



PIT SIGNALS

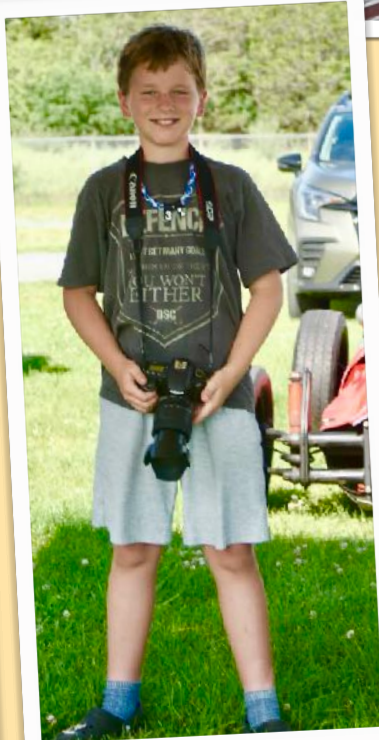


LATE BRAKING VARAC NEWS AUG, 2024 - JEREMY SALE



Loose tires, (left) and spectacular racing, below, we have it all...

..Mt-Tremblant, Shannonville, