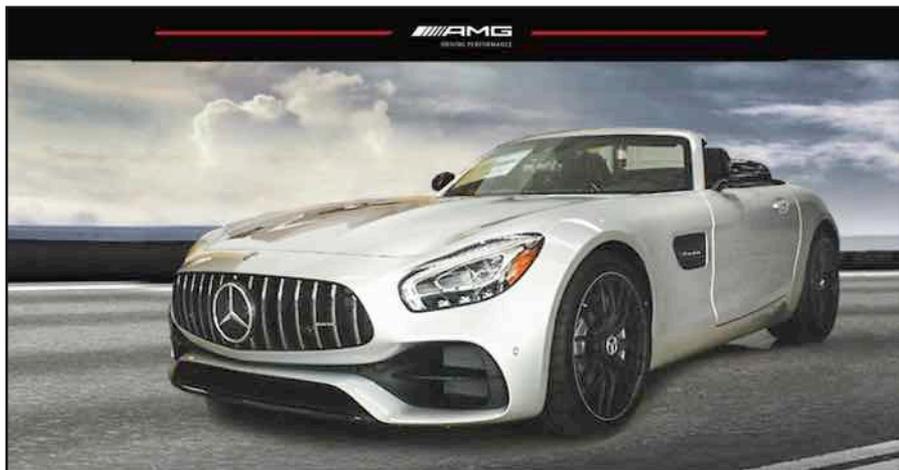




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April 2018





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**Newsletter Editors**

Tom and Deb Isley  
 2847 Secretariat Rd.  
 Toledo, Ohio 43615  
 419-535-8688  
 derruckspiegel@bex.net

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**Photo on cover:**  
*Photo by Tom Isley*

### **MVR Officers**

President  
Barney Stewart 419-829-2882  
bstewart@bex.net

Vice President  
Bob Cryan 419-705-2823  
johnrcryan1@gmail.com

Treasurer  
Sarah Mierzwiak 419-215-5980  
smierzwiak1@aol.com

Secretary  
Jeff Roberts 419-466-7896  
jroberts@commercepaper.com

Past President  
Todd Mierzwiak

### **Zone 4 Representative**

Lori Schutz  
Scmink2@earthlink.net  
<http://zone4.pca.org>

### **MVR Board**

Lee Burlingame

Mike Valentine

Todd Mierzwiak

Bob Harris

Barney Stewart

Tom Isley

Bob Cryan

### **MVR Chairs**

Autocross  
Greg Herr 419-833-9696  
greg.herr@us.o-i.com

Concours  
TBD

Drivers Education  
Tony Calabrese 419-340-8759  
thetony@gmail.com

DE Chief Instructor  
Craig Zenil 630-689-7219  
zman911@bex.net

Historian  
Bill Bauman 419-475-1336  
backmotor@bex.net

Membership  
Charlotte Chapman 419-322-1011  
charchapman1@gmail.com

Newsletter  
Tom & Deb Isley 419-535-8688  
derruckspiegel@bex.net

Advertising  
Dave Zimmerman 419-376-0110  
davezim911@gmail.com

Safety/Technical Advisor  
Clare Valley 419-966-3786  
cvalley@roadrunner.com

Social  
Kim Harris 419-861-0745  
kimberlydharris@sbcglobal.net

Goodie Store  
Jeff Vollmar 586-291-0015  
jtvollmar@att.net

Webmaster  
Bob Harris 419-861-0745  
robertsharris@sbcglobal.net  
mvr.pca.org

# The Open Road

Are you ready for spring? It sure would be nice if the weather would cooperate and give us some nice weather. I know it will be here eventually. When it does arrive, I will be ready with the Boxster for some driving.

This month is a review of the tour at the Toledo Museum of Art by Catherine Smillie and a report on a driving experience that John Wojick had in eastern Pennsylvania. Both great submissions. Thanks to both of Catherine and John.

The next event will be the Kentucky Derby party at Germain Porsche in Ann Arbor on the 5th of May. There will be a chance to pick your favorite horse with the proceeds going to our charity, Mobile Meals - Weekend Program. Mobile Meals - Weekend Program provides food packages to take home for children who might not otherwise have food after the school week. All of the money donated goes directly for food to support hungry children. Coming up in June will be a brunch at Brandywine after the Cars and Coffee on the 10th.

