didn't like. The lights for the gear indicator are red, and although they are very visible they also are a little distracting. Whenever I see a red light on my dashboard, I think something is wrong. Red has always been used to indicate a problem or malfunction. Although it is very visible, it kept getting my attention thinking something was wrong.

The sound system in the car works excellent and is usable with the top and windows down. The car is quiet enough to be able to hold a conversation without having to yell. The wind deflector, which fits between the rollover hoops behind each seat, helps with the noise and buffeting. One thing that was very un-Porsche like on this car was the excessive chirping made by the wind deflector. I did drive without it and the lack of noise made up for the little extra wind that made it through.

The convertible top is well made and easy to operate. Just unlatch the central latch on the windshield frame and push the button. When down, it tucks neatly behind the seats with no need for a cover. When up, it is tight and very weather proof. The car is almost as quiet as a coupe.

The car is a joy to drive. The suspension is stiff enough to instill complete confidence in the cars abilities yet does not beat your brains out over the slightest bump. The steering is power assisted and the feed-back is just right. The brakes are awesome. The Boxster will stop quickly without any dramatics time after time. The only thing I felt while driving that seemed a little strange was at about 75 mph. with a slight rise in the middle of a curve of about 15° the rear end did what felt like a

little sidestep when the suspension was unloaded. It never felt like it was going to break loose or spin, but it just seemed unusual compared to the way the car behaves otherwise. I never did explore the cars limits but with the driving I did it was evident that the manners and road holding ability are exceptional. And those brakes! Wow!

The Boxster is nice enough to drive long distances. It is a great combination of sports car and cross country cruiser without compromising either mode. It could easily be an only car. I fell in love with it after just a few miles.

I remember when the concept car was introduced that it caused quite a stir among the Porsche faithful, me included. When the decision was made to build the Boxster, many people put deposits down at their local dealers. During the time from concept to reality there were many drawings and spy photos of the car. Some of them were quite ugly in my opinion. When we finally got the pictures of the production version I was a little disappointed with the way it looked. Although it was close to the concept, there were enough changes that it lost some of it's appeal to me. I have to say that feeling is in the past. The car in real life is much nicer than the photographs portray. It really is a nice looking car.

One of the fun things about driving an early Boxster is the looks you get from people who know what it is. It really is an attention getter. The weekend was filled with folks craning their necks to get a better look. I was stopped by a local black and white on Sunday morning so he could get a good look at it.

Unfortunately, all good things must come to an end. I had to return the car on Sunday afternoon. I had a few good schemes to get the owners to give me the car but they didn't bite on any of them. Oh, well!

For those of you interested, the Boxster was rented from Beverly Hills Budget Rent-A-Car on Wilshire and Santa Monica Blvd.

MIKE FOREST, CAL-INLAND REGION

WINDING ROADS

Journey To The End Of The World (almost)

David Witteried

The Plan

The Route From Ogden, Utah to Glace Bay, Nova Scotia

I thought that I would share a trip that Janice and I made in our Porsche a few years ago. This particular trip was a little bit longer than your typical day trip. In fact it took us over a month and covered 4,000 miles each way! You see, my wife is from a place called Glace Bay. It was once featured in a movie where the narrator refers to it as "the little town at the end of the world". If you get out a map and keep following the roads north and east, without getting on a boat, you will eventually reach Glace Bay, Nova Scotia. Glace Bay is so far to the east that it was where Mr. Marconni, of electronics fame, set up the first transatlantic radio transmitter!

The idea for our trip occurred shortly after the Air Force transferred me from Sacramento, California, to Ogden, Utah. Since I had just arrived and wasn't indispensable yet, we decided to make the trip to Janice's home town. The timing also worked out so that we could meet my family for a camping trip in Michigan on the way back. One goal we had was that we had to get to Glace Bay in five days in order to be there while all of Janice's family was still in town.

