



PIT SIGNALS



LATE BRAKING VARAC NEWS Feb, 2024 - JEREMY SALE



Spot the World Champion above!

What, Fangio raced at Mosport? In a Mini?

ALSO IN THIS ISSUE: Matt Molson and the "The Barn Find!" Plus More Rebuilds and Renos, with Kikis, MGBs, Formula Fords and more! Also Peter Viccary on Bill Vallis joining the Canadian Motorsports Hall of Fame! Video link: Real Vintage Racing, Italian Style! The Rupnic Report from Montreal! Stop The Press! It's time for Ted Tech!

The Controversial Penske Zerex Special...





Late Braking News...

From John Hawkes

As I sit here in Toronto, with not a speck of snow on the ground, racers seem to be getting fired up for the Spring; only three months to the BEMC May event! Although Goodwood is known for its Revival in the fall we seem to be having our own revival at VARAC this year.

It's looking like an exciting season. We have 68 Classic cars, 38 Formula Classic and a **staggering 92 VH cars registered for the VVGP** plus 25 Toyo and including 28 Porsches for the all P car event. It will be busy and a lot of fun. Well done Peter, it's shaping up to be a fantastic event!

New this year is an initiative to get a Historic under and over **2L Trans-Am event at the Grand Prix Trois Rivieres**. The organizers would like to run a field of 40 cars, split evenly between the under two litre and over. They are reaching out to us to assess interest, so if you have a pre-1982 closed wheel production based car with no turbo or fuel injection, reach out to Chris Rupnik and let him know you are interested: Chris.rupnik@gmail.com. The city has run major races there since 1967.

Also now we have extended the cut off for Historic cars to 1979; we are beating the bushes for those iconic 70's cars that might have run in Bulova. If you have an early Honda Civic, a B210 Datsun, Ford Escort or Capri, a TR7, Saab V4 or other cool 70s sports or sedan or know someone who has give me a call we'd love to encourage these cars to get out.

We'll have four or five cars out at the Motorama Custom Car & Motorsports Expo at The International Centre, March 8, 9 & 10 and are hoping to drum up the same kind of interest that the Vintage cars got at the Montreal Auto Show. *John Hawkes.*

Notice on 2023 Formula Classic Points!

Hello VARAC Members!

There was an error on the 2023 Formula Classic points and scoresheets that has now been corrected. As a result, the 2023 Formula Classic winners are:

HFF 1st Kevin Young (no change here).

F1200 1st Daniel Demaras

2nd Kenny Bui

3rd Robert Sombach

F90 1st Michael Cross

Overall VARAC FC Champ with 197 points: Daniel Demaras

Congrats to these racers! Great racing!

Doug Switzer

VP-Formula Classic VARAC

Important VVGP Notice!

Our Registrar reminds us that car numbers for VGP are always an issue! With so many entrants from so many clubs we can get multiple cars with the same number.

What we will do this year is to protect your VARAC race car number until APRIL 15th.

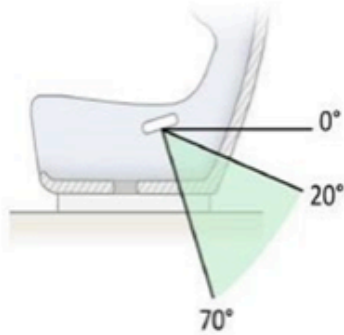
After that it will be available for use by other entrants for the VVGP only. So register now, get the \$100 discount and use your own number! The fall back is if you have to wait to register till the last few weeks you can usually add a 1 or 0 to your number just for this event. Get on it !

Important Notice on Seatbelts!

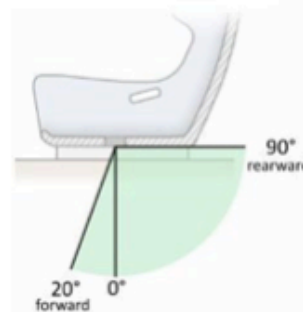
From the 2024 CASC-OR Race Regulations, Appendix I

Look for proper angle and ensure the webbing is not rubbing on sharp edges.

6.4 lap straps

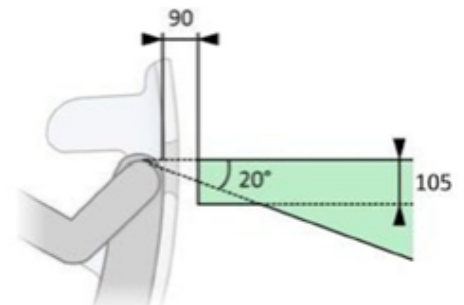
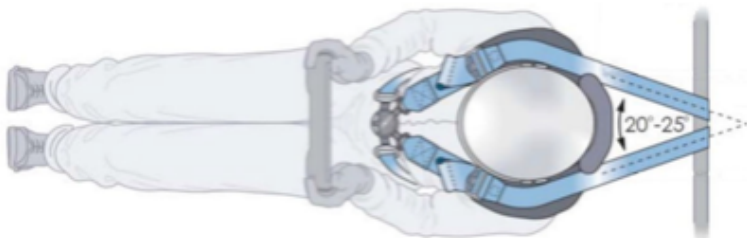


6.3 crotch straps

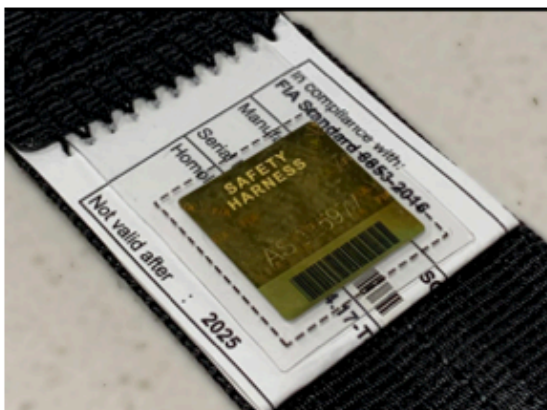


The use of FHR devices has necessitated to need to upgrade the installation instructions. Nylon webbing has a standard elongation of 25% where polyester webbing can be manufactured with specific elongations ranging from 6% to 16% depending on the application requirement. This approach is designed to keep the shoulder harness from slipping off in an incident.

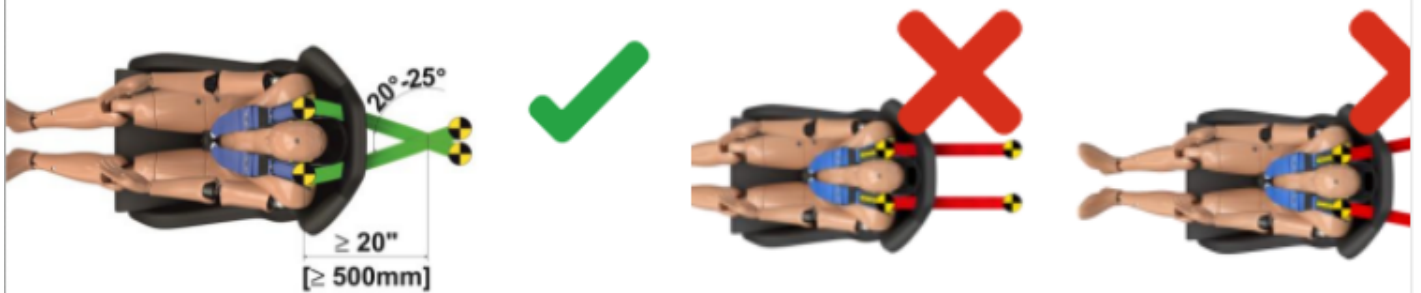
6.5 Shoulder straps



Expiration dates What labels look like.

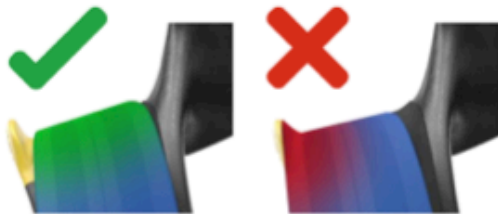


SCHROTH Safety Products GmbH created a great installation guide for their products.
This is an excerpt.

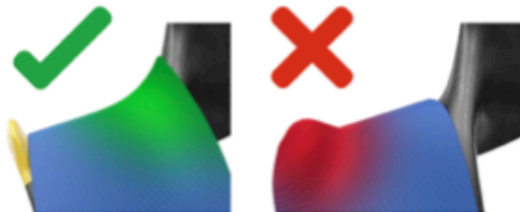


3.4 WEBBING ROUTING ON FHR

Routing of 2" [50mm] webbing



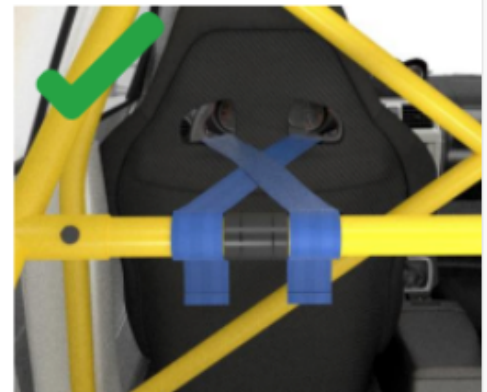
Routing of 3" [75mm] webbing



Splint pin must be used!



CORRECT INSTALLATION



Contact Mike Nilson racetech@casc.on.ca for those who wish to talk about their specific situation. Happy to help, and no, I'm not failing half the grid! These changes are fairly recent from the FIA and competitors will need some time to find solutions. Mike Nilson.

It's that time of the year again! Ted Tech 2024

Again, this year Ted Michalos is making his “garage” in Pontypool Ontario available for VARAC members to have their cars scrutineered prior to the racing season.

The date is
Saturday April 20
starting at 9:00 a.m.
thru approx. 4:00
pm.

Mike Nilson will be
assembling his
scrutineers so there
will be 2 or 3 cars
being reviewed at
the same time.



Drivers should have log books at the ready and have already inspected their cars. The inspection process usually takes about 20 minutes + -.

CASC scrutineers are volunteers. The only remuneration they receive is the heartfelt thanks of our fellow racers. However they are entitled to be reimbursed for out of pocket expenses i.e. gas etc. To that end VARAC request a \$20.00 donation per car to offset these costs. Please provide cash on arrival.

Appointments are on a first come first served basis. As in the past an appointment for a specific time is required to avoid chaos. If interested please contact me via email to book an appointment.
Brian Thomas deltapipe@aim.com

For online Logbook Applications use this link [Logbooks](#)

The Barn Find...