Beginning this year we lost a couple of advertisers in the newsletter. We are looking for new ones to help supplement the cost of production. If you would like to advertise in the newsletter or know someone that would be a good fit, please contact Dave Zimmerman at let him know.

One final note is a reminder that the club is "fueled by volunteers." We are always looking for help in planning or staging our events. If you can support in any way, let Barney or one of the other officers know. Your help will be greatly appreciated.

.....the editor



## From The Left Lane

*By Barney Stewart*

---

I'm pleased to announce the board has selected the Mobil Meals "Weekender" program as our charity for the remainder of 2018 and in 2019. The Mobil Meals Weekender program provides supplemental weekend food to inner-city school children who would otherwise get inadequate nourishment on Saturdays and Sundays. Students who qualify for free or reduced cost lunches receive a bag of food to take home with them every Friday afternoon during the school year. Cut off from government lunch programs, these students receive little or nothing at all to eat on the weekend. By Monday morning they are too hungry to concentrate on their class work. Presently the Weekender program provides meals to 1,400 Toledo inner city children, with many more children on a waiting list. Now comes the easy part, the charity committee consisting of Charlotte Chapman, Sharon Gargas and myself will be providing opportunities throughout the year for you to help fund the Weekender program. We will make it fun with, reverse raffles, 50/50's, auctions and who knows what else we might dream up. We can make a difference!

The 2018 Zone 4 Presidents meeting was held March 16th – 18th at the Perrysburg Hilton Garden Inn. All 12 regions were represented. We at MVR, are roughly at the geographic center of Zone 4, so the meetings were pretty much in our backyard.

MVR attendees for the three day meetings were Bob Cryan Charlotte Chapman, Todd Mierzwiak, Craig Zenil, Tony Calabrese, Tom & Deb Isley. One key focus of the meeting was Risk Management & Insurance. Understanding safe and proper practices and knowing of potential pitfalls are part of PCA's initiative to keep members safe and protected at club events. Drivers Education was a second key topic with most of Sunday's time allotted to an exchange of ideas and practices in place at the different regions.

Our new Zone 4 Rep, Lori Schutz, surprised us with a slide show on Saturday. Growing up as Peter Schutz's daughter must have been quite an experience, as chronicled by the many family photos in her presentation. Oh, and there were several pictures of this young lady with the big hair and wide smile getting hugs from the likes of Andretti, Haywood and others. I guess somebody had to do it.

I would like to introduce Clare Valley as our new Safety Chair. Clare, last year's recipient of our Most Active member award will be a great addition to the MVR team. Clare will be watching for safe practices, signed waivers and event follow up's. He will also be manning a first aid kit for minor bumps and bruises, open heart surgery will still require a 911 call. Thanks Clare.

Next up is our party at the Vollmars, don't miss it.

## Run for the Roses Party

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Or Kim Harris 419-699-3042

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  - 🌹 Charity basket raffles
- 🌹 Vote for favorite hat at the event



## Toledo Museum of Art & Beirut Restaurant

by Catherine Smillie

---

The visit to the Toledo Museum of Art on Saturday, March 10 was an overwhelming success. Forty club members were there to enjoy a captivating presentation by two of our own members, Suzanne Jennens and Tom Isley, both docents at the museum. Each led a group of twenty through the galleries pausing at intervals to discuss specific artwork. At a well-coordinated point of the tour the groups exchanged leaders and continued.

Tom's presentation started with a history of the museum founded in 1901. One of the founders was Edward Libbey who moved a glass manufacturing business from Boston to Toledo in 1888. The company was founded in 1818 so this year is the 200th anniversary. The Libbey Punchbowl, a 140-pound sparkling, multi-faceted, extraordinarily beautiful piece designed and made in Toledo in 1904 by craftsman Rufus Denman was on display in the center of a gallery. Its first presentation was at the World's Fair in St Louis in 1904. Twenty-three of the twenty-four original cups were also on display (TMA would love to find the twenty fourth) alongside the ladle which was a recent acquisition.

A Dutch painting "Ships on a Stormy Sea" by Wilielm Van De Velde the Younger, completed in 1660 was viewed next. Our guide discussed the principles of design and the group commented on

depth, contrast, shapes, balance, movement, isolation, diagonal lines all seen in this stormy picture.

