

# REV RECORD



WESTERN OHIO REGION [www.worscca.org](http://www.worscca.org)

AUGUST 2003 Vol. 44 Issue 8

## SOLO IS TIMING CLOCK SHOPPING



*You Won't Find  
This Story  
Anywhere...  
Not Even Here!*



*Gobble, nibble, bite, chew  
Brian Slick has news to view!*

[www.worscca.com](http://www.worscca.com)



## PROJECT GTI PART 2

**BIG THANK-Q TO OVR  
FOR SOLO RESCUE!** ▶▶▶▶▶ PAGE 6

*Just another nameless, faceless volunteer  
that works so you can race.  
Thank you.  
Thank you.  
THANK YOU!*



**ENQUIRING MINDS WANT TO KNOW:  
Is Marital Bliss Affecting Weavers Writing Skills?**

**FULL ON PHOTO REVIEW  
BY THE SLACKER HIMSELF**



PAGES 10-12

Rev Record August 2003

# WOR DIRECTORY



**Regional Executive:** Kent Weaver, <tiggerracn@aol.com>  
4406 Cordell Dr., Kettering, OH 45436 (H)937-294-1315 (FX)937-696-4948



**Assistant RE:** Everett McCauley, <moonriverea@aol.com>  
729 E. Central Ave., Miamensburg, OH 455342 (H)937-866-3419 (O)937-898-4683



**Secretary:** John Schlegle, <johnschl@ameritech.net>  
4609 Hastings Dr., Dayton, OH 45440 (H)937-435-0147 (O)937-435-4788 (FX)937-435-7395



**Treasurer:** Kim Watson, <kim.watson@anthem.com>  
525 S. Waynesville Rd., Oregonia, OH 45054 (H)513-934-3526 (FX)513-336-3551



**Activities Chair:** Eric Marcus, <eric.marcus@mindspring.net>  
3476 Riva Ct., Beavercreek, OH 45430-1700 (H)937-427-4010 (FX)937-427-4184



**Membership Chair:** Scott Stout, <skstout@aol.com>  
2463 Beechnoll Pl., Centerville, OH 45458 (H) 937-291-0978



**Rally Chair:** Dave Rudy, <zrudys@netzero.net>  
745 Parkview Ave., Dayton, OH 45403 (H)937-254-9480



**Road Race Chair:** Steve Colletti, Colletti Motorsports, <vinnyvtek@aol.com>  
116 C Westpark Rd., Centerville Oh. 45459 (O&FX)937-312-1533



**Solo Chair:** Greg Stephenson, <wor\_solo\_chair@hotmail.com>  
5550 Marshall Rd. Dayton, OH 45429 (H)937-433-5344 (O)937-299-2930



**WOR Games Chair:** Starla McCauley, <roamingstars@aol.com>  
729 E. Central Ave., Miamensburg, OH 455342 (H)937-866-3419



**RevRecord Editor:** Bill Myers, WSM Advertising, <bmyers@gemair.com>  
356 S. Patterson Blvd., Dayton, OH 45402 (O)937-224-4800 (FX)937-224-4808



**Webmaster:** Brian Slick, <brianslick@mac.com>  
Now that I know he's real, he scares me.



**Area 4 Director:** Eric Skirmants, <eskirmants@scca.com>  
A small double wide just outside Detroit



**The Rough Rider:** Dan Coughnour, <dwcoughnour@aol.com>  
*Dan Coughnour is an idiot*® Copyright 2003

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*Please direct all correspondence to RevRecord, 356 S. Patterson Boulevard, Dayton, OH 45402.*

