

# THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 36 - Number 12

December 2010

## Upcoming Events

- |                 |  |
|-----------------|--|
| Dec 11<br>(Sat) | Holiday Dinner at Sonesta Hotel<br>Downtown Orlando      |
| Dec 18<br>(Sat) | Warbirds Adventure<br>Kissimmee Airport                  |
| Jan 16<br>(Sun) | Tour into Volusia County<br>Starts at Porsche of Orlando |

## Ladies Day Auto Cross

*SpaceCoast finally wins by a narrow margin after 4 years*

## Challenge Rally for the Russell Home

*60 cars tour the backroads of Central Florida while raising money for the Russell Home*

*Challenge Rally's People Choice  
Bryan May and Sarah Eagan  
1954 Black Jaguar XK120SE*



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<sup>4</sup>Competitor comparison information obtained from Informa Research Services, Inc. as of October 26, 2010, using Illinois account rates. CD rates assume a \$2,500 minimum balance. The non-Discover Bank service marks are owned by each respective entity. All rights reserved. Deposit accounts offered by Discover Bank. ©2010 Discover Bank, Member FDIC.

## From the Editor

Out last issue of The Spiel for 2010 is yet another large one! To think a year ago The Spiel was averaging 12 pages and was in black and white... now we have 20-24 pages and every one is in full color. Many thanks to our advertisers that have helped make this possible.



It has also been a great year for the club and Porsche with very well attended events and plenty of exciting new models, lets hope for a repeat next year.

And don't forget, we would love any articles on great or memorable Porsche related experiences.

Travis Young - KineticFlow@mac.com

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## Welcome New Members

Total region membership as of 30 August was 510. Welcome new Members:

Kim Hone	2009 911	Orlando
Neil Hutchinson	2000 911	Windermere
Jonathan Lee	2008 Boxster	Sanford
William Richards	2000 Boxster	Longwood

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any e-mails 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](http://www.pca.org)  
send information to Bill at: [daviswm@cfl.rr.com](mailto:daviswm@cfl.rr.com)



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# President's Update

We have a special guest speaker for the Holiday Party, Saturday evening, December 11th. **Adele Arakawa**, award winning anchor newscaster for KUSA-TV (NBC) in Denver, will relate her experience as a PCA Club member, Club racer and TV journalist. Please make your reservation now for a great evening at the Sonesta Hotel. A full page flyer is included in this issue for the event. We'll also be collecting Toys for Tots so please bring a new, unwrapped toy for this great charity organization.



If you missed the Challenge Rally November 14, you missed a great one. **Bill and Prudy Davis** provided a fun route through country not often traveled. I dry ran the route a week earlier (in my van by myself) and although I missed many correct answers, I truly enjoyed the ride. Porsche won the "challenge" with the most cars (there were about 60 total) amongst BMWs, Audis, Mercedes, and a Corvette, Honda S2000, and a beautiful, restored 1954 Jaguar XK120. The Russell Home was very pleased to receive \$2540, down a bit from last year.

What can I say about being President these last 2 years? I can say that I truly enjoyed the experience (and being retired helped)! There are so many folks I need to thank for their efforts during my tenure but especially **Bert Del Villano, Ross Evers and Travis Young**. Bert and Ross (and their many volunteers) brought us continued merriment and joy with their highest quality Autocross and Driver's Ed events. Travis transformed the Spiel into what it is today, a professional publication with potential advertisers calling frequently about space, And a big thank you to our advertisers, old and new who have made the Spiel self-sustaining.

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I won't be fading away and as the Past President I intend to help my successor, **Steve Williamson**, any way I can. My wife Rita was hoping that by January I would have cleared my office of the many boxes of Porsche Club items from these 2 years, but as Historian (and equipment person), that's probably not going to happen. Thank you all for being members of the Citrus Region. If you haven't come to a meeting or an event, please do soon. See you at the December 6th meeting at the Porsche dealership.

Chuck

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(407) 262-0800

# Meeting Minutes

November 2010

The November 1, 2010 meeting of the Florida Citrus Club of PCA was called to order by President Chuck Hennings at 7 PM. The meeting was conducted at Porsche of Orlando 9590 S Highway 17-92 in Maitland.