By Jeremy Sale

Photos by Matt Molson



The best barn find stories always begin with a casual conversation that leads to a connection which ultimately leads to, well, the barn find!

Scene One; The story begins with Matt Molson at British Car Day, in Bronte last September. This great event is hosted by the Toronto Triumph Club. Matt has been a long time TTC member; he began racing with VARAC in his blue Triumph TR6 in 2007. At the event Matt had a display of his latest interest; metal laser cleaning, with a sample camshaft showing the before and after of the cleaning process. During the day a spectator came along and showed interest in the camshaft. He introduced himself to Matt as John Westlake and the conversation naturally turned from camshafts to racing. At some point Westlake casually mentioned that he used to race Triumphs in Western Canada and the US, later in Eastern US and Ontario. "In fact", he said, "I still have the car, it's been in my barn for the last thirty years!"

Being both a Triumph enthusiast and a racer Matt's eyes widened and of course he said "Wow! Tell me more!" Well, it turns out the race car is a 1966 Triumph TR4A in which Westlake had success on many, many race tracks and it now resides in his barn in the Beeton area. Matt by now is super interested and says "John, I'd just love to come and see it!"

Scene Two; Some time later in the proverbial barn, (*cue suspense music here*). An indistinct shape inside covered by a blue tarp, duly lifted



to reveal a dark green TR4A race car. On the back of the car is written "Callie's Car", Callie being the name of John Westlake's wife, Carolyn.

After walking around admiring the car and hearing more about its long career Matt said he was definitely interested in purchasing and restoring the racer to its former glory. Now John Westlake was by no

means anxious to get rid of the car, and in fact Matt said there was a long “interview” process as Westlake discreetly ascertained that Matt was a genuine race enthusiast who would take care of his baby. I guess Matt must have passed the interview, so terms were arranged, and the day came to pick up this gem in the rough.



Matt said that of course there were a few tears in the eyes of John and Carolyn Westlake as the car was loaded up to be taken to its new home.

I should mention here that Westlake had come out once a month over the thirty-some years that the car had sat in the barn and manually turned over the engine! So the car really has been looked after and has great potential, apart from being a wonderful “rescue” project.



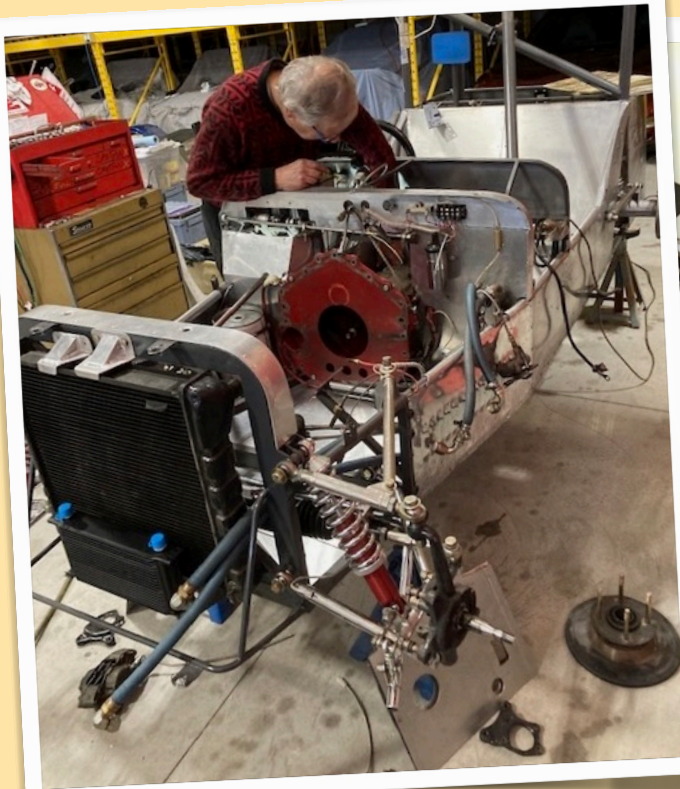
The really great part is that Matt will take this piece of racing history apart with care and genuine enthusiasm in order to get it track ready, perhaps even for this year! So stay tuned, there's more to come on this great barn find story!



Above; John Westlake racing his Triumph TR4 back in the day.

Below: Pictured in the Mosport paddock in the Fall of 1972 at the Player's Race of Champions, the Canadian runoffs.





More Rebuilds, Renos, etc...

Meanwhile at Ted's shop the ferocious Kiki Mk5 is being put back together by Jamie Shelton, above left. Note the ingenious use of old seatbelts, right. For those not familiar with the car, it's pretty much Lotus Seven on steroids, with a Chevrolet 302 engine. The car was last raced by Craig Pick in 2015 (right). Craig passed away last October and Ted bought the car.





The Kiki Mk3 back in the day...

The photo above was taken on the grid at Harewood Acres with Doug Durrell driving. Note the magnesium wheels from an ex-Comstock King Cobra and the articulated wing! This Kiki is presently owned by Hugh Hanson in Winnipeg and is currently slowly being reassembled after his accident at Mosport a few years ago. The various Kiki racing cars were Canadian built

specials made in Ontario during the mid to late 1960's. The principal constructors were Doug McArthur and Doug Durrell along with the help of many friends.

Doug Durrell (right) in a VARAC event at Mosport in the Mk3.





More Rebuilds, Renos, etc...