Tom's presentation concluded with a discussion on an oil on canvas by Valentin de Boulogne "Fortune Teller with Soldiers". Although de Boulogne was a French artist this work is in the style of Italian artist Caravaggio and was painted in Rome. Prior to exchanging groups, Tom paused at a pastel by Mary Cassatt an American who studied with Degas. The painting was quite beautiful but alas only on loan to TMA.

The theme for Suzanne's tour was "Dreamlike". She paused on the way to her first presentation to admire a beautiful crystal chandelier that used swirls and spirals in the design. It was commissioned by Jerome, Napoleon's brother for a palace but the building was never completed.

"The Architect's Dream", a fantastical work by Thomas Cole dated 1840 was presented. The landscape was commissioned by New York architect Ithiel Town who ultimately refused to purchase it as he had envisioned a country scene. This artwork in contrast portrayed architecture from Greek, Roman, Egyptian and Gothic styles including images suggestive of the Parthenon, an aqueduct, a pyramid and a cathedral. There were so

*(Continued on page 9)*

(Continued from page 10)

many interesting features in this painting and a lively discussion within the group ensued.

Next was a rare painting by Roman artist Giuseppe Cades from around 1795. “The Virtue of Lucretia” depicted a story from Greek mythology from approximately 600 BC. The pureness and wholesomeness of Lucretia was reflected by the light, other characters were much darker.

The final work “Kitchen” was a mix of marquetry and paint on wood and finished in 2014 by Alison Elizabeth Taylor. There was much discussion on the puzzling scene with a conclusion that it showed the power of adaptation and survival following a disaster.

Both Suzanne and Tom emphasized the significance of the Toledo Museum of Art to the community. It is considered one of the premier

galleries in the nation and is funded through endowment and memberships and not through tax dollars. Although small in comparison to some other galleries it houses important, quality works of art.

Suzanne and Tom were outstanding guides and we were all extremely appreciative of their presentations.

The Beirut Restaurant was next on the agenda and while some members had to miss it due to prior commitments, others joined us. We certainly presented a challenge to the wait staff but they did an excellent job accommodating thirty eight hungry art “connoisseurs”. Although space was limited there was opportunity to mingle after dinner and catch up with other members.



Tom leading an activity in the Dutch Galleries.



Suzanne discussing *The Architects Dream*

Photos by Jeanne Krauser

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## Apex

By John Wojcik

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During this extended spat of March winter, I found myself clearing out my Dropbox account. As the ice slowly converted my Manhattan from being “almost ready” to being something rather quite delicious, I scrolled through the images of the year that had passed. And through those hours and months and through those many, many miles, I came across a few pictures that I had forgotten. One made me laugh and one made me smile, but both reminded me of the arduous journey that began in 2015 when I decided to work on a third degree.

My pursuit of that degree culminated in the blazing summer heat of eastern Pennsylvania in the middle of the Allegheny Mountains. My academic journey ended here – it was a culmination of studying 15 hours each week, managing a rigorous work schedule, and (trying) to be the best father and husband I could be to our young family. With only one week remaining in the program, I incredibly found myself with a rare weekend all to my own. What to do? What to do, indeed.

With other students traipsing off to

New York City and to Washington, D.C., I headed to a Sheetz and grabbed a map of Pennsylvania. It didn’t take me long for me to see that just off to the north were a series of mountain ridges running parallel. They ran close and steep and offered what appeared to be a challenging set of hairpin turns, switch-backs, straights along valley streams, and mountaintop crests. There I saw my plans for the weekend. Wagoneer’s Gap Road near Caprivi looked promising. But it was a series of sub-45 degree curves on Route 74, just north of Ikesburg, that called to me.

With Carlisle Barracks in my rearview mirror, I headed off to see if what Rand McNally was saying was really true. I was not disappointed. Wagoneer’s Gap road is hard to put to words. Pennsylvania. Mountains. Steep Grades. Pine gently wafted into the cabin. You get the idea. And it starts. Run hard, then hard on the brakes. Accelerate through the 90 and put on the power. Brake. Brake harder. Squirt through the 45 up the mountain and climb. Pay

attention. Anticipate. There's the apex, and down we go. More brakes now. Note to self: start breaking smoother earlier. As more miles clicked on the odometer, the last two years of my studies and my time away from the family were already starting to recalibrate. I just needed one more set of curves, and I found them. I found them a little farther north on Route 74.