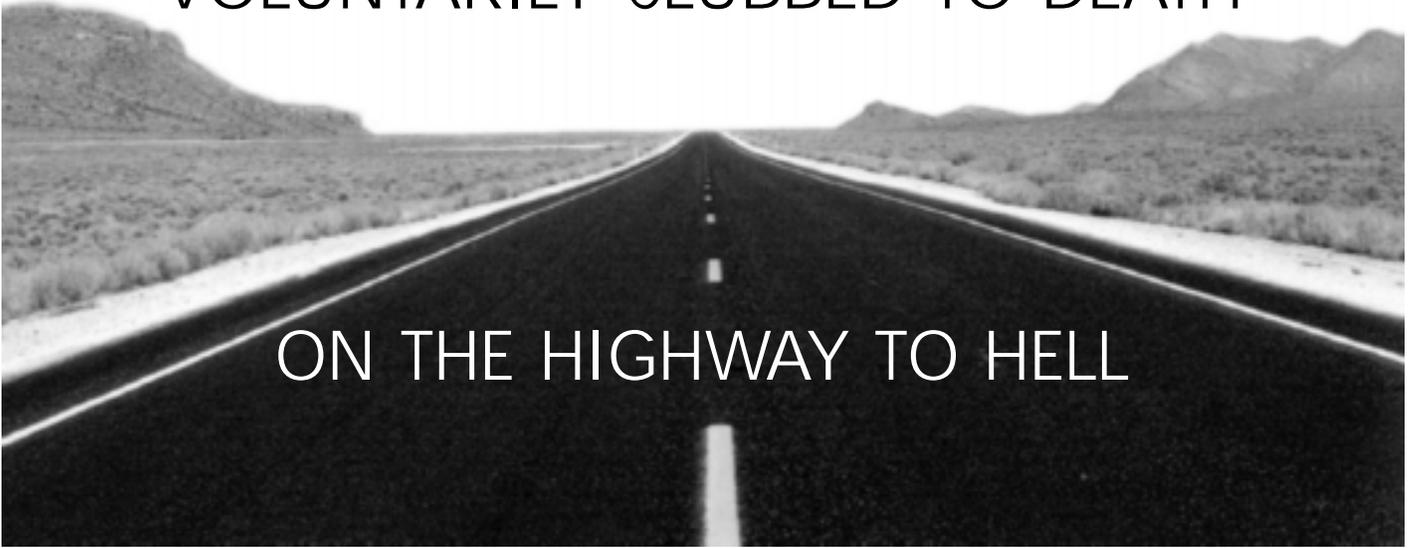
*WOR holds membership meetings on the second Tuesday of every month (except December) at 7:30 P.M. at the Christopher Club, located in the Hills & Dales Shopping Center, South Dixie Dr., Dayton, Ohio.*



WORDS TO RACE BY

*"Colletti got a meatball once, but he ate it."*

# VOLUNTARILY CLUBBED TO DEATH



## ON THE HIGHWAY TO HELL

RELUCTANTLY BY: BILL MYERS

Big Howdy to all you SCCA buckaroos out there in the real world. The summer is blowing by like a Viper on the back straight. *Does life ever slow down without having to die first?* Probably not, but I really don't want to know that bad.

I'll tell you right up front, if you need timely news, race results, upcoming events or any other information regarding the WOR, you be way ahead to consult the directory list to the left. Pick out who ever you figure has got the information you want and call them at an ungodly hour. Just because you don't see it on the web site or this publication doesn't mean that it's not knowable. Just means that someone else's life won't slow down enough to deposit that information in a format that can be shared.

I'm pretty sure our prez is out there SOLOing his pony, and tending to his new role as husband. And I've heard

rumors that Steve Colletti is out there going fast somewhere, making rice rockets run, and eating pasta til his creeper moans.



Everett... I have no idea what he's doing. Used to hear from him from time to time but communication between Dayton and Miamisburg isn't what it used to be. I'd give the old ASS-man a call and see what he's been up to. Trust me, he'll appreciate the call. The way the Mound glows, it keeps him up all

night anyway. I did talk to Snotty-Scotty the other day and he's trying to figure out what day it is like everybody else. However he keeps signing up new members down at traffic court so nobody is complaining.

Minutes, **MINUTES**... we don't need no stinking minutes!

With out a doubt, there is no question as to what our boyishly handsome Solo Director is up to. I'm seriously considering renaming this publication to the *GREG RECORD*. He doing, and telling us about it (*it's just like an enthusiastic kid to not embrace the true art of slacking yet, but let's just ignore him and he'll fall into line*).

