

Porsche "Wins" Challenge Rally

But the Real Winner was the Russell Home for Atypical Children

Photos by Chuck Hennings and Cindy Anderson

The day before the 23rd Annual Challenge Rally, only 34 cars were pre-registered but **Bill Davis**, RallyMaster/Registrar, said "not to worry" as historically there are large numbers of "walk-ins". Bill was right! Fifty more cars were registered the morning of the Rally for a total of 84. The winning marque in the "challenge" part of the event was Porsche with 41 cars, followed by BMW with 19, 9 each Audis and Mercedes, 2 Ferraris, 1 Lotus and 3 others. The real winner, however, as planned, was the Russell Home for Atypical Children for which \$3540 was raised. There was a People's Choice Award which was won by **Martin and Dottie Stickley** in their 1967 Mercedes 300E convertible (see photo). The winners of the Rally itself were **David Junkins** and



Bill Davis, RallyMaster Holds Driver's Meeting



People's Choice Winner Owned by Martin and Dottie Stickley

Louisa Chu in an 1997 BMW M3 (see photo page 4). The weather was perfect for the 122.2 mile jaunt north of Orlando and ended at the Bahama Breeze in Altamonte Springs where we were well treated despite the larger numbers showing up than projected.

More photos on page 4.

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Upcoming Events

| | |
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| Dec 6 | 35th Anniversary Dinner |
| Sunday | Downtown Orlando Marriott |
| Dec 7 | Monthly Meeting at |
| Monday | Porsche of Orlando |
| Jan TBD | Kaffee Klatsch/Tour |
| Jan TBD | AutoCross at Lake County Training Facility - Tavares |



Mrs. Janet Russell Nixon Accepts Challenge Rally Receipts.

Chartered in 1974
Published Monthly
494 Members
<http://flc.pca.org>





Presidents Update

We held Officer elections for 2010 at our November meeting and it looks like I'll be President for another year with **Bert Del Villano** as VP, **Steve Williamson** Secretary and **Pete Brotsch** as Treasurer. I want to thank **Howard Osterhouse**, **David Edwards** and **Arden Griffith** for performing those duties (respectively) for both 2008 and 2009. Until you've "looked behind the curtain" you never realize the amount of work required, even in a volunteer organization. Thanks all for your participation and efforts! And we'll work at having some new things organized for 2010 to help us further enjoy our cars and "the people".



I'm hoping you'll receive this issue before the Dec. 6th Holiday/35th Anniversary Party so in case you forgot, you can call me at 407-909-0507 and still be there. We're experimenting with Standard versus First Class mailings for significant savings in our bulk mailing costs but at the expense of longer time to get to your mailboxes.

The 23rd Annual Challenge Rally was a resounding success with 84 cars (41 Porsches) and \$3540 going to the Russell Home for Atypical Children. Started by member Larry Jackman (who participated this year in a Mercedes), the Rally benefits a truly deserving charity. Thanks to **Bill Davis**, RallyMaster. The route and questions were fun and over 100 joined the post-Rally celebration at the Bahama Breeze. A group of about 30 of us also enjoyed coffee and breakfast at the Nov. 21st Kaffee Klatsch at **Dutch Holt's** restaurant "Let's Go Dutch". Happy and Safe Holidays Everyone.

- Chuck

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Upcoming Calendar

Your guide to Citrus Region Events

Monthly Meeting

Dec 7 at 7pm
Porsche of Orlando
1st Monday of Each Month

35th Anniversary Holiday Party

Downtown Marriott
Sunday, December 6th
Come celebrate the Holiday season and 35 years of FL Citrus Region PCA history. Join Founders, Past Presidents and current members who love their Porsches and socializing with others who understand "it's not just the cars, it's the people".

| December 2009 | | | | | | |
|---------------|-----|-----|-----|------|-----|-----|
| Sun | Mon | Tue | Wed | Thur | Fri | Sat |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

Cars & Coffee

Dec 19 from 9am - 11am
at House Blend Café
Gathering of car-nuts on the third Saturday morning of each month in Ocoee.
www.houseblendcafe.com

January 4, 2010 Monthly Meeting at Porsche of Orlando

January TBD, 2010 Kaffeeklatsch / Tour

January TBD, 2010 AutoCross

January 30-31, 2010 24 Hours of Daytona

February 20-21, 2010 Drivers Education at Roebling Road

Sign up at ClubRegistration.net - see page 9 for more information - new members / drivers very welcome, it's a safe, fun, and super friendly event.