I was delighted to hear recently that Tony Cove has purchased the “Al Pease MGB”. This famous car was driven in the sixties by Canadian graphic artist Al Pease, who had distinguished himself as an exceptional driver by piloting his Twin Cam MGA to many club-racing victories. The MG factory decided to sponsor him by providing a brand new MGB, free of charge. Al’s distinctive black MGB would eventually become the most famous, recognizable, and successful MG in the history of Canadian racing. The car was super charged and much modified under the rules of the day and in 1966 Al beat Comstock Racing’s Ford V8-powered Cobras with his MGB on several occasions. The gap between Pease racing the car to today is a long and torturous road, to say the least! Fortunately history is beautifully recorded in Mike Adams site at:

<http://www.britishracecar.com/MikeAdams-MG-MGB.htm>

The “Al Pease” MGB...

Some notes from Tony Cove

“Mike Adams is the real hero in this story. Gathering all the pieces and doing an amazing job to restore the car to 1965 spec. In 1962 Al Pease ran the car with twin DCOE Webers on the crossflow head. Hunting for more power, Al engineered the Camden supercharger setup with a Holley (marine) carburetor. Although both configurations came with the car, Mike devoted most of his time restoring the later supercharged setup. Multiple supercharger pulleys and belts together with a number of Holley carbs, jets and internals came from Mike and I understand he was never entirely happy with the performance.



Supercharger

I know very little about about Holley carburetors and apparently mounting one on a supercharger has its own challenges. The old boys (including those at the Holley factory) who understand racing with a Holley are getting thin on the ground. Also Holley parts are now manufactured offshore so the quality is poor. Fortunately I found an amazing engine builder who supplies the circle track community and the vintage hot rod guys. Not only did he have the knowledge and enthusiasm but also a shed full of parts going back half a century.

Long story short, we chased one carb issue after another trying it ready for the Vintage GP last year. With only a week to go, it was determined that the blower unit was not doing the job. Camden superchargers helped Al Pease back in the day and also Mike Adams second time around. Hopefully we will be sorted for this season.” **Tony Cove.**



More Rebuilds, Renos, etc...

Also underway, Gregg Mills found this LeGrand Mk10 Formula Ford in the Boston area and purchased it in 2019 prior to Covid. Work has now begun as Gregg found a couple of fellows to help get it sorted and hopes to have it out at the VVGP. So what needs to be done, Gregg?



"New Pertronix and coil, new Davis rad, new brakes, Whiz wheels, Ivey carb and rebuilt Koni shocks, battery, brakes, seat, belts, fire bottle, donuts, hope there is time for a paint job!"

Good luck, Gregg, see you at VVGP!

More Rebuilds, Renos, etc...

John Hawkes: The ex-Baker, ex-Sharpe Lotus Cortina has been going through a multi year development since its extraction from a barn in Acton by yours truly. First couple of seasons saw a redo of the front and rear suspension which, aside from sitting for almost 10 years since her last race, was now over 25 years old.



FIA rear A frame with rear roll bar.

Last year we managed to get the engine to breathe better and run up into the 7500 rev range with some changes to jetting and timing but it was very noisy from the driver's seat and still not handling that well.

So we sorted the noise out by purchasing a Simpson exhaust exactly as per the car I drove at Goodwood, the Steve Soper car but now we had to change the prop shaft to a one piece to clear the silencer boxes.

Now sorted but not in time to run the Fall Classic at Tremblant and although the car did achieve a couple of podiums in 2023 now she is bouncing like a rabbit through 2, 3, 5 and 10, not good for getting the power down, but a source of great amusement to Peter Lambrinos over the top of 2.

After much research and conflicting advice to go much stiffer in the rear or much softer; the winter plan is to see if we are hitting the bump stops at the rear and shave those back accordingly, so we don't bottom out the suspension in bounce, and to fit the single leaf spring that most of the UK cars use and FIA approves. Then we can try and get the rear of the car back down to the height it should sit at. Conflicting directions here; we need to get the car down so the weight balance is correct but the lower we go the more we reduce the travel.

More Rebuilds, Renos, etc...

....the other option is to go with an A-frame setup that the really quick European cars use, but that would require me selling off a couple of kids or remortgaging the house!

I believe the car should be a VH 3 car even with me driving it. I am mid pack VH4

at present, so wait till BEMC in May and we will see whether we are on the right road. If not those spec Miatas are going to start to look interesting, LOL!



Rear single leaf spring on 007



Bill Vallis joins Canadian Motorsports Hall of Fame.

Story and photos by Peter Viccary

Bill Vallis, born in 1952 in Jordan, Ontario, joined the prestigious Canadian Motorsports Hall of Fame on February 17, 2024, alongside fifteen other distinguished individuals. His journey into the world of motorsports, spanning over four decades, showcases a remarkable passion for racing and an undeniable impact on the Canadian racing scene.

Bill's story begins in the small town of Jordan, where he fostered a love for cars from an early age. His enduring love affair with his high school sweetheart, Shirley, (right)blossomed into a forty-eight-year marriage, producing two children and four grandchildren, including the impressive duo Sloane and Anson, both avid racers of winged dirt go-karts.



Bill and Shirley Vallis

The pivotal moment in Bill's life occurred at fifteen when he attended the 1967 Canadian Grand Prix at Mosport. The speed, colours, and sounds left an indelible mark, steering him toward a future in automobile racing. From flipping burgers, Bill transitioned to pumping gas, which evolved into a mechanic's apprenticeship. Two years later, he attended Gary Magwood's racing school, initiating his racing career.