After making plans for the trip which consisted of marking a route on a map of the United States, and making arrangements to have our cats looked after, we set off on our journey. We packed the car the night before our departure so we could get an early start. Our supplies include a tent and air mattress (to save on hotel bills), two sleeping bags, a large ice chest, two suit cases, a

garment bag, picnic basket, snacks, pillows, and camera equipment. Every nook and cranny had something packed into it! The packing plan went something like this (*in case you should ever attempt this yourself*): smaller suitcase, garment bag, air mattress, tent, cosmetic bag, and loose shoes in the trunk; ice chest, picnic basket snacks and camera behind the drivers seat; two sleeping bags under the large suite case behind the passenger seat; more shoes, books etc. under the seats. Now all we had to figure out was how to get into the car! No, we actually had all of the front seat area clear for ourselves!

Truck Drivers

We got an early start the next morning and set off on Interstate 80 across Wyoming and stopping midway through Nebraska. The driving was easy as Janice and I enjoyed the scenery, conversation, and listening to the truck drivers on our CB radio. We drove until just before dark, stopping at a campground near the highway.

The following day we crossed Iowa and had an *interesting* encounter with a group of trucks. If you have ever listened to truck drivers on the road you may have noticed that they have a unique vantage point for viewing the world around them! As we drove along one truck driver was commenting about this woman with "short-shorts" that had passed him. The other drivers picked up on this and started checking out all of the cars around them. Well, as we passed one big rig, the driver mentioned the nice yellow Porsche with a woman with nice looking legs driving it!...??...! Wait a minute—that was me! Janice and I were laughing our heads off as we informed the driver of his error and suggested that he had been on the road too long!

In the mean time the woman with short-shorts had been passing trucks and then slowing down in front of them as they began climbing hills. In case you don't know, this REALLY irritates truck drivers.

CAL-INLAND REGION PRESENTS:

PICNIC IN THE SEQUOIAS

WHEN: Saturday, May 10, 1997

WHAT: A tour over some very interesting Porsche roads into the Sequoias past Kernville

BRING: Warm clothes and a picnic lunch

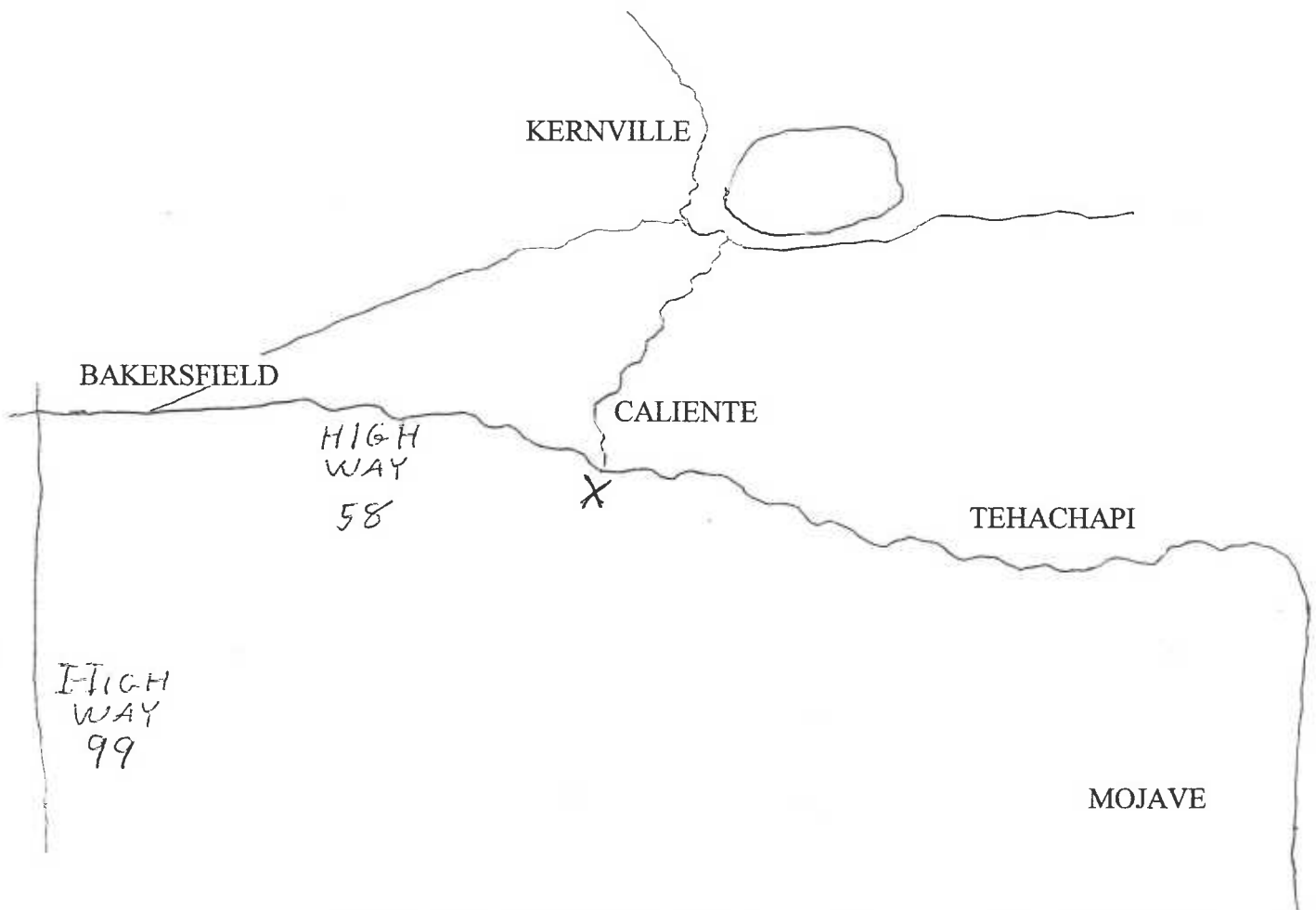
MEET: The Caliente turn-off from highway 58 between Tehachapi and Bakersfield