Labor day is on the horizon which means the snows of the WOR games can't be far off and I'm sure by this time next year I'll have the results of them posted here. Unless, of course, I can find some money to go racing.

-Ed.

# WOR RallyCross Schedule 2003



## **RallyCross Schedule 2003**

**Saturday Aug 30**

Greene County Fairgrounds

**Saturday Sept 20**

Greene County Fairgrounds

**Saturday Oct 11**

Greene County Fairgrounds

**Saturday Nov 8**

Greene County Fairgrounds



# WOR RallyCross Report

*Rally Report by Dave Rudy*

JULY 2003

As I was preparing to write my report this month I heard of some tragic news from the rally community. Subaru Rally Team USA driver Mark Lovell and co-driver Roger Freeman were killed while competing at the Oregon Trail Pro Rally. All of the details of the accident are not available, but the gist is the car left the road and hit a tree, fatally injuring both of them.

If you did not know it Mark Lovell was the 2001 SCCA Pro Rally Overall Driver's Champion. The reason I am mentioning this is because this was an experienced race team with pretty much the best equipment available, but freak accidents happen. So when you go back to racing, be it road race, solo, rally...remember to check you car and equipment carefully. Make sure your belts are attached correctly and up to spec. Your helmet is snug fitting and current. Overall just give things that extra check. That loose suspension bolt that you find could cost you more than a podium finish. Think about it!

Looking on, the WORCross series will have been back in action in July (after I had to submit this!), and I hope the rain will hold off. I honestly have to say I am tired of rain! But the August event is coming up and I am sure we will be back to the normal OHIO weather, hot and humid. If you have not checked out a rallycross yet you should. It is good dirty fun!!!

Just in case no one noticed. The Breakfast/Dinner Rally has been cancelled due to lack of time on my part to organize things. So look towards 2004 for this event to return.

Thanks for your time.

Dave Rudy, WOR Rally Chair



**HELP WANTED!**  
WOR GAME  
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LACKEYS, AND  
GRUNTS NEEDED

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- Wages not great, great rewards
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Starla McCauley:  
WOR GAMES CENTRAL  
(937)-866-3419  
[roamingstars@aol.com](mailto:roamingstars@aol.com)

## 2003 WOR-SCCA Activities Calendar

By Eric Marcus

Activities Chair

### Brat Bash

August will be the annual Brat Bash held in the shelter at the Christopher club. The gates will open at 6:45 and food will start being served at 7:30, just as the WORWood Derby cars start their runs inside the Christopher Club. this will be a great opportunity to grab a beer and a brat and watch the cars run, thus missing the all important August club meeting! The cost for this event will be \$3 per member adult, \$2 per child and \$5 per nonmember guest. Members are asked to bring a side dish or a dessert to share along with the proper serving utensils. Brats, hot dogs, hamburgers and beer will be included in the cost.

### WORWood Derby

Scheduling conflicts have unavoidably resulted in the postponement of the first annual WORWood Derby to August. After speaking with track owner Kent Rosenbaum, we were force to move the date to the regular August meeting date, August 12. This means that we will hold both the WORWood Derby and the Brat Bash on the same night. Racers will be permitted to drink beer provided they are not also driving their own race car.

Racers for the derby must meet strict Cub Scout rules. Those who purchased a car at the May meeting have the rules



# So... you want a pizza me?

By Eric Marcus

Activities Chair & Politician Extraordinaire

## 2003 WOR-SCCA Activities Calendar

August 12	Brat Bash & Pinewood Derby
September 9	Open
October 14	Open
November 11	Elections
December 5	WOR Christmas Party
December 9	No Meeting
January 10	WOR 2003 Awards Banquet



Call Now For Annual Tech  
Inspection Appointment  
Denny Powell 937-322-5643

included in their kit. for those who didn't:

1. Car specifications: width - 2 2/4", length - 7"; weight - not to exceed 5.0 ounces; width between wheels - 1 3/4".
2. Wheel bearing, washers and bushings are prohibited. The car shall not ride on springs. Only "official Cub Scout Grand Prix Pinewood Derby wheels and axles are permitted.
3. The car must be freewheeling with no starting devices.
4. Only dry lubricant may be used.
5. Details, car height, steering wheels, drivers, etc. are permissible so long as

the car does not exceed the length, width and weight specifications.