In the late seventies, Bill collaborated with Rick Bye in St. Catherines, working extensively on VWs. Eventually, he established his own shop, hiring Greg Rice, a prominent figure in Formula Vee racing, solidifying Vallis Motor Sport's foundation. Bill's foray into renting race cars began in 1984, marking the start of a successful racing career.



Bill's F1200 fleet at Shannonville at the Peter Jackson races in 2022.

The move to Fonthill in 1993 coincided with Bill becoming the manufacturer of BRD FVs. Recognizing a shift in FV drivers, he acquired BRD from Brad Bunting, enhancing comfort for more mature drivers. The BRDs, totalling thirty-three, continue to dominate Ontario F1200 races, a testament to Bill's expertise.

Despite admitting he isn't the best businessman, Bill's wife, Shirley, keeps Vallis Motor Sport thriving. The business's success extends beyond racing, as Bill has contributed to the automotive industry by mentoring high school Co-op students. However, the declining interest in learning hands-on skills is a concerning trend for him.

Bill Davis, a long-time collaborator, and friend has been an integral part of VMS for six years. Looking ahead, Bill Vallis envisions a future maintaining the status quo, with a possible reduction in track weekends. His recent collaboration with local VW clubs for air-cooled VW maintenance diversifies VMS's revenue stream. Bill has done work for a number of VARAC members, including Richard Navin, Paul Subject, Doug Switzer and myself.

Despite the success, Bill acknowledges challenges in the racing world. Education changes and a decline in trades pose a threat to the industry. Bill's impact on Formula Vee/F1200 racing in Ontario is undeniable, with

Daniel Demaras in a BRD at CTMP.



concerns about the sport's future due to a diminishing supply of vintage VW parts.

Bill Vallis, a true builder in Canadian motorsports, embodies the spirit of the Canadian Motorsports Hall of Fame. His remarkable journey, marked by passion, dedication, and contributions to the racing community, makes him a worthy inductee. Congratulations to Bill Vallis on this well-deserved honour.





Mosport Mini Mania!

An interesting event staged at Mosport was at the Player's 200 in 1962. It was a celebrity race with top stars driving.

"BMC press chief Ian Paterson, with the active assistance of Stirling Moss, pulled off something of a coup by persuading none other than Juan Manuel Fangio, to come out of retirement and drive at a dealer's showing at Lime Rock and in a five-lap race in Mini-Coopers at Mosport. For good measure he also brought along Pedro Rodriguez. The International team was completed by Innes Ireland and Roger Ward, while Canada's honour was to be upheld by Jerry Polivka, Gord Brown and Francis Bradley."

"More of a publicity stunt than a race, the event was a great crowd pleaser. When the flag fell Ireland and Rodriguez shot backwards instead of forwards, and the slapstick carried on from there. Ireland overdid the clowning and rolled his car at the hairpin. Fortunately he was unhurt, righted the car and continued on his way waving merrily through the shattered windscreen. Below; Ireland and the shattered window."





Rodriguez (left) took the checkered flag ahead of Fangio and Brown, (below) while Ireland got the black flag for making rude gestures at the starter."

The "Innes Ireland car" was purchased after the race by another well known Mini driver, Ted Powell. Ted raced the car for many years winning the under 2 litre title twice. It also ran five Trans-Am events in Canada and some of the upper States. It then sat in storage until Bob Tarzwell bought the car from Ted in 1998 and ran it in 150 events from 1988 to 2002 in vintage, club racing and SCCA GT5. Below: Ireland facing backwards...

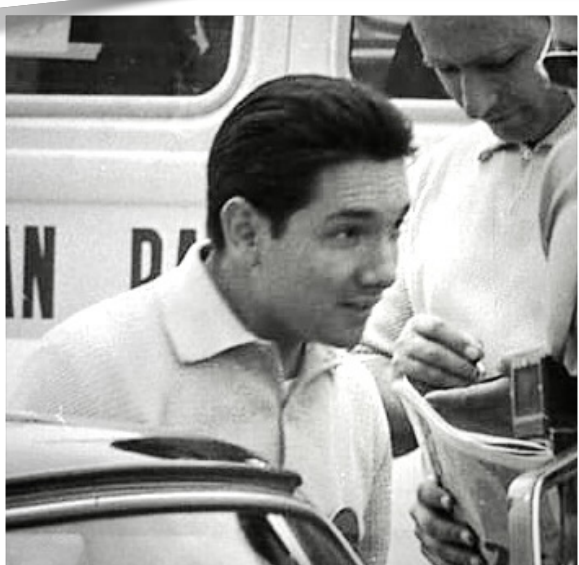




Fangio



RODGER WARD (left) "This was my first time in the car. It's a bit little for me but can it go. I think it is great fun." JUAN FANGIO (right) "I drove the Cooper at Limerock and found it a fantastic little automobile. At Mosport I had more fun the Mini-Cooper race than I have had since I returned. It is a car with terrific handling qualities."



PEDRO RODRIGUEZ (Left) "This is my third race for BMC in the Coopers and the more they ask me to race them the more I will. They are splendid. I have bought one now and will race it in Mexico."

INNES IRELAND-"Good fun car. Any clot could drive it and win a race and any clot could drive it on the highway and have fun. And its strong too."