Photo of Genie Evers receiving award from Bert Del Villano for her being Volunteer Coordinator for the OktoberFast event at Daytona

Welcome New Members

Total region membership as of 31 November was 494.

| | | |
|----------------|----------------|-------------|
| Mohamed Avdul | 2009 911 S | Sanford |
| Daniel Harf | 1986 944 T | Orlando |
| Robert Kondos | 1975 911 | Port Orange |
| Paul Lai | 2008 Boxster S | Longwood |
| Gary Singer | 1997 Boxster | Orlando |
| John Sullivan | 2007 911 S | Ocala |
| Andrew Larkins | 1988 924 | Orlando |
| Fred Rewey | 2001 Boxster | Orlando |

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any emails about upcoming region events. This contact information is maintained on the member database at PCA. There are three ways to update this information:

- Call PCA at 703-321-2111
- On the web at www.pca.org
- Send the information to Bill at daviswm@cfl.rr.com





Let's Go Dutch

Kaffee Klatsch Held at "Let's Go Dutch"

by Chuck Hennings

Kaffee Klatsch held at Dutch Holt's new restaurant.

The latest Kaffee Klatsch was held Saturday, November 21, 2009 at "Let's Go Dutch" in Clermont. The location is member **Dutch Holt's** new restaurant, Let's Go Dutch, a Café and Wine Den off 50 and near 27 in Clermont. About 30 members gathered for coffee, breakfast and lots of conversation about our Porsches. Charles Keller drove his brand new black GT3 (there were actually 2 new, almost identical, black GT3s). Other regulars included **Greg Barrows, Mark Peebles, Bert and Anne Del Villano** and **Nilo Argudin**. Our host Dutch Holt (see photo) treated us well and the food and service was excellent. Let's Go Dutch is located at 1200 Oakley Seaver Dr. ; next to the Cracker Barrel and Home Depot. Visit the restaurant's website at www.letsgodutchcafe.com.



Rally Master Giving Answers at Bahama Breeze



Rally Winners David Jenkins and Louisa Chu



Greg Barrows Co-Pilots for David Edwards in his Ferrari 360 Modena

Christie & Jim LaPiana

Member Profile

By Sue & Maurice Belt, Jr

You say chili and we say LaPianas...chili---LaPianas. After all, Christie and Jim invented the Chili Fest in 1997, moving it from Contemporary Cars to the new Porsche dealership. It's a hit year after year!

In addition, Christie chaired the 2005 Zonefest at the Lakeside Inn in Mt. Dora. The couple has participated in Autocross (Christie did a run in Tampa at MacDill AFB) and DEs at Roebbling Road with their '84 911 Carrera and Sebring in their 911 and '01 yellow Boxster. They've recently enjoyed leading Boxster caravans to the Boxster Summit in Blowing Rock, NC. They've even been to two Formula One races!

Florida Citrus members since 1990, Christie said, "We really enjoy driving Porsches and meeting and being with club members."

They even took a Treffen tour to the Porsche factory in October '92, arranged by **Nort and Linda Northam**. Boxster owners **Mike and Elena Klasing** also went along. They stayed at the five-star Graf Zeppelin Hotel in Stuttgart; drank Porsche label wine; spent a half day at the museum; and then drove to the factory where they saw Porsches being assembled. They were even allowed to tour the Engine Room.

Next, they got an E-ticket ride from a driver on the Weissach test track before heading to the museum at Nurburgring (the track was closed). During this incredible trip, they also got to trade off driving eleven different Porsches--968s and 911s on the Autobahn.

Jim, from Chicago, and Christie, from Spokane, both moved as children to California. They later met at a seminar in L.A. (Jim was driving a Lotus Europa then and Christie a new '72 baby blue Pinto.) In 1980, they moved from Costa Mesa to Florida, towing a 4-speed '67 Lotus Elan S3 (autocrossed at Martin Marietta). Jim also had a '76 Alfa Romeo Alfetta GT and a couple of VW Siroccos. He taught Christie to drive a stick in a Renault Le Car.



To purchase the Boxster, they sold the 911 privately and Nort arranged a trade of the Elan to Dave Maraj, owner of Champion Motors Pompano, for himself. **Bob Wollek** was at Champion that day and he signed Jim's maintenance manual!

Christie is no stranger to cars. Her Father was a stock car racer in Spokane (he still holds a membership card). He drove several events with **Tom Sneva, Sr.** His favorite rides were Hudson and Ford--sponsored by the Bubble Inn Tavern.