6. Each car must be presented to and pass a tech inspection. Tech will open at 6:45 pm and close at 7:15 pm. Car owners will be allowed to make adjustments to the vehicle prior to the close of tech. Racing will begin immediately following the close of tech.
7. Once a car passes tech it will be impounded in a parc ferme. Only lubrication will be allowed prior to each race.
8. Each car will make 4 runs, once in each lane. The car with the lowest total time for the four runs will be declared the winner.

**SCCA Solo.**

# SOLO CHAIR REPORT



## **RANTINGS FROM THE LUNATIC FRINGE**

**Greg Stephenson**

Hello again, sports fans.

Everybody that reads this, stand up and say, "Thank you, OVR." That's right. OVR, our friendly region to the East, allowed us to use their site, their equipment, and some of their worker chiefs to host our July 20th event. The points event was quickly renamed "Thanks OVR" simply because we'd have had no July 20th event without them.

The event itself was excellent, though there was a much smaller than anticipated turn out (77 cars). The sun was shining, the winds were light, and the

course was fast, fun, and a little slick in spots. Drivers came from WOR, OVR, Michigan, and even one from Old Dominion region in VA (Richmond). We all had 6 runs, and an hour of fun runs and were still home by 6:30 PM after cleanup. NOT bad at all! I'll leave the rest to be described in pictures and Tom Bicknell's report. If you'd like to look at the pictures throughout the season, point your favorite web browser to [www.goodhumorracing.com](http://www.goodhumorracing.com) and enjoy.

As of this moment, the results are not in my hands. Year end points standings will be published in my next article.

See you at Kil-Kare on August 24. remember, you can fill out the mail in entry in the Rev, or register on-line by going to [www.myautoevents.com](http://www.myautoevents.com)

See you soon.

Greg Stephenson

*Bill,*

*Below is an email from Craig Wollenslegel, OVR Solo Chair, and my subsequent response to the WOR SCCA mailing list. I'd like to add this info to the Rev record so people can understand the gravity of one person's actions and how our organization is viewed.*

*Thanks, Greg S*

—————(my message)—————  
EVERYONE! THE JULY 20 EVENT IS STILL HAPPENING. Everyone needs to know, however, that a single person's actions affect us all. Please read this

information and take it to heart.

WOR will be a major determining factor in whether our sister region can keep their site. WE HAVE to take the time to read and understand what this truly means to not only ourselves, but the future of our sport as well.

Greg Stephenson

———— Forwarded Message ————

Subject: [ovr-autocross] OVR Loses Solo Site

Date: Tue, 15 Jul 2003 20:09:08 -0400

From: Craig & Becky Wollenslegel <[beckycraigw12@earthlink.net](mailto:beckycraigw12@earthlink.net)>

To: Autoxlist <[ovr-autocross@osuedc.org](mailto:ovr-autocross@osuedc.org)>

Monday afternoon we lost our lot at the North Ramp.

At 4:06 I recv'd an email from the manager of the OSU Airport informing me that we would "halt all north ramp operations of the SCCA "due to multiple airport security/safety violations. I immediately called him and asked what had happened. He explained that he had received a report that during our event several people had traversed the Medflight helicopter ramp and entered their hanger. What really shocks me is that 2 of these 4 offenses were committed by long time SCCA members and the other two cannot be attributed to "newbies" or novices. We lost the lot because of the actions of people who have been around for years and know what they can and can't do.

Apparently people, on four separate occasions went into the Medflight facility in search of tools, electricity, to look at the helicopters, and one of our participants, in a borrowed car, used Medflight's parking lot to warm her tires. Furthermore, had it not been for a few that picked up the trash of many, our actions could have had tragic results, as FOD can be lethal to aircraft. At 5:01 I replied to his email, with written promises of the new procedures we will immediately put into place and the manager has graciously agreed to give us a second chance. I will be sending you another email detailing all these changes. I just want each of you to consider how your actions can affect the future of our Solo program.