Photos courtesy of Ron Kielbiski collection,

Bob Slater and Len (Steve) Stevens.



This 1957 Alfa Romeo Giulietta is a timeless racer...

Now this has to be real vintage racing; a guy who drives his race car to the track and back! [Click on the photo above for the story!](#)

"I pack it up and drive to the track on the highway with modern cars around me, which is a little scary sometimes," Bradley Price says, "but I love the feeling of freedom that it gives me when you get to the track, you just unpack the car and you're ready to go!"



Reminds me of the days when Richard Poxon would drive his green Jaguar to the track. Richard would use his hammer on the knock off wire wheels to change them and out he would go! Very vintage!

Photo courtesy of Bob Harrington.



The Penske Zerex Special at Mosport, 1963.

This controversial car evolved from a Cooper T53 Climax F1 car crashed by Walt Hansgen in the 1961 US Grand Prix at Watkins Glen. Roger Penske purchased the car, minus the engine, and modified it to run as the Zerex sports racer in the 1962 LA Times Grand Prix at Riverside. But it was clearly a centre seat car with an all-enveloping body and protests were brewing because two seats were required. However Penske smilingly opened a panel to reveal another minuscule seat, thus complying with Group 7 rules. The car won the Riverside event as well as at Laguna Seca and the GP of Puerto Rico. It was later

Photos courtesy of Canadian Motor Sport Hall of Fame.



modified into a genuine two seater, sold to John Mecom and raced in his colours by Roger Penske.....



At The Player's 200, Mosport, 1964.



The car was then sold to Bruce McLaren, together with an Oldsmobile engine which was later fitted. Without time to fabricate a new exhaust system to the car it arrived at Mosport with the ungainly stubs seen above. The Player's 200 set an attendance record as a crowd of 52,000 plus watched Bruce McLaren dominate the field and win by more than a lap in what was essentially the first of a long line of his mighty Group 7 and Can-Am cars. There's a great story on all this at the link below:

<https://primotipo.com/tag/1964-players-200-mosport/>



Chris Rupnik at the Montreal Auto Show...

“The Quebec Vintage Racing club - CVQ - was invited to display two vintage race cars at the Montreal Auto Show. This year over 166,000 participants strolled past our display. It was easy to chat up the visitors - we had the nicest cars at the whole show! We had the Lancia Scorpion of Eric Lefrancois and the Porsche 911 of Bertrand Dupuis as our eye-candy. Quebec enthusiasts would recognize the Lancia rally history and a very wide swath of the crowd were taken back with the Gulf livery on the 911. It was even better that we didn't wash the cars first - still showing their on-track action! As I said many times - these are competition cars - not exhibition ones!

It was surprising to me to see how many people in the general population were unaware that vintage racing existed - that it was viewable by the public and that it was so close to Montreal! If everyone who says they are coming will attend - expect crowds like you have never seen before!

The followup to our success at the event is that the club was invited to participate in the historic Grand Prix de Trois Rivières this August. The details are still to be worked out but we have attracted exactly the right kind of cachet with the public and this is great news for all of us. Stay tuned on the VARAC Chatline for further updates! “

VARAC Vintage Grand Prix

June 13 - 16, 2024



Classes include Vintage (pre-1962), Historic (pre-1973), Classic (pre-1999), Modern Classic (pre-2006); Formula Classic (open wheel/ Monoposto race cars pre-2006) and the NA Vintage Sports 2000 Series for special sports racers. In addition, the Toyo Tires F1600 Championship Series will be joining us.

There should be something for everyone – vintage and classic sedans, sports cars and a wide assortment of formula cars and sports racers. It promises to be a great weekend of vintage racing!

Our feature marque will be Porsche.

We sent out a special invitation to all those that run Porsches or Porsche-powered cars, Vintage, Historic, Classic, Modern Classic; closed and open wheel specials-all are welcome! If you race a Porsche or a Porsche “special”, you won’t want to miss this. There will be a special “All Porsche” race for closed wheel cars.

We will also welcome the NA Vintage Sports 2000 (NA VS2) group.

Sports 2000 is a special class of two-seat, mid-engined, open-cockpit, full-bodied sports racers that promise great, close competitive racing.

As always, the event is about so much more than the on-track racing. We will have social activities every day, and will feed you dinner (and beer!) each evening, starting on Wednesday, June 12, load-in day, through Saturday. We have live bands playing each evening!

So don't miss out - sign up now and save \$100 on your entry for the weekend. It's the best event and the best value on the racing circuit!

Click here for the VVGP LINK!

Peter Lambrinos, VARAC VGP Director

DATE	EVENT	TRACK
May 4-5	BEMC Spring Trophy Races	Canadian Tire Motorsport Park
May 24-26	Spring Classic	Le Circuit Mont-Tremblant
June 13-16	VARAC Vintage Grand Prix	Canadian Tire Motorsport Park
July 13	VARAC Peter Jackson Races	Shannonville Motorsport Park
July 27-28	BARC Canadian Touring Trophy	Canadian Tire Motorsport Park
July 26-28	Summer Classic	Le Circuit Mont-Tremblant
August 16-18	Calabogie Cup Race Weekend	Calabogie Motorsport Park
Sept 21-22	BEMC Late Summer Trophy Races	Canadian Tire Motorsport Park
Sept 27-29	Fall Classic	Le Circuit Mont-Tremblant
Oct 5-6	Celebration of Motorsport	Canadian Tire Motorsport Park

A Reminder On Helmets!