The meeting was attended by approximately 50 club members and their guests. A new member was introduced to the group. President Hennings reported the club membership to be 504 members.

David O'Neill, president of the Space Coast Club of PCA and instrumental in securing the Orange County Convention Center as an autocross site, has just suffered the passing of his father. Condolences were offered by our club and a sympathy card was signed by our members in attendance.

President Hennings also commented positively on the current financial stability of the club with profits being realized from both the October Driver's Ed and autocross events.

Travis Young reported that we continue to need content for the Speil. The current copy of the Speil should be in the mail during the first week in November.

Webmaster Mel Saiz reported on the club website. The address is <http://flc.pca.org/> and is always the best place to visit to stay up with current events.

Bert Del Villano reported on the October Autocross and Driver's Ed. The final tally was 72 drivers generating \$650 profit for the autocross and 130 drivers generating \$5,000 profit for the DE. Thanks was offered to both Bert and Anne Del Villano for their work in these events and also thanks was offered to Ross Evers for his efforts in running the DE. Bert Del Villano announced that he was working on a possible November date for another autocross. The next DE is scheduled for February 18 - 20.

Several of our members, including David Edwards, Mark Peebles, and Greg Barrows enjoyed their weekend club racing at Carolina Motorsports Park. A reminder was made by Greg Barrows of the next club race date of December 3 - 5 and that the Legends of Motorsport events for historic runs December 3 - 5 at Sebring.

John Reker reported that he is enjoying the competition in Concours with his 356, having some success in the process. His next event is the Winter Park Concours on November 7.

The slate of officer candidates for 2011 was prepared by Nort Northam and was presented to the membership. There were no additional nominations and the membership voted to adopt the slate of officers as presented. The result was President Steve Williamson, Vice-President Miles Beach, Treasurer Pete Brotsch, and Secretary Nilo Argudin.

President Hennings reminded the membership of The The Challenge Rally for the Russell Home scheduled for November 14, the Holiday Dinner is scheduled for December 11 at the Sonesta Hotel in Orlando, the Warbirds Adventure at the Kissimmee Air Museum is December 18, and the Volusia County Tour is January 16. Additional details of these events may be found in the Speil and the club's website.

Many of the club members enjoyed dinner at the Olive Garden in Winter Park following the meeting. The meeting adjourned at 7:45.

Steve Williamson  
Secretary and Insurance Coordinator




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# Upcoming Calendar

Your guide to Citrus Region Events

## Monthly Meeting

Dec 6 at 7pm  
Porsche of Orlando  
1st Monday of Each Month

December 2010						
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	

## Holiday Party

Dec 11 at 6:30-9:00pm  
Sonesta Hotel,  
Downtown Orlando  
(See Page 11)

## Porsches and Planes

Dec 18 at 10:00am-2:00pm  
Kissimmee Airport  
Hoagland Avenue  
(See Page 15)

## Cars & Coffee

Dec 18 from 9am - 11am  
at House Blend Café  
Gathering of car-nuts on the  
third Saturday morning of each  
month in Ocoee for all car makes.  
[www.houseblendcafe.com](http://www.houseblendcafe.com)

- Dec 3-5 Final Club Race – Roebing Road  
Dec 3-5 Legends of Motorsports  
Sebring  
(See Page 14)
- Dec 6 (Mon) **Monthly Meeting  
at Porsche of Orlando**
- Dec 11 (Sat) **Holiday Party -- Sonesta Hotel**  
(See Page 11)
- Dec 18 (Sat) **Porsches and Planes - Kissimmee**  
(See Page 15)
- Jan 16 (Sun) **Tour into Volusia County**  
(See Below)
- \*\* Events in bold represent FL Citrus sponsored events \*\***

## Tour into Volusia County

Jan 16 (Sun)

Please join us for a fun and scenic drive over some of the prettiest roads in central Florida, including a portion of the locally, very loved, Tomoka Loop. The tour ends with a nice lunch at one of Volusia County's fine waterfront restaurants. There is no cost for the tour. Participants will purchase lunch from the regular, broad menu. We will have a private room and access to their deck with a great view of one of the areas most scenic rivers. The tour should take no more than 3 hours.