Jim, as a kid, could name all the cars driving past while riding with his grandparents. And, he never lost his love for cars after two years ('94 & '95) as a tire man for Nort when he raced a Mustang Cobra and BMW M3 in the IMSA Firehawk Series for White Knight Racing. Christie said, "I learned an appreciation for endurance racing--no rest and pressure in the pits all over the country... Watkins Glen, LaGuna Seca, Indy."

Christie spent many years in Aerospace as a buyer at Martin, Siemens, and AAI--a simulator company where she became a Business Manager. She now owns three businesses: LaPiana Marketing--Marketing & PR; LaPiana Consulting--government contract review; and LaPiana Arbonne Independent Consultant--beauty, health, and wellness. "If I ever have another car it will be an automatic!" She drives a 2000 VW Jetta TDI diesel.

Jim is Director of Design for The Evans Group--a national, full-service architectural firm (residential and commercial). "We build custom homes and clubhouses; lots of resort work; and we just finished a condo-hotel," he said. He'll have 30 years there next March.

"Possibly one day, the ultimate car for me would be a McLaren F-1," mused Jim. "Realistically, I'd like the newest, fastest Boxster. I'd like a diesel in a Boxster. I like the Boxster dynamics better than the 911. It's a he-man's car."

Don't wait until the next Chili Fest to say hello to the LaPianas.

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Winter Park Concours

Another Good Showing

Photos by Chuck Hennings, excerpted article from Orlando Auto Examiner in quotes

Another good show at the Winter Park Concours held on Park Avenue. Great weather, good crowds and more cars than last year. "The Germans seemed to have outdone themselves this year. Porsche had boocoos of 911s, including an impossible-to-miss green 1970s Carrera RS, a 996 GT3, and a 1989 Speedster in such flawless condition that it only had 630 miles on it. More vintage Porsches included many types of 356s of all years, and a 914. Porsche of Orlando, one of the sponsors of the event, also brought two examples of the controversial new Panamera four-door coupe (see photo from Orlando Auto Examiner).



At 3:30pm, the winners of the show were revealed:

People's Choice: An immaculately-restored late-1950s Mercedes 190SL coupe

Judges' Choice: An original green Lotus 7 roadster with a Cosworth engine

Overall Winner: A dark grey 1938 Rolls-Royce Phantom III V12".



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The Hatfields and McCoys

Shoot out at the Ladies Day Autocross

By Bert Del Villano - FLC Autocross Chair

The club's favorite ladies take to the track.

Eighteen of our favorite ladies and 41 men came out for the fourth annual Ladies Day Autocross on Nov. 22. The weather was perfect, the course clear and fast, and most importantly, our favorite women had a chance to play with their Porsches. The FLC spirit of "friendly" competition led the women to a day of spirited and fun driving.

In addition to the usual fanfare, Ladies Day was the scene of a rivalry between two of the best know autocross families in the South – no, not the Hatfields and the McCoys, but the Shields and the Merideths. Our rivalry is between the **Shields** family (**Danny** and **Sharon**, perennial Porsche Parade Champions, and **Lauren**, the new FLC Social Chair); and the **Merideths** (**Gary** and **Vivian** holders of countless PCA and SCCA Championships, **Bryce**, 2009 SCCA Champion, and **Kelly**, a novice autocrosser). Between these two families, there are enough trophies to consume a landfill. To no one's surprise, the day's honors were split up among the two families. Danny had top time of day, at 61.767 sec., with Bryce in third at 62.589. Gary led the 944 class at 64.004. Sharon finished 6th overall and won top time of day for the women, with Vivian close behind and Laura in 5th. Kelly topped the novice women. So, which family won? You decide. But, it is clear that both families have champion genes.



Sharon Shields and Kelly Meridith with their victory ribbons as their families celebrate victory.



Laura Shields celebrates her run.

The FLC Drivers Education program donated a free registration to a FLC DE. The lucky winner was **Cheryl Martineau** from Space Coast Region. In addition, **Bob Blucher** donated a pair of tickets to Universal, which were won by our **Renee Osterhouse**. Others received DE shirts (most big enough for 2 to sleep in), and a pair of Porsche models donated by **Howard Osterhouse**.

Our Space Coast Region friends continue to support our series. With at least 14 drivers, SCR is making its presence known. The Martinueaus, O'Neals, and Brackets have all developed into excellent drivers. For sure, they will challenge the FLC drivers at the next Autocross Challenge Race.