Please note that Snell 2010 helmets expired at the end of 2023 year. Helmets will be inspected during race weekends next year to ensure everyone is up-to-date.



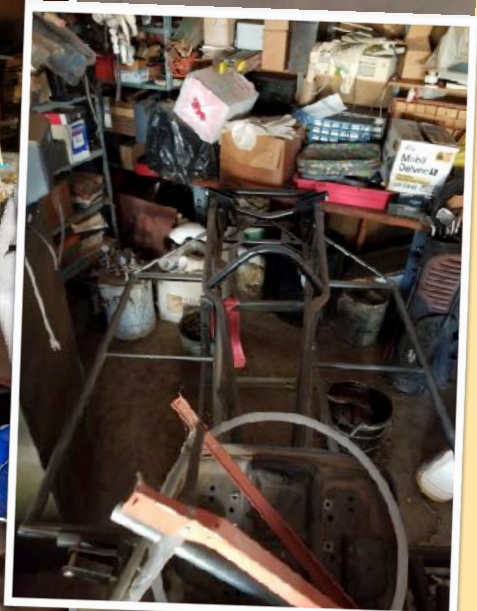
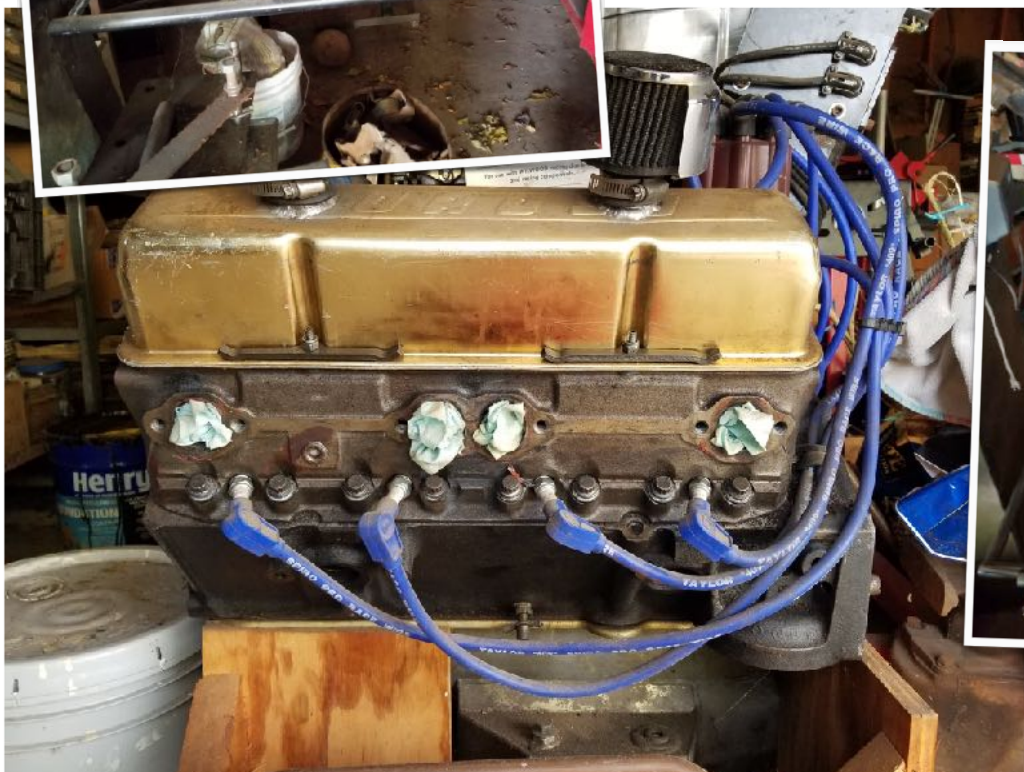


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Estate sale. Including GM 350 crate engine with zero run time and TVR Cerbera chassis. Both have been garage kept since acquired in 2004. Lots of other parts available. Open to reasonable offers. Estate is in northern VA. Contact Gabe 705 644 4127 or gabe.cluett@gmail.com



Old Dominion Speedway
"Where Racing is truly Legendary"
10811 Dumfries Road
Manassas, VA 20112
Phone 703.361.7763 Fax 703.361.8796

INVOICE
INVOICE # 087
DATE: March 10, 2004

Bill To:
Bill Woodbury
5021 Dumfries Road
Cellet, VA 20119

For:
GM Crate Engine

Due: Upon Receipt

DESCRIPTION	AMOUNT
GM Crate engine - part #8894804	\$5100.00
Paid in full 3/13 Check # 51038	
Subtotal	\$5100.00
VA sales tax 4.5%	\$229.50
TOTAL DUE	\$5329.50

Make all checks payable to Max Speed, LLC
If you have any questions concerning this invoice, contact Hayne Dominick, 703.361.7763,
Olddominionspeedway@yahoo.com

THANK YOU FOR YOUR BUSINESS!