TIME: Meet at 9:00 a.m.

LEAVE: 9:30 a.m. (Full gas tanks, please)

FEE: There is a \$5.00 per car event fee

The trip will take approximately two hours each way. We will picnic at a spot picked out by Guy Williams and enjoy the beautiful scenery. On the return trip, you will have the option of stopping off in Kernville for some shopping or ?, or heading home.



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After pulling this maneuver several times one of the faster trucks overtook her and slowed down in front of her, then another pulled up along side of her and kept her from passing, finally a third pulled in behind her to box her in. Then they all slowed down and let all of the trucks she had passed slowly file past while keeping her boxed in. As each driver went by they honked and checked out her short-shorts. Talk about organized labor!

We continued traveling with the group of trucks for the remainder of the afternoon and stopped for dinner at a truck stop they recommended just outside of Chicago. After dinner we decided to stay in one of the truck stop's hotel rooms as it was getting very late. This was an interesting little hotel room with the emphasis on *little*. The room was *just* big enough for a bed and a shower cubicle. But since we were both tired we slept like rocks. The next day we got an early start and headed towards our first adventure of the trip.

Lost In Detroit!

On our third day on the road I noticed that the Porsche did not seem to be driving well in the stop-and-go traffic we encountered around Chicago. I attributed this to a lean fuel mixture, the fuel injection was set up to run at 4,500 feet above sea level (Ogden, Utah) and now we were driving near sea level. All day as we cruised through Michigan we looked for a Porsche dealership along the highway. I even considered using a VW dealership since they used K-Jetronic injection on their cars and might have the tools to make the necessary adjustment. Well as usual when you want something, you can't find it!

After sputtering through traffic in Detroit we decided to refuel the car before crossing into Canada on our way to the Niagara Falls. We turned off the highway and up onto the surface streets, the highway was below street level. YIKES! This place looked like a *war zone*!! We *immediately* got back onto the freeway and decided to gas up in Canada. After

proceeding a few more miles the freeway ended and dumped us back up onto the surface streets! I decided at that point that we had to get gasoline right away, and since the town looked a little less bombed out, I mean better, we kept going down the same street. This was really scary! Here we were in a bright yellow Porsche, with out of state plates, and baggage stacked up in the back seats. Can you spell *TARGET*! At every corner we came to, there would be a gang of rough looking kids hanging around watching the cars go by. Well, after a few more miles the neighborhood improved enough that I stopped and refueled the car. The attendant who was in a bullet-proof fortress, was very helpful and gave me directions to the tunnel to Canada.