Wagoneer's Gap Road was a wonderful primer for the road that lay ahead. But it was here, it was on this slab of road somewhere between State Route 3006 and Ikesburg, Pennsylvania when I was able to put it all behind me. The stress of studies – gone. Papers? Gone. Gone were the group projects and the presentations and the months of research of a new world order. It was on that road, Route 74, where I pushed the Macan to its utmost and where I extracted all it had to deliver from its powerplant all the way to its rubber. So I drove. I drove hard. And it seemed that the



harder I drove, the more the two years of stress melted away.

After several runs, I stopped for a minute to snap two pictures: one comical, and one that still makes me smile. And it was those two pictures hidden in my Dropbox account that reminded me of how fortunate I am to have a family that's been so supportive to have an absent-minded and distracted husband and father. Well, I suppose the saying about photographs really is true. Pictures really do say a thousand words.

Tom Isley and Suzanne Jennens, two long time club members who are also Docents at the Toledo Museum of Art, are interested in starting a gallery group for MVR. What is a gallery group? A gallery group is a group of people who meet at the museum on a regular basis for a docent led tour. The tours are typically an hour long, can be held anytime the museum is open and are usually held the same day each month perhaps eight months out of the year. If you are interested or have any questions, please contact Suzanne at [sjennens@yahoo.com](mailto:sjennens@yahoo.com) or Tom at [trislebex.net](mailto:trislebex.net).

## MVR/PCA Membership News

### April 2018 - Club Member Anniversaries

Monte Zaric	40 Years
Steve and Carolyn Hill	29 Years
John Hurburt	28 Years
Jeff & Steve Uhlman	27 Years
Christopher and Kimberly Thie	13 Years
Roger Holliday	7 Years
John & Kimberlie Wojcik	5 Years
Max Meyer	3 Years
Jerome Langenderfer	2 Years
Joe Bellemore	1 Year
Mark Schoenlein	1 Year



New Members

David Lehnhardt of Perrysburg  
Driving a Meteor Gray Metallic 2013  
911 Carrera

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### Maumee Valley Region Membership:

Primary Members	161
Affiliate Members	110
Total Members	271

### Moving

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# Maumee Valley Region Calendar of Events

Check our web site at [www.mvr.pca.org](http://www.mvr.pca.org) for the latest event information.

## APRIL

- 17 Breakfast at Star Diner
- 21 Party at Jeff Vollmar's house
- 25-29 Treffen to Tamaya

## MAY

- 5 Kentucky Derby Party at Germain Motors in Ann Arbor

## JUNE

- 10 Brandywine Brunch after Cars & Coffee

## JULY

- 8-14 Parade
- 27-29 MVR DE

## AUGUST

- 5 MVR Family Picnic at Secor Park
- 17-19 Porsches to the Mac

## SEPTEMBER

- 8 or 9 Tour to Port Clinton and meal at Docks Beach House
- 12-16 Treffen to Banff
- 29 – Snooks Car Museum

## OCTOBER

- 21 Color tour to Findlay and Planning party at The Pitts

## NOVEMBER

- 3 Ford Rouge Plant tour and lunch at Ford's Garage
- 30 Holiday Party

## DECEMBER

TBD

Note: All business meetings are held at Vin Devers and start at 7PM (Dates TBD).

New or revised events in **BOLD**  
# Non-PCA events.

If you are not currently receiving Social Event e-mail updates, please contact Kim Harris at [2kimberlydharris@gmail.com](mailto:2kimberlydharris@gmail.com)



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## Technical Q and A

By PCA Technical Committee

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Taken from PCA Tech Q&A

Edited and Compiled by Mike Valentine

### Passenger Window Problems – 2007 Boxster S

**Question:** My 2007 Boxster S is having a problem with the passenger side window. First when opening the door from outside the car the window is not dropping all of the way to clear the convertible roof. Second, when I put the convertible top down, the window drops as it should but when the convertible top is put all the way down, the window lowers to the completely down position rather than returning up like the driver's side. I can however manually raise the window all the way back up by using the window control. Can anyone please tell me whether it appears to be a window regulator, switch or relay problem. Thanks so much.

**Answer:** Submitted by Pedro Bonilla. Most likely it's the window regulator. To check, open the passenger door and with the door open, raise the window. Put pressure with your hand on the glass' top edge. If you can lower the window about 1/2 inch, your regulator is bad

Happy Porsche'ing,

### Using Aluminum Paste Anti Seize on Caliper Bolts – 2009 Cayman S

**Question:** Replacing the stock rotors with Girodisc floating rotors.

Does Porsche specify use of the special aluminum based anti-seize (Castrol Optimol Paste TA) for the brake caliper bolts?