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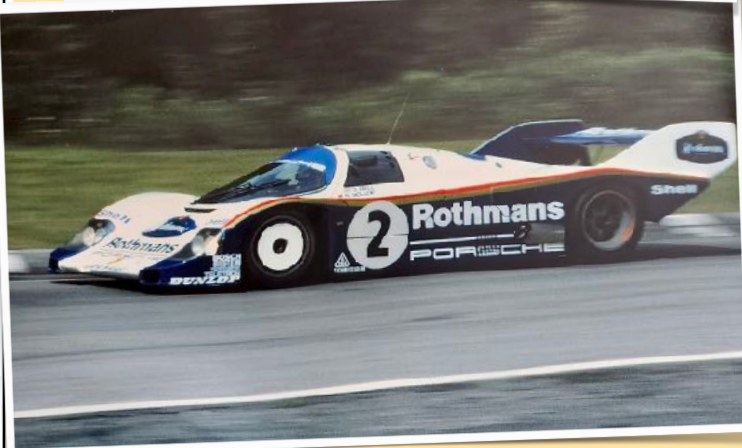
Professional photographer and collector must sell most of his car collection and photos.

He has coloured photos of cars from IMSA series and WEC series-- perfect for framing. Size is 12X18 and 10 1/4X 14 1/4-- multiple different cars-- over 50.

Also racing cars, cast iron model kits, 1/43 scale (complete sets in original boxes)—approx 100.

Please contact Heather Doelle

hdoelle@rogers.com





PIT SIGNALS

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For Sale

5X 1990 Caterham Super
Seven Wheels and tires.
\$750

Wheels: 5X 1990 Caterham Super Sprint "Prisoner"
Edition wheels 15X6.5, 13,,positive offset, PCD 108mm,
(4.25") Like new, UK made by KN Wheels.

Tires: X4 Falken Azenis 205/50-15 old (2006 but <500 km) mounted and
balanced, tread depth 6/32"

Plus one very old (1990) barely used 195/60-15 Yokohama A-008 (a great
spare!)

4 X 15"X7" Aluminum wheels to fit Caterham, only used with 9" slicks for three
track days, Painted yellow , slicks tossed! \$300

neil.young7@gmail.com 905-703-1415



PIT SIGNALS

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Firestone Firehawk Decal Kit For Sale.

\$200.00

Contact Bryan Rashleigh at 87rsrracing@hotmail.ca





For Sale: 1994 Porsche 968 Race Car

Well prepared, well maintained, competitive racecar that won the 2021 VARAC Drivers Challenge Championship in CL2. Asking \$42,500 USD. Reach out to mberetta@rogers.com for questions and more pictures.

BODY: Fully caged with NASCAR style door bars . Doors lightened, door windows removed, interior stripped. OMP race seat, quick release window net and removable steering wheel. Central switch panel for electrical functions. New fire system. All non necessary items removed. New odyssey battery. New front bumper with turn signal and headlight delete. Front and rear tow hooks. Removable wrap in Blue and white.

DRIVETRAIN: Strong running original 3.0L motor. Original 6 speed transmission. New full flow muffler and exhaust upgrade. 2 front fender mounted oil coolers.

SUSPENSION, BRAKES, & WHEELS: Updated with Bilstein shocks. Monoball strut mounts. Eibach springs. Adjustable sway bars front and rear. Custom front A arms with replaceable ball joints. Front strut tower brace. Large Brembo brakes. 3 sets of OEM Porsche wheels (Front - 7x16 with 225/50-16 and Rear - 9x16 with 245/45-16) Two sets refinished in blue (one set with tires and one set no tires). One set of rains currently shown in pictures.





1990 Porsche 944 S2 for Sale CL1 or 2

1985 new bare shell build, no undercoating, no sunroof, CASC log book 95-027, 1.75" full cage, fuel cell, fire system, air jacks, 2" flared fenders steel, fibreglass hood, nose and front bumper/chin splitter. Lexan side and rear hatch. GT3 rear wing, fresh engine as of June run-in 265 hp RW, cf dash, Recardo Pro Hans seat, Schroth 2024 belts, cool shirt set-up, tons of time in the UOIT Wind tunnel, over 4 years developing the program there. Racing drive axles and race cv joints, transmission relocated to improve drive shaft axle angles, close ratio gear box, with Guard LSD, spare tall close-ratio gear box with LSD. MO 30 front brakes, turbo rears.

Custom triple adjustable Koni shocks plus spares, new rain Hoosiers on 16" wheels, 1 set new dry R7 tires, 1 set used dry R7 tires on Forgelines, 1 set used Continentals dry on Forgelines. dry break fuelling/jug included, red transponder, AGM battery.

Asking \$30,000

Also for Sale, 2014 F350, 32" goose neck, Gold Rush Trailer, all Aluminum, with winch, canopy, solar panel, hydraulic lift. Bench cabinets, lighting, tire racks. nose of trailer full of spare parts for 944.

Ernie Jakubowski ernie9146@gmail.com 905-483-5154



PIT SIGNALS CLASSIFIED



Three Racing Minis For Sale!

Lifetime member Pete Christensen wishes to sell his three VARAC racing Minis to another VARAC member, if possible. His girls are finished racing - they raced from 1996 to 2012.

1963 Mini Cooper S with Longman engine (car 03) -1997 overall VARAC points champion

1964 Mini Cooper S with Longman engine (303)

1967 Mini Cooper S with Longman engine (30)

\$45,000 FIRM!

Trailer and many spare parts included.

Cars are stored in heated building in St. Catharines.

Contact Traci Christensen 905-329-2597 or tracichristensen@yahoo.ca