Obviously, I failed to impress upon everyone how serious security and safety is when using an airport facility. We are all operating with a mid-western mindset. We know that 9/11 happened, but we are only affected by it when we pass through a metal detector or see a national raised security alert announced on TV. The employees and tenants at the airport live with security risk every day. We need to all be aware that we are visitors at a fully operational airport. The organizations housed on Brookdown Drive are all tenants of the OSU Airport and we need to respect their rights and concerns and the restrictions of airport security.

Ultimately, I take full responsibility. I will be publishing the new requirements I have agreed to in a later message. Please give it your undivided attention. *-Craig*



*Everyone last month heard me rant on about our loss of the VA Center as a site and what it meant.*

*This month, I'd like to introduce you to a WOR member that actually read that article.*

---

### ***Everybody say Hello to Jeff Kolaczowski!***

---

Jeff heard of our plight and asked me to come visit his lot on Woodman to see if it would be big enough to host an event. Though it is not big enough for an auto-x, it would be a great site for a cruise-in or car show. (Jeff, We'll get something going there!)

Not only do I appreciate the fact that someone actually read my article, I am again reminded of why I joined WOR. Jeff is getting involved and helping the club for the sake of the club as a whole. It took nothing more than a phone call — well, a round of phone tag — and we have yet another resource to use for club activities.

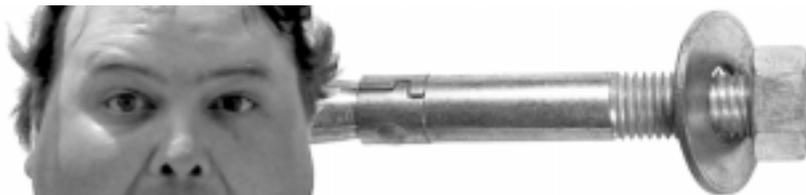
There are others out there doing what they can to help out as well. Tom Bicknell, Rene' Keyser-Andre, Russ Charlton, Kirk Troescher, Michael Albercht and Luis Postigo, as well as the "perma-involved" folks like the Weaver, Smiley, and Schlegel clans come immediately to mind when I think of who's putting in time to help WOR find a Solo II site.

Though there hasn't been much movement on the "finding" a suitable location part of the deal, I do have a usage request form I have to get to the City of Xenia for use of a site, and WSU, Dayton International Airport, and the city of Trotwood all are being followed up on. These potential sites will, if we obtain one, allow us to play on borrowed time again. With any luck, we can reset the clock and stride forward into the end of this year (and start of the next) with an new home and a new lease on life for Solo II.

Thank you all for your help!

Greg Stephenson

# GREG'S GOT A SCREW LOOSE



*This series of articles is not just an attempt at humor. The car and the people are real (oh brother are they). This series covers the building of a VW Rabbit GTi, from side yard reject to (hopefully) trailer queen extraordinaire. The series will be presented in as many articles as it takes to complete the project — at least 2. I hope you all enjoy reading this and maybe learn something, even if what you learn is I need professional help. -Greg Stephenson*

As we start part 2 of the Project GTi story, things have started coming to a head in the Stephenson household. The GTi has taken a back seat to life and the pursuit of a full time job (starting a new business from scratch is rough) to pay the bills and letting the home business simmer and stew and grow a little bit before we can really go full bore. That being said, the GTi has been slowly worked on, but not as vigorously as I planned.

**Day 4** of the build entailed some “dry fitting” of the valves, and cleaning of the valve seats. The viton seals are in place and all looks well, so the valves got lapped in. Some more cleaning and inspection was in order, so off to my friend Doug at Tiger Auto. “The

valves look good”, he said, “but you really need to clean the head more.” Are you friggin kidding me! Where were you when I started cleaning this thing? Ah well. BACK to the parts washer. All cleaned and refitted. Let’s put the springs and retainers in. and go on....right? Wrong. The head happens to be a mechanical head (rather than hydraulic) so I need to compress the spring with a VW tool to get things down into those canyons they call seats. This is getting comical.