Starting Location: The Porsche dealership on  
US17/92 in Maitland.

Registration: 9 – 10am with coffee and donuts.

Drivers meeting: 10am

First car out: 10:30, Lunch beginning at 1pm

Please RSVP by January 9 so we can give the restaurant a count. For information, contact Steve and Jane Sanford, (386) 304-7942/cell: (386) 299-1706.

E-mail: [stephenrsanford@bellsouth.net](mailto:stephenrsanford@bellsouth.net).

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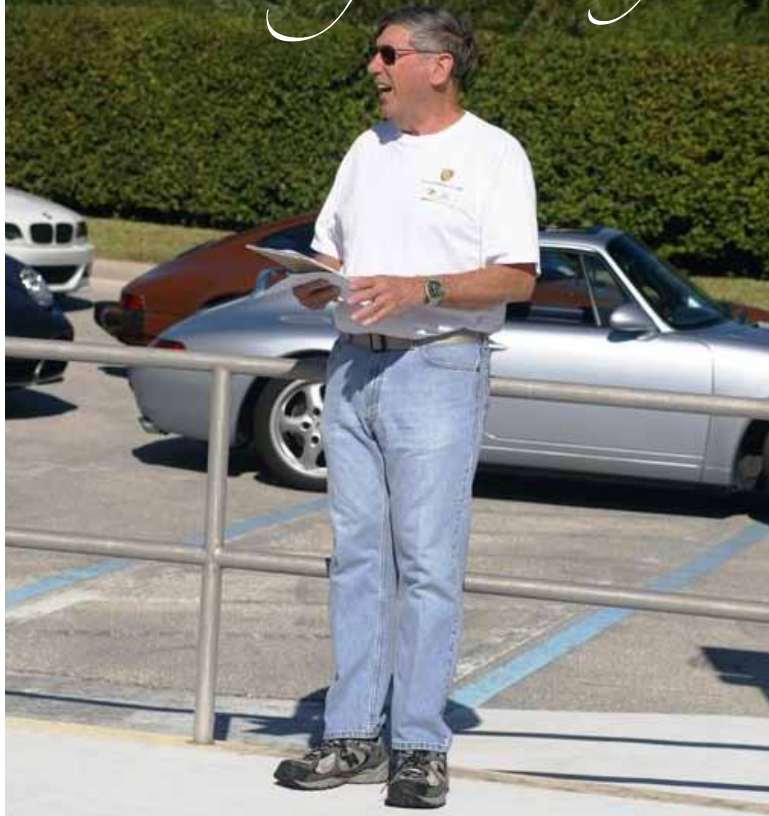
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# Challenge Rally



*By Chuck Hennings  
Photos by Chuck Hennings  
and Laura Lee Shields*

Another successful Challenge Rally for the Russell Home is in the books. About 60 cars lined up in the Porsche of Orlando parking lot on November 14 to enjoy a scenic route throughout Central Florida while answering questions along the way.

**Bill Davis**, Member Chair for the Citrus Region, prepared the 3 hour run and it received compliments on a perfect day for a Rally. No accidents were reported although several missed turns and missed clues were confessed to by several participants.

The Rules Committee also had to go into conference when it was reported that Navigator **David Edwards** exited his car during the route and ran back on foot to check out a possible clue. Driver **Mark Peebles** assured the committee that the car was not in motion when David got out and the potential violation was dismissed.



*Rally winners Chris and Diane Brooks*



*2nd Place Carl and Tamy Lueck*

Although some of the answers were quite difficult, no boos were heard this year when Bill read the answers to a large crowd at the ending destination, the Baha-ma Breeze restaurant. After Bill and his wife Prudy finished the scoring, Porsche Club Member (and Sunrise to Sunset Rally winner) Chris Brooks and wife Diane were declared winners on a tie-breaker question.