Never used anti-seize on brake caliper bolts in previous cars but they all had steel uprights instead of aluminum like the Cayman.

Edit: I know that Porsche specifies replacing the OEM bolts - are they coated with something to minimize the chance of galling? Girodisc bolts are not coated AFAIK.

**Answer:** Submitted by Pedro Bonilla. I have seen quite a few cases of galvanic corrosion on the brake caliper bolts. It's not a bad idea to use the anti-seize on them unless you remove them often as with the case of racecars or regularly tracked cars.

Happy Porsche'ing,

### Changing Oil After DE – 2009 Boxster

**Question:** I have a base 2009 with PDK. Just added Sport and Sport+. Plan on doing three or four DEs this year. Running Mobil One. Should I change oil more often? Should I change to a pure racing oil for the DE? I understand the racing oil has more wear additives but less corrosion

*(Continued on page 19)*

*(Continued from page 18)*

preventative requiring more frequent changes. Should I send the oil for testing?

**Answer:** Submitted by Pedro Bonilla. Mobil1 is the best oil, in my opinion, for modern Porsches. The viscosity is what we should adjust, depending on the driving conditions (temperatures and type)

For daily (hwy/cty) driving, 0W40 is recommended. For track I would go with a bit heavier oil, such as 10W40 High Mileage (regardless of your mileage) or 15W50, or a combination of both 50/50. Normally, I recommend changing oil every 5000 miles but with heavy track use that schedule should drop to 3000 miles.

Don't forget to get your brake fluid flushed every year if you're tracking it.

Happy Porsche'ing,

### **IMS Failure Still Possible – 2006 911 Carrera Cabriolet**

**Question:** Car runs perfectly but an IMS failure would be the end I fear. Given I would be happy to keep and drive car forever, should I still be concerned about an IMS failure and what preventive action would you recommend if any? It is an M97.

**Answer:** Submitted by Pedro Bonilla. Any Porche from 1997 through 2008 model year, except the 993, turbos and GT3, is prone to have an IMS bearing failure. The likelihood is small, probably just under 10% so the odds are in your favor.

But, if it worries you to the point of not enjoying your car as you should then have it fixed. Especially at 90,000 when maybe you also could need a new clutch. I would recommend the Direct Oil Feed (DOF) system.

Happy Porsche'ing,

### **Brake Pad Longevity – 1984 944**

**Question:** 84 944 -I installed Pagid pads front and rear 13 years ago. They still seem to stop ok and have plenty of pad left, they have 30.000 miles on them they seem to wear excellent, do pads over time lose stopping power or do they break down with age . should I replace them, and I'm looking for your advice as to which brand do you recommend ? Thank You

**Answer:** Submitted by George Beuselin. While I am not a chemist, I believe that your brake pads do not deteriorate with age.

That said, if your brakes are working fine and you have flushed the brake fluid in the last two years, you should be good for most applications. If you are racing or participating in driver education, I would recommend new pads. I have had good luck with Metal Master pads, but there are all sorts of pads for all sorts of conditions.

## Around the Zone

By Lori Schutz, Zone 4 Representative



I hope this finds you getting ready for spring, getting the Porsche out and washed and buffed for the new season, and already registered for a few events. Here is what I did while impatiently

waiting for nice weather.

During the 2nd weekend in March, many Zone 4 members journeyed south for warmer weather and the 2018 Amelia Island Concours weekend. Through bad weather, planes, trains and automobiles – we all arrived safely and ready for some Porsche fun. I was part of Marci & Paul Thieme’s entourage from Western Michigan Region as their Porsche 962 race car was invited to the concours. We affectionately refer to their 962 as Mr. Miller since Miller Highlife Beer is the primary sponsor of the gold, white and green livery. The others in the crew were WMR PCA members Rick Riley, Chuck & Lynne Olenyk, Bob Stander, former WMR members Dan & Neila Bird, and the Thieme’s son Paul and his wife Mary.



Mr. Miller won two prestigious awards- Corporate Award – The Andial Trophy and an Amelia Award – Grand Touring Prototype. We met up with good friends Ray Shaffer from PCNA, and Hurley Haywood (photo above).