Into Canada

After driving through the tunnel to Canada from Detroit, we had to stop for the customs agent on the Canadian side. After being asked how long we were staying etc...etc., the customs agent noticed my CB radio between the drive and passenger seats. It was at this point that I remembered that I had forgotten to pull down the radar detector on my windshield. Janice had warned me that they were illegal in Canada. While answering the agent's questions I tried to surreptitiously remove the offending radar detector. The agent spotted me of course, and sternly told me to lock it in the trunk! Woo..., they could have seized it! I guess we must have caught the customs agent on a good day.

Niagara Falls

As we proceed through Windsor, Ontario Canada, and were immediately welcomed to Canada by a cheerful "Ey-boy, nice car!", from a couple of young men in an old Fiat. Janice thought this was really funny because it had been such a long time since she had last heard anybody us "Ey" in a sentence!

CONT'D NEXT ISSUE

27th WHITE GLOVES CONCOUR de ELEGANCE

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

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

SPONSORED BY OCR & AUTOWERKS INC. Huntington Beach Ca.

WHEN; MAY 18, 1997

WHERE: OLD WORLD VILLAGE

7561 CENTER AVE

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

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



COST: \$30.00* Pre Registration before May 11
\$45.00 After May 12 and at registration
\$10.00 display

RSVP: MIKE MANSOLINO CONCOURS CHAIRMAN
10901 Laconia Dr. Villa Park CA. 92861

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

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

Hotel reservations: MOTEL EUROPA 714-892-7336
At the Old World Village.

SEE NEW ZONE 8 CLASSES ELSEWHERE IN THIS ISSUE. C-7 FOR BOXSTER.

San Diego Rally School

IT'S FREE

Saturday, May 4th

9:00 am

chalk talk & short rally
at the home of:

Pat Norris
14825 Morningside Dr
Poway, CA 92064

619-486-2956(h) 592-3714(w)
RSVP - call for details

Zone 8 Rally, San Diego

Saturday, May 11

9:30 am drivers meeting

10:00 am first car out

San Diego Auto Museum start (tentative)
(stick around for our Post-Rally Dinner
and Sunday Autocross)

\$15.00 per car pre-register (received by May 4)
\$20.00 if received after May 4

mail to : Pat Norris
14825 Morningside Dr
Poway, CA 92064

619-486-2956(h) 592-3714(w)

Post-Rally Dinner

were you at the Weekender Dinner last year ?

WELL, IT'S BACK !!!

Rockin' Baja Lobster
in Old Town San Diego is hosting us again!!!

We'll be on the patio this year so we'll have
more room

Saturday night, May 11th

more details next month

Marlee Shaw 619-741-9672

San Diego Region Autocross

Sunday, May 12th

San Diego's Jack "Qualcomm" Murphy
"The Murph" Stadium

Tech opens 7:00 am

\$30.00 per driver

for info call:

Bob Schang
619-740-1325

Pete Yousko
619-565-6604

Porsche Club of America
Orange Coast Region

presents

Spring into Summer

a Time/Speed/Distance Rally

Saturday June 7, 1997

as part of the PCA Zone 8 Rally Series and the Sunday/Saturday Rally Series

- TIME:** Registration will be open from 9:00 AM to 10:00 AM. First car starts at 10:01 AM.
- START:** Bank of America parking lot, at the southwest corner of Imperial Hwy and Santa Ana Cyn Road in Anaheim Hills. Exit the 91 freeway at Imperial Highway and go south. Cross Santa Ana Canyon Road and turn right into the first parking lot.
- COST:** \$20 at the start, \$15 if you pre-register by June 3.
- EVENT:** A TSD trap rally as part of the PCA Zone 8 Rally Series and the Sunday/Saturday Rally Series. *Spring into Summer* is designed to be an enjoyable rally for all levels of rallyists. Beginner rallyists running in Class D will run the same course, but without the course following traps!
- LENGTH:** Less than 5 hours and around 120 miles, with a lunch break.
- CLASSES:** Rally classes: A - unlimited equipment, B - limited equipment, C - no equipment. D - beginner, no equipment. All cars welcome! A Porsche is not required!
- INFO:** Call Tom Gould at (310) 372-9886 for more information.

««««**PRE-REGISTER!!!**««««««««**PRE-REGISTER!!!**««««««««**PRE-REGISTER!!!**««««

Save \$5.00! Pay just \$15 (pre-registration must be received by June 3).