Finishing second was **Carl Lueck and wife Tamy**, also Porsche Club members. The People's Choice award went to **Bryan May and Sarah Eagan** who drove a 1954 Black Jaguar XK120SE. Beautiful automobile!

The Porsche marque won the "challenge" part of the Rally by entering the most cars. BMW was second. And of course, the ultimate winner was the Russell Home for which \$2540 was raised. The Club would like to thank Porsche of Orlando for the wickedly good donuts and **Emilio Cortes** for his continued support opening the dealership for our use.









*More photos from the  
Russell Home Challenge  
Rally - See Page 8*



# Holiday Dinner

Saturday December 11th



*Special Guest Speaker*

## Adele Arakawa

Come celebrate the Holiday Season with a festive evening planned at the newly renovated Sonesta Hotel on Lake Ivanhoe. Enjoy pre-dinner conversation, a fine meal, special guest speaker, year end awards and great doorprizes! Please mark your calendar now for SATURDAY, DECEMBER 11 and RSVP as per below. Schedule for the evening:

- 6:30 – 7:30     *Welcome Reception (Cash Bar)*  
7:30 –         *Dinner Served (Salad, Dual Entree,  
   Glass of Wine, Dessert, Coffee/Tea)*  
8:30 –         *Speaker / Awards / Doorprizes*

Adults \$25, Children \$10, Complimentary Valet Parking

RSVP to LauraLee Shields at [lauraleexoxo@aol.com](mailto:lauraleexoxo@aol.com)



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# *Ladies' Day Space Coast Challenge AutoCross Sponsored by Gary Merideth*



ORLANDO CONVENTION CENTER

By Bert Del Villano - FLC Autocross Chair

Photos by Tom Gorsuch

The annual Space Coast vs. Florida Citrus Challenge Autocross represents the best in friendly Porsche competition. The day provided a perfect setting for a group of very good drivers to play together for bragging rights for the coming year. Competition on course was fierce, and everyone cheered for their region – as well as for good performance by their rivals.

Congratulations to the autocrossers from Space Coast Region. It only took 4 years, but they finally eked a victory over FLC, by the narrowest of margins – 98/100 points. It was painful, but I had to pass our “perpetual” trophy to **Tom Gorsuch**. The Space Coast drivers have been improving every year and this year they took it all. So how close was the race? SCR won 4 classes, and FLC won 4 others. The difference came in the Novice Ladies group where SCR’s **Victoria Dieterle and Donna Kocak** defeated both of their FLC challengers. FLC had drivers in 2 other classes in which SCR did not have competitors, thus they did not count. We need to make a small adjustment to the scoring system for next year to have these drivers participate.

The event also featured our annual Ladies Day Autocross. A dozen Lady drivers came to claim crowns in the “experienced driver” and “novice driver” classes. Congratulations to **Sharron Shields** for winning the experienced group with a time of 42.463, just 0.7 seconds ahead of **Wendy Mertz** and 0.8 seconds ahead of **Lynne West**. Victoria Dieterle dominated the novice Ladies with a score of 47.111. Each of the winners got a fine bottle of champagne to toast their victories. Sharron also won the raffle for a free entry to a FLC DE. Nice job to all our women.





The day was also very special in another very unique way. We joined **Gary and Vivian Merideth** in celebrating the wedding of their son (and SCCA champion autocrosser) **Bryce to Shannon Jones**. All of the groomsmen came to the autocross. Sure beats a round of golf to keep the boys occupied while the bride and her maids dress and do their hair. We wish Bryce and Shannon every happiness for all time. And we thank Gary for sponsoring the autocross.

**Bob Blucher** designed a fast and fun course on the big lot at the Orange County Convention Center. The weather was perfect, cool in the morning and pleasant all afternoon. Thanks to **Anne** for another spectacular Subway lunch. Also, a huge thank you to Bob and all the guys in the Martin Sports Car Club. Moreover, congratulations to MSCC for their 50th anniversary. They have run a half century long autocross series, featuring some of the best drivers in the Southeast. Many more, guys.