Thanks again to all who helped make Ladies Day so much fun, especially the guys from the **Martin Club**, **Bob Blucher**, **Chris Wells**, and **George Bonafede**, and to **Anne Del Villano** and **Renee Osterhouse** for registration, and most importantly to Mel Saiz for setting up the data system.

The next events will be in January and February. Watch the Spiel, the web site, your email for the announcements of the dates.



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Kevin Abel has posted pictures of the event online at: <http://www.flickr.com/photos/27225497@N04/sets/72157622860901620/>



First time and "Veteran" drivers gather for driver's meeting at Roebling Road Drivers Ed Event

New Members / First Time Owners

Drive Your Porsche on a Race Track!

by Chuck Hennings and Ross Evers

Here's your opportunity to take your Porsche (it's a race car in sporty street clothing) and experience it's power and potential beyond what's prudent around town. First timers at a Driver's Education event at the track are always exhilarated and want to tell everyone about their experience! It's for guys and gals and is nationally known for its safety record and excellent instructors. And the Roebling Road track is known for being a great track for beginners. Soooooo.....Sign up early as we are looking forward to a great time in Savannah on Feb 20, 21st 2010! You could include this event on your Christmas wish list or purchase the registration for a friend or loved one. This is a perfect gift for the car enthusiast on your list!

Our Drivers Ed Chair, Ross Evers says "There is absolutely NOTHING better than a weekend with the Florida Citrus Region PCA at Roebling Road Raceway in Savannah GA! Good food, good friends and tons of track time on one of the best road courses in the Southeast. It doesn't matter if your a novice or a seasoned track veteran, we have specific run groups for all skill levels! If its your first time, you will recieve expert classroom instruction as

well as an experienced instructor to insure you get the most learning and fun out of your weekend". Roebling Road is a 2.02-mile asphalt road course consisting of nine turns is located just 20 miles from beautiful historic downtown Savannah, Georgia.

For more info check out our Florida Citrus Region DE page at... <http://flc.pca.org/DrivingEvents/DriversEducation.aspx>

For more info on RRR visit...<http://www.roeblingroad.com/trackinformation.html>

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996 Oil Level Measurement

Tech Talk - From Excellence Magazine by permission

There is more to checking your oil level than meets the eye.

How, exactly, do I determine the correct motor oil level reading in my 2003 996? The owner's manual states at least four methods that can be used to do so. May, 2004's Excellence had a similar discourse on the 993.

Before a recent trip of 550 miles — starting at the odometer reading 5,485 — I used a cold-engine technique and obtained a reading of one segment below the maximum mark. 253 miles into the trip and after speeds of up to 100 mph, I used Porsche's refueling technique and got a reading two lines down from the maximum mark. 25 miles later, I used the first technique with the engine at operating temperature and got the "refill" reading. I added 23 ounces of Mobil 1 10W-40 and, 25 miles later, got a reading of one segment below maximum. The following morning — after traveling the remaining distance of my trip at speeds of up to 85 mph — a cold-engine technique showed a level of one segment below maximum, which was confirmed by the dipstick.

Were my techniques acceptable? Did I add too much oil? Did I actually use 23 ounces of oil on such a short

trip? Am I expected to carry spare oil in the future? Are the OBC readings reliable? In short, what the heck is going on with my oil!?!?

With the older air-cooled 911s such as the 993, the operation of the oil-level gauge is completely different than the ones in the newer water-cooled 911s like the 996 and 997. For the 993, the oil level is checked with the engine fully warmed up, running, and when the car is parked on level ground. In the discussion you mentioned, I recommended running the oil level approximately one quart low — or about half way between the two marks on the dipstick. I went on to recommend running the oil all the way down to the "add oil" line and then adding one quart. This advice does not apply to the newer cars, as they have a different oiling system with less total oil capacity. Do not use 993 oil-check methods in your 996!

Let's look at your 996's dash gauge and try to figure out what it's telling us. Porsche says the distance between the maximum and the minimum marks on the digital oil gauge represents about 1.5 liters or 1.585 quarts of

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oil. There are six lines between those two marks, so each line represents about 0.246 quarts of oil. Porsche also says to add a half a liter of oil at a time. For our purposes, let's call it a half a quart. Therefore, we can let the oil level drop two lines on the gauge before adding a half quart of oil. I would not bother to add oil in smaller quantities, as you will only confuse yourself — and probably the car, as well.