The following weekend I was joined by representatives from every region for the Zone 4 President’s meeting in Toledo, OH. Day 1 was focused on PCA National updates presented by Cindy Jacisin, Executive Council Secretary, Ron Carr National Procedures Chair and remotely we got a membership update from Minta Miller, our membership chair. Lori and Cindy discussed the new Touring Minimum Standards and an update on risk management and our insurance responsibilities. We enjoyed a great exchange of ideas, plans for your regions, and great camaraderie. On Day 2 the focus was all about High Performance Driver Education events, and we had the DE Chair or a delegate from the regions who are presenting HPDE events this year, and some

who might in the future. John Krecek, our national DE chair joined us remotely to discuss the new resources available to our regions, including a very fantastic track mapping presentation of Mid Ohio Sports Car Course. Then Vicki Earnshaw, Porsche Club Racing Chair, joined us remotely to discuss the transition from DE to Club Racing and how we can promote the path with our qualified DE drivers.

I look forward to seeing all you at events this spring. Drive safe and love your Porsche!

Sincerely,  
Lori

## Maumee Valley Region

### Social Event April 21, 2018

**2:00 pm. Party at Teri & Jeff Vollmar's House**

11695 Ridge Dr.

Shelby Township, MI. 48315

**There is nothing to bring as Teri & Jeff will handle the food and beverage!**

Kart 2 Kart indoor track is in Sterling Heights which is on the way in case anyone wants to stop there. It is not part of our MVR event.

RSVP: [2kimberlydharris@gmail.com](mailto:2kimberlydharris@gmail.com) or 419-861-0745

## Brain Teaser Challenge

Curated by Sarah Mierzwiak

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Answers must be submitted by the first of the following month – please submit one answer per person, per month, and be sure to explain your conclusions. Don't forget to tell us your name when you submit! Each month's answer will be published along with the next month's teaser. Submit your answers to: [MVRTeaser@gmail.com](mailto:MVRTeaser@gmail.com). Good luck!



Alan Kinker is a long-time Porsche owner and member of the Maumee Valley Region Porsche Club of America. He and his wife Sandra have planned and attended a number of MVR Driver Education events over quite a few years. Alan, a retired military pilot (Thank you, Alan!), is an engineer working in the racing industry. One weekend, on a warm, comfortable afternoon, he decides to pull the 914 out of the garage and give it a good spring cleaning - outside and in. Sandra, seeing the great work done on the car, encourages Alan to also clean out and re-organize his tool chest.

With a chagrined smile, Alan dives in. Looking in one particular tool chest

drawer, he finds three mason jars - each filled with 12 bolts and accompanying nuts. One jar has all small sized bolts/nuts, one has medium sized bolts/nuts, and the third jar has six of each size. Each jar has a handwritten mark on the lid that identifies the sizes: “small”, “medium”, “both”. The problem is, each lid is incorrect – at some point in time Alan (or maybe it was Sandra!) put the lids on the wrong jars.

Alan, who is particularly good at puzzles, quickly solves the “wrong lid conundrum”. Knowing he can reach into any jar and pull out just one bolt/nut, what is the fewest number of jars he opened to put the lids back on correctly?

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Answer for last months challenge: To ensure there is no explosion that catapults John onto the runway adjoining his sports car repair business, he needs to make sure he DOES NOT use a vacuum cleaner or other similar cleaning device, particularly plugged into an electrical outlet, to help him pull dirt away from and out of the spark plug holes. If one or more of the fuel intake valves just happens to be open, the vacuum cleaner will suck gas and air into the cleaner, sparking the vacuum motor and blowing John out of the building!

Dan Dessner had the closest and can be considered the winner for last months challenge. Bill Bauman and Lee Burlingame also submitted answers

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### Free

I have a set of Bridgestone Potenza RE050A 245/40ZR19 and 285/40ZR19. I don't know if those sizes work for a Porsche but the 245's are somewhat new and the 285's are at half life or so. If anyone in the club wants them they are free. I've had them since 2010.

Rick Lederman. Cell 419-699-2242

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Simpson Bandit helmet, SA2015, size XXL. Predrilled for restraint system, comes with extra interior padding and helmet bag. Bought new last summer, only worn once at Grattan DE. As new in the box. \$395.

Jeff

419.260.8644

mittlemotor@gmail.com



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