If you have not run one of our autocrosses, please come to the next event on Saturday, February 12, 2011 at the Sheriff's Training Facility in Tavares. Learn to drive your Porsche the way the engineers designed it – in a safe, fun environment.



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# Porsches and Planes!

Saturday, Dec 18th

Kissimmee Airport  
Warbird Adventures  
[www.warbirdadventures.com](http://www.warbirdadventures.com)

Join other members (including members from other regions) for a Porsche car show, picnic, and museum tour! Discounted flights are also available for the more "adventurous" members!

Admission is \$5 (discount rate) for members and guests. We also receive 15% off of any flights (helicopter or T-6).

Bring your Porsche as we will have a mini-car show with voting for Peoples Choice! All Porsches will be parked in a reserved area on the hanger apron.

10am till.....

BBQ Lunch about noon

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Just East of mile marker 15 on Hwy 192/Vine St.

1-4 Exit 64A 7.3 miles East on Hwy 192 to:

233 N. Hoagland Blvd.



# Member Profile

## David Wilson

I started out my love of sports cars when I was four. My father had a '67 Sunbeam Alpine. I was thrilling to be a passenger with my dad in that car. Eventually, I grew old enough to have my own car. It was a '69 VW beetle, and thus began my affection for the air cooled motored cars.

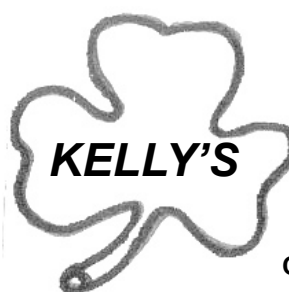
After high school, I teamed up with a friend that fixed VW's and tinkered with Porsches. I also got a job at a sports car repair shop where I learned to work on Ferraris, Porsches, and Lamborghinis. After a while, I had to have my own Porsche. Oh sure, I had had a slew of sports cars (MG's, Triumphs, and FIATs), but I finally bought a 914. In hind sight, it was rather ratty, but the keys on my key ring said that I owned a Porsche!

I sold that one and built up a project 914 that turned out really nice. I had to eventually sell that one to pay for a semester of college. It would be 25 years before I would have another Porsche. In between that time I joined the ARMY in an attack helicopter unit. How was I suppose to know that Iraq would invade Kuwait.

I've always had a love of airplanes, especially WWII airplanes, so afterwards I joined up with a warbird restoration place in Kissimmee. I've had the opportunity to work on some pretty cool warbirds.

I pursued another passion of mine and went to film school, after which I worked in the movie biz for about four years. I now work for Disney. In the 12 years that I've worked for the Mouse, I've worked as an Entertainment Tech making the lights go 'blinky blinky', as a fireworks tech making 'Wishes' go boom, and now as an Attractions mechanic fixing Splash Mountain and Pirates of the Caribbean.

So yea, finally this year I bought another Porsche. An arena red 1999 Boxster. My wife, Dianne, and I really love that car. Hi, I'm David Wilson, glad to meet you.



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# The Safety Helmet

**By Pedros Garage**

The head is probably your most important asset and the most vulnerable part of your body during an accident. While the driver's body is strapped in very tightly to the seat, the head can jerk around uncontrollably. The helmet is designed to dissipate impact energy over the entire helmet and prevent debris from puncturing it.

Every professional and amateur race car driver is required to wear some type of protective safety helmet. Most choose a full-face helmet, which covers the entire head and wraps around the mouth and chin. Others wear an open-face helmet, which only covers the head. Drivers who wear the open-face helmet usually wear protective goggles or face shields as well. Some claim that a full-face helmet restricts their peripheral vision or that it's too hot inside the car.

There are three main parts to racing helmets, the Outer shell, BeadALL liner, and the Inner liner, padding and hardware.

Once a shell design has been approved, a custom-made nickel model is created for that particular helmet. Construction of the outer shell begins with a thin layer of gelcoat. Then a special resin, consisting

of several types of glass, carbon, Kevlar and other exotic fibers and weaves, is added to the shell. This all combines to make the hard, glossy outer shell.