How you check your oil level will result in different readings. When you check the engine oil cold, you will get a higher reading than with the other methods. All of the oil has run back into the sump, resulting in this higher reading. With the various warm-check procedures, there is always going to be some oil off in the far corners of the engine, so you will get a resulting lower reading. We know that Porsche wants you to check the oil level when the car is parked on level ground and not running. And, as you say, there are four different ways to check it:

1. With the engine cold when you turn the ignition key to "Accessory"
2. By switching a warm engine off then turning the key back on and waiting for the timer to run down to zero.
3. What Porsche calls the automatic oil level measurement when you are fueling. The motor must be warm. This presumes the engine is shut off for a few minutes (about five) but less than 15 minutes. When you turn the key back on, the measured oil level is displayed for approximately one minute.
4. The old fashioned way, with the dipstick (for all but 996 Turbos).

I prefer to check the oil when it's cold in my cars because the reading is more consistent when the engine is cold than with the other various methods. If the level is less than one line down, I essentially ignore it as well as the other readings and check the engine oil level cold before I drive my Boxster again. Once the level drops to the first line below maximum, I pay more attention to the other readings. When the other checks indicate two lines below the maximum level, I add a half a quart of oil.

Incidentally, the procedure for the new 997 is a little different. That's because the 997 and 997S no longer have dipsticks. So you will have to rely on the digital dashboard gauges to check your oil. Also, the difference between the minimum and maximum marks on the gauge is now approximately 1.2 liters or 1.268 quarts — so each segment on the display represents approximately 0.4 liters or 0.4227 quarts of oil.



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Club Racing

Citrus Club Racing

Nort's Green Bean Wins Again!

At the Historic Sports car Racing event at Daytona the first weekend in November we got these inputs from **Marie Zitz** and **Nort Northam**. From Marie, "Great podium weekend! **Brad**, and **Jim** were 1st in their sprint races, **Linden** was 2nd. In the Vintage Enduro **Danny & Ron (Zitza)** were 3rd, and in the other enduros **Jim & Ron**, **Nort & Ron**, **Brad & Ron** were 1st". From Nort, "The black 914 is Bard Blum ---- As you can see The Bean (Nort's Kelly Green 911) has a bad right eye --- we popped the headlight cover and cut a hole in the bucket to help get more air to the oil cooler --- we'll make it prettier for the club racing at Sebring".



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Porsche News

Porsche Automotive and Racing

Provided by Jill Beck

ATLANTA - November 5, 2009 - Weighing in at just 2,811 lbs., the new 2011 Porsche Boxster Spyder will be the lightest Porsche available - from a company known for lightweight, proficient sports cars. This new mid-engined roadster represents the true, purist form of the sports car - agile, powerful, open and efficient. This third Boxster model will join the Boxster and Boxster S and will make its world debut at the Los Angeles Auto Show, December 2, 2009.

The newest member of the Boxster family stands out from the other versions of Porsche's mid-engined roadster. Its low-slung, lightweight soft top - when closed - extends far to the rear to protect the driver and passenger from bright sunshine, wind and weather. This top, when combined with extra-low side windows and two striking bulges on the single-piece rear lid, provides the Boxster Spyder with a sleek silhouette reminiscent of the Carrera GT.

The Boxster Spyder features a 3.4-liter six-cylinder engine with Direct Fuel Injection upfront of the rear axle. Maximum output is 320 horsepower (hp), 10 hp more than the Boxster S. The combination of 10 more hp and 176 pounds less weight than the award-winning Boxster S, plus an all-new sport suspension that lowers the Boxster Spyder 20 mm, a lower center of gravity, a standard limited slip differential, and exclusive wheels

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provides the kind of driving dynamics that back up the unique look. Aluminum door skins and lightweight interior door panels from the 911 GT3 RS contribute to the weight reduction.

When equipped with Porsche-Doppelkupplung (PDK) transmission and the Sports Chrono Package, the new Spyder, using Launch Control, accelerates from a standstill to 60 mph in 4.6 seconds. Top track speed is 166 mph - with the roof open.

Fundamentally, the entire Boxster family is the successor to the legendary 550 Spyder and RS 60 of the Fifties and Sixties, all sharing the same mid-engine roadster concept. Low weight and supreme agility combine to provide outstanding driving pleasure.

In 2004 and 2008 Porsche produced limited editions of the Boxster bearing the additional name Spyder, honoring the 550 and RS 60. In contrast, the new Boxster Spyder is a regular, but specially developed and upgraded production model as compared with the Boxster and Boxster S.

The 2011 Boxster Spyder goes on sale February 2010. U.S. pricing is \$61,200.