Fill out this form and mail to (checks payable to PCA - OCR):
Tom Gould
PO Box 2305
Manhattan Beach, CA 90267

DRIVER: _____ NAVIGATOR: _____

ADDRESS: _____ ADDRESS: _____

CITY: _____ ZIP: _____ CITY: _____ ZIP: _____

PHONE: (____) _____

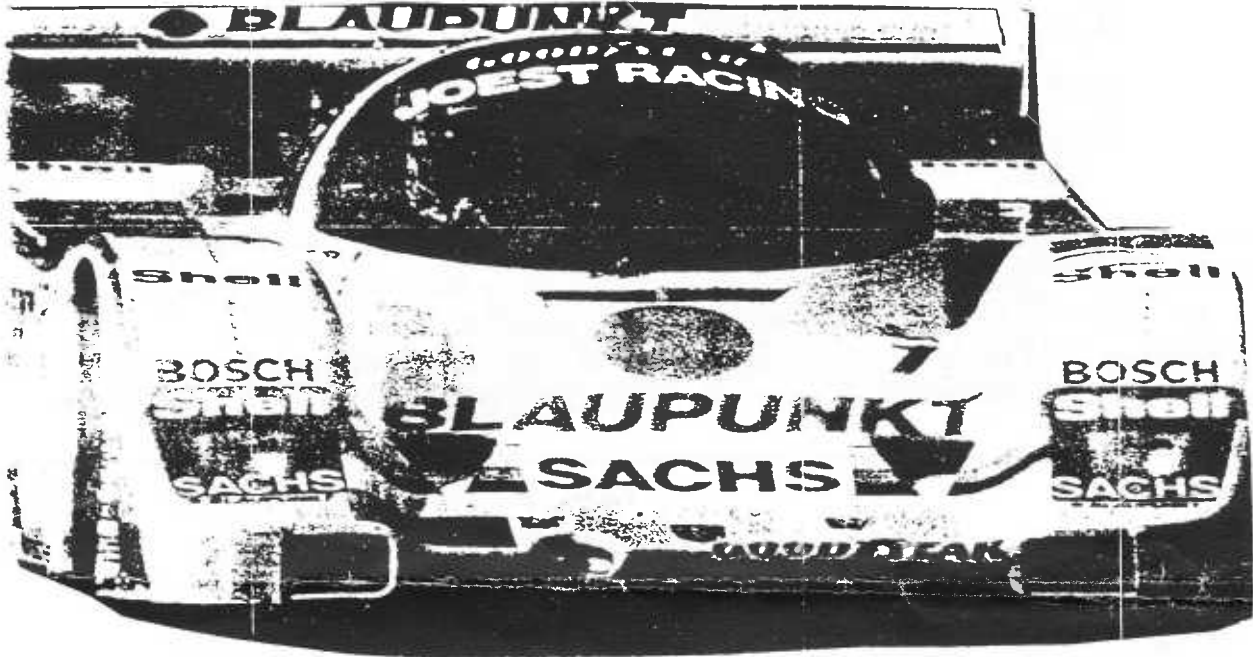
Please indicate which class you intend to enter (if known): _____

POC-PCA ZONE 8 *TIME TRIAL*

PRESENTED BY THE SAN GABRIEL VALLEY REGION

JULY 5,6 97

LOS ANGELES COUNTY FAIRPLEX



RETURN TO THE FAMOUS 2.1 MILE ROAD COURSE AT THE L. A. COUNTY FAIRPLEX. DRIVE THE SAME TRACK AS KEN MILES, VASEK POLAK, AND OTHER FAMOUS PORSCHE DRIVERS

THIS IS A ZONE 8 EVENT FOR POINTS AND THERE WILL BE NO COMPETING SPEED EVENTS IN THE ZONE, ALL PCA RULES APPLY

THE EVENT IS LIMITED TO THE FIRST 125 CARS

TECH IS ON THE MORNING OF THE 5TH AT THE FAIRPLEX

THIS EVENT IS BEING PRESENTED IN CONJUNCTION WITH POC FOR INFORMATION AND ENTRY CALL 909-592-2849 9-6 MON-SAT.

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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