Just underneath the outer shell is the BeadALL liner, which is a special foam layer in the crown of the helmet. The purpose of this liner is to absorb the energy that the outer shell has not absorbed. This layer is made of polystyrene or polypropylene.

The inner liner of most helmets is a form-fitting layer that is made of either nylon or Nomex. Nomex is a special fire-retardant material made by DuPont. It doesn't melt, drip, burn or support combustion. Helmets are also equipped with cheek pads, chin straps and visors. The visor is made of a tough Lexan plastic. Lexan, which is also used in many racing cars' windshields, is commonly known for its use in bulletproof glass.

All helmets go through some sort of testing before they are considered safe enough for high-speed racing. The Snell Memorial Foundation is an independent organization that sets voluntary standards for auto-racing (and other application) helmets. The standards set forth by Snell are more stringent than the DOT standards, and are the ones used for auto racing in the USA. To test the impact resistance of a racing helmet, Snell places the helmet onto a metal head form and drops it onto various types of anvils. If the peak acceleration impacting the metal head exceeds a magnitude of force equal to 300 Gs, or 300 times the force of gravity, it is rejected.

This level of impact is hard to conceptualize -- a head-on impact at 30 mph into a concrete wall is measured at 80 Gs. Most impacts on a race track are between 50 and 100 Gs. A 100-G impact for a 160-pound man would feel like 16,000 pounds pressing on top of him.



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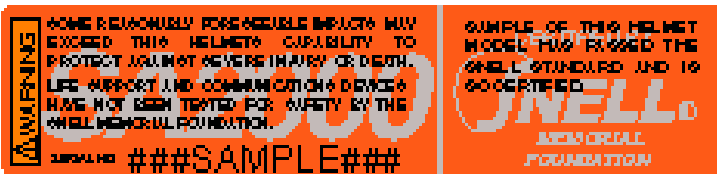
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There are several types of motorsport safety helmets available on the market, SA: Sports Application, M: Motorcycle, and K: Karting. Each one must meet specific and unique safety and protective requirements.

Snell "SA" (Sports Application) rated professional helmets are designed for auto racing and provide extreme impact resistance and higher fire protection.



To identify these standards, each manufacturer of a certified safety helmet must include the official Snell sticker inside the helmet. Snell revises and updates their standards every 5 years, so the newest standard available is the 2010 (just made available on 4/1/10). Most of the manufacturers will have SA2010 – stickered helmets on the market by September or October 2010.



For DE and Club Racing applications,

Porsche Club of America (PCA) and most auto clubs accept the last two Snell certifications for Sports Application (SA) helmets. So, as of today, you may participate in a PCA Driver Education or Club Race event if your helmet has a Snell SA2010 or SA2005 sticker. By the end of the year, your helmet must have SA2005 or SA2010 and the SA2000 will no longer be accepted at DE events.

When I'm doing tech inspection at any of our events which require certified helmet approval, I always get asked: "Why can't I use my motorcycle (or karting) helmet?"

Well, here's what I tell them: The Key differences between SA, M and K Rated Helmets are:

- SA standard requires flammability test while the M and K standard does not.
- SA standard has rollbar impact tests while the M standard does not.
- SA standard allows narrower visual field than the M standard (Some SA helmets aren't street legal).

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# *Porsche Invests \$204 Million in Research and Development Center*



Stuttgart. With extensive construction projects, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is now implementing a long-term strategic site plan for its research and development centre in Weissach (Baden-Württemberg). The sports car manufacturer is investing around 150 million euros in a high-tech wind tunnel, a state-of-the-art design centre and an innovative electronics integration centre, etc.

The technology implemented in the new wind tunnel will also meet future requirements on vehicle development, which is increasingly focussing on energy efficiency. "The new system will help us to maintain Porsche's top position in the fields of aerodynamics and design and to further extend our lead. Outstanding design with optimal aerodynamic efficiency have always been classic Porsche strongholds", says Wolfgang Dürheimer, Porsche AG Board of Management Member for Research and Development. As the system will not only be used for Porsche's internal developments, but will also be extensively available for Porsche customer development, it offers direct access from the adjacent design studio, and separate entrances for the discrete completion of customer development projects.