*A new Boxster
Spyder just
in time for
spring.*





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Meeting Minutes - Nov 2nd, 2009



David Edwards - Club Secretary

Membership
494 Members

Spiel Report
Now in color! Looking for interesting artical ideas.

Web Report
Would REALLY like feedback!

OktoberFAST
Thank you club racers, DE'ers, and volunteers!

Track Events
We need your help growing our event; come to Roebling in February

Results of 2010 Election of Officers:

| | |
|-----------|------------------|
| President | Chuck Hennings |
| VP | Bert Del Villano |
| Secretary | Steve Williamson |
| Treasurer | Pete Brotsch |

Thank you for a fun 2 years!

Arden Griffith - Club Treasurer

Financial Report \$3,571.39



Top - Adella Cohen drive Zavi's GT3
Middle - Stacy Helman starts the race
Right - Kelly Meredith wins top time of day, ladies.



Kevin Abel has posted pictures of the event online at:
<http://www.flickr.com/photos/27225497@N04/sets/72157622860901620/>

Classifieds

914 Transmission, later model side shift 901... looks good, not sure of the internal condition. Will deliver to the Orlando area no charge... \$500.00. Text me @ 386-804-2721, or email @ Osterhous-eServices@gmail.com

1979 Turbo 911 (930) - Brilliant Black/Black leather. 34,000 miles. Completely original with factory European 930 headers. Original 16 inch Fuchs. Same owner 11 years with all records for that time. Engine out refresh and detail at 24,000 miles. Shows well for originality and clean. Regional concours winner. Top mechanical condition including A/C. Drive this car anywhere and enjoy time travel while making time. \$35,000. Call Tom at 321-626-0563 or email tgorsuch@cfl.rr.com.

2000 Boxster S - Tiptronic, Artic Silver/Blk, 55K, Cruise, CD, Windstop, New Factory Engine installed at Zotz 12/07, now has 1,400 miles, Outstanding Condition, Mechanically Perfect \$18,000. George Hill, 407-321-7401, Watzer11@cfl.rr.com

1968 912, met. charcoal/black. Beautiful s.w. car, totally restored w/ records to '68. \$17,800. Contact Grant at a3asg@aol.com, 352 552 6060.

1987 930, Factory Slantnose (#505) Coupe, Black/Linen, 22K Miles, Completely Original, ZOTZ Maintained, COA, Concours Record Includes; 2ND-PARADE, 1ST & 2ND WINTER PARK, 3 Owner, "AS NEW" CONDITION, \$53K, RICHARD ATEN marmem@earthlink.net

1987 Carrera Coupe - 96,800 miles, Grand Prix White, Saddle/Black Leather Interior, limited slip, color coded Fuchs. Option codes ,158,220,341,348,395,454,473,533,650. Full Griffiths Kuehl A/C. Zotz Garage maintained. Books/records. Weltmeister suspension upgrades, bump steer kit, turbo tie rods and much more. Asking \$28k obo. Pedro Lecusay plecusay@earthlink.net 407.924.9610.

2001 996 Turbo - Speed Yellow/Black with deviated stitching, service just completed, 42,000 miles, 6 speed, \$42,500.00. Jim --breedoni@mac.com, 352-978-9687

2003 996 C2 Coupe - 15k, blk/blk, manual, orig owner, extended warranty, HiFlow Induction kit, BMC perf air filter, steel braided brake lines, Toyo Proxes (18"), alloy wheels, \$38,995, contact Chris @ 407-529-4481.

1987 930 - Factory Slantnose (#505) Coupe, Black/Linen, 22K Miles, Completely Original, ZOTZ Maintained, COA, Concours Record Includes; 2ND-PARADE, 1ST & 2ND WINTER PARK, 3 Owner, "AS NEW" CONDITION, \$53K, RICHARD ATEN marmem@earthlink.net

Wheels For Sale -2005 997 19" silver "Carrera Classic" five-spoke wheels. Contact Owen at ojdicinson@gmail.com.

Certificate for \$500 - towards the Porsche driving experience (it is transferable). Asking \$300. Chris Pashley 407-925-6907, cp-theccfp@yahoo.com. See <http://www.porschedriving.com/Sports-Driving.aspx>

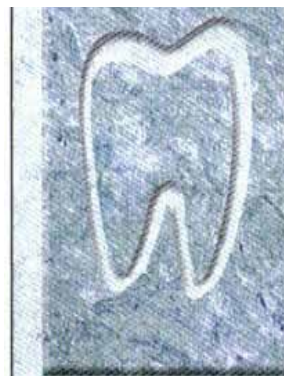
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