#### **Day 5:**

The head is back home, cleaned again, and ol’ Greg is going to try the “special tool” to compress the springs. This tool is a “supplied by the previous owner” cutaway socket, just big

enough to sit on the spring and compress it while the cutaway allows me to insert the keepers. Well, in theory anyway. As I soon learned, those little 1/8" pieces of metal can really fly when shot by a spring. Kirk troescher managed to snap a picture of me holding a bolt and scratching my head as I tried to figure out exactly where one of those little (expletive) things went. More stuff for a shopping list....**WHEEEEEEE!**

As I mentioned earlier, things have come to a head, so I haven’t had time to get more done on this little rascal, but I promise pictures and more “How not to do it” instructions in future episodes.

- Greg Stephenson



# WESTERN OHIO REGION SOLO II SERIES

## EVENT ENTRY FORM

Event Name: \_\_\_\_\_ Date: \_\_\_\_\_

### DRIVER INFORMATION

Name: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: Male  Female

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_\_ Cell Phone: (\_\_\_\_) \_\_\_\_\_

FAX: (\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_ Keep Me Updated on WOR Events: Yes  No

Driver's License No.: \_\_\_\_\_ State: \_\_\_\_\_ Exp. Date: \_\_\_\_\_

SCCA Region: \_\_\_\_\_ SCCA Division: \_\_\_\_\_ SCCA Member No.: \_\_\_\_\_ Exp. Date: \_\_\_\_\_

In case of emergency, notify: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

### CAR INFORMATION: SOLO II Class

Check if entry is: Ladies Class  Rookie

Car Number Preferred: 1st: \_\_\_\_\_ 2nd: \_\_\_\_\_ 3rd: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Tire Brand: \_\_\_\_\_ Tire Size: \_\_\_\_\_ Engine: \_\_\_\_\_

Sponsor: \_\_\_\_\_ Owner: \_\_\_\_\_

If 2-driver car, who is other driver? \_\_\_\_\_ (Must have separate entry)

### DRIVER BIOGRAPHY

Occupation: \_\_\_\_\_ Employer: \_\_\_\_\_

Fee Schedule:	
SCCA Member:	\$16.00 Prepaid, \$20 Day of Event
NON-SCCA Member	\$25.00
NON-Member Current Student/Active Military	\$20.00
Jr. Driver	\$6.50

### WORK PREFERENCE      EVENT FEES

- Tech
- Timing
- Safety (Lic. Req'd)
- Course Control
- Other
- Grid
- Audit
- Check here if you require a non-running work assignment.

Entry fee enclosed .....\$ \_\_\_\_\_

Late fee enclosed (if applicable) .....\$ \_\_\_\_\_

Party Fee enclosed (if applicable) .....\$ \_\_\_\_\_

Other Fees (as required) .....\$ \_\_\_\_\_

TOTAL ENCLOSED: .....\$ \_\_\_\_\_

Use one entry form per driver. This form may be duplicated. All Mail in entries \*MUST\* be postmarked no later than Friday, the week before the event.  
(Ex. To mail an entry for an event on April 27, the entry must be postmarked no later than April 19)

Mail All entries to: WOR Solo 2 Events, 5550 Marshall Road, Dayton, OH 45429-5919

WOR-SCCA OFFICIAL USE ONLY					
Class	Number	Date Rec'd	Notified	Signed	Paid

**THOSE SOLO  
FOLKS ARE  
JUST HAVING  
TOO MUCH  
FUN!**







## Subject: Government Pipe Standards

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole. "very long pipe" painted in the middle, so the Contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a very long pipe.
2. All pipe is to be hollow throughout the entire length - do not use holes of different length than the pipe.
3. The I.D. (inside diameter) of all pipe must not exceed the O.D. (outside diameter) - otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust - this can be more readily applied at the job site. N.B. Some Vendors are now able to supply pre-rusted pipe. If available in your area, this product is recommended as it will save a lot of time on the job site.
6. All pipe over 500 ft (153m) in length should have the words "long pipe" clearly painted on each end, so the Contractor will know it is a long pipe.
7. Pipe over 2 miles (3.2 km) in length must have the words
8. All pipe over 6" (152 mm) in diameter must have the words "large pipe" painted on it, so the Contractor will not mistake it for small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts quite separate from the big hole in the middle.
10. When ordering 90 degrees, 45 degrees or 30 degrees elbow, be sure to specify right hand or left hand; otherwise you will end up going the wrong way.
11. Be sure to specify to your vendor whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill, the water will flow the wrong way.
12. All couplings should have either right hand or left hand thread, but do not mix the threads - otherwise, as the coupling is being screwed on one pipe, it is unscrewed from the other.



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# EVERY BABY NEEDS THEIR FAMILY



### VOLUNTEER PROFILE

**Ken Brightman:** Ken has his finger on the pulse of the Dayton metro area. His background is replete with years of successful concours events. The Taj and the Kreuzers are lucky to have his mentorship.

*That's why all money raised by the Taj Kreuzers is donated to the Miami Valley Ronald McDonald House. No child should have to spend a night in the hospital without their family. With your help we can make that happen right here in our community.*

*- John "The Taj" Dixon*

No Gift Too Small,  
No Heart Too Big.



**Visit the Taj Museum 24-7 for oddities, curiosities & exotic automobilia TODAY!**

KEEPING DIXIE WRECKED WORLD WIDE

*Notice: This classified section is FREE to SCCA members. Your ad will be printed three times.*

## WOR Classified Advertising

*\*\*\* Indicates that your ad is appearing for the final time. Nonmembers may advertise at the rate of \$5.00 per month.*

### \*\*\* SPORT RACERS



For sale: Shannon Sports Racers. I have two used and one new car. These cars can run CSR, DSR, S-2000, or ACRL depending on the motor. The used cars are for sale for about \$15,000 depending on motor and spares packages. I am the constructor of Shannon Racecars and can support your racing close to home with parts, technical advice, and maintenance. I also have a rental program. Please call Chris Watson at (513) 459-9399 days, (513) 934-3526 nites, email to [shannonracecars@aol.com](mailto:shannonracecars@aol.com).

### \*\* RACE SHOES WANTED

I would like to place an ad in the Rev Record. I am a WOR member, so this should be free for three months.

Thanks.

- Dale Silver



**WANTED:** used high-top red racing shoes. Sizes 8 to 9-1/2 considered. Dale at 426-8708 or [dls70@netzero.net](mailto:dls70@netzero.net).

### \* 1995 Camaro Wheels



FOR SALE: One set of 1995 OEM Camaro RS alloy "salad shooter style" wheels, 16"x8" including center caps. \$150 OBO, call Crissy Weaver (937) 294-1315 or e-mail to [CrissyCobra@aol.com](mailto:CrissyCobra@aol.com)



### \*\* 1985 Porsche 911



1985 Porsche 911 convertible  
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 - Full 4130 Chromoly roll cage  
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HELMET SIZE	
Size	Men
XS	7
S	7 1/8
M	7 1/4 - 7 1/2
L	7 3/8 - 7 3/4
XL	7 3/4
XXL	8

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Midlevel seat. Removable pads and deeper sides. FIA approved. Colors: Black, Blue, Red.

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### SHOE SIZE CHART

2	36
3	37
4	38
5	39
6	40
7	41
8	42
9	43
10	44
11	45
12	46

### GLOVE SIZE

Size	Glove
XS	7
S	8
M	9
L	10
XL	11
XXL	12

### TOP BAG \$139



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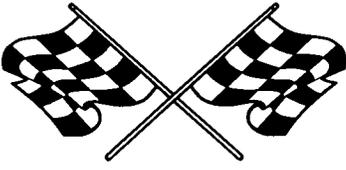
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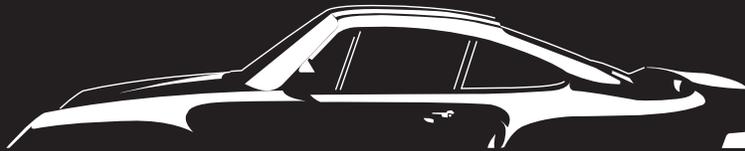
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