# Cayman R

*The new top-of-the-range model for the mid-engine coupé*



Lightweight car with exceptionally sporting ambitions

Stuttgart. The Porsche alphabet reserves the letter R for very special sports cars: R for responsive and refined – but most especially for racy. The new Cayman R combines all these attributes without compromise. 121 pounds lighter and with ten horsepower more than the Cayman S, the new mid-engine coupé from Porsche, is designed for spectacular road behavior. With its specially adapted sports chassis, it provides an even more precise driving experience than the Cayman S.

The new mid-engine coupé is powered by a tuned-up 3.4-litre six-cylinder engine developing 330 hp. The new mid-engine coupé is capable of a top speed of 175 mph with manual gearbox, or 174 mph with PDK. Its NEDC fuel consumption is 29.12 mpg with six-speed gearbox and 30.37 mpg with PDK. The main aim during the design of the Cayman R was to improve the two-seater even further in its performance, driving dynamics and agility through consistent weight reduction. With a DIN unladen weight of just 2855 lb the Porsche engineers were able to reduce the power-to-weight ratio of the coupé with standard manual gearbox to 8.6 lb per horsepower, with the PDK version weighing 8.8 lb per horsepower. The largest savings were achieved through the use of lightweight components and doing without convenience equipment. As for the 911 GT3/GT3 RS and Boxster Spyder, an optional lithium-ion lightweight construction battery is also available. In addition, the top model in the mid-engine coupé is equipped with the lightest 19 inch wheels the entire Porsche range can offer. The Cayman R's purpose and purist character can be seen at first glance.

The extended silhouette of the bodywork, which has been lowered by 0.79 inches compared to the Cayman S, combined with the distinctive fixed rear spoiler, the high-quality silver-painted wheels and numerous sporting highlights on both the interior and exterior, ensures an individual appearance. The black-framed headlights, black exterior mirrors and the "PORSCHE" lettering on the side – in contrasting black or silver, depending on the body colour – take design cues from classic Porsche racing cars.



Precisely this lettering was the trademark of the first Porsche with the "R" designation, the 911 R of 1967. It was created for racing sport use in a small series of 19 cars. The "R" was a prototype based on the standard coupé with a 210 horsepower Carrera 6 engine and, thanks to its many plastic components and extremely sparse equipment, weighed only 1830 pounds.



# Classifieds

**1987 944 Turbo Cup Car.** Weissach built Al Holbert Imported Red 944 turbo cup factory race car WP0AA2953HN165101. Number 1 of 9 cars imported to the US for the SCCA Escort Series. Service records, no damage history, no paint work, never titled, mfg statement of origin. All original and priced below market at \$49,500. Presently racing with PCA and SVRA. Contact Dennis Hanson in Orlando at (407) 273-6071.



**1989 928 S4.** Automatic. Blue/Blue leather interior. 120K mi. Maintained at Red Bone Garage. Timing belt replaced 04/09. A/C blows cold. Always garaged. \$10,000. Contact Rafael Allende at rallende@post.harvard.edu.



**Bell M4 Helmet.** White, Large size. SA2005 Used for one October DE at RR. Like new, not a sweat bucket. Includes bag. Price \$275 OBO. Contact Gerry at cathas@comcast.net (386) 216-3887

**Cayman S (2008) Porsche Brand Outdoor Car Cover** Silver exterior color with Porsche crest on hood area. Used 4 times. \$100.00

**Cayman S Exhaust.** A couple hundred miles. Excellent condition. Also stock "S" tips. Make offer(s). Contact Bob Bagwell at rbagwell@wribi.com (407) 810-0876

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**1974 Stock Shift Linkage \$200**  
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**968 Security Shade for Sale \$100**  
Contact Mike Godfrey at  
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**1967 911T** - Being parted out (because it fell apart in two pieces). This was a complete car before it rusted. Perfect if anyone has a restoration going and needs parts.  
Contact Don Loftis at donsclassiccars@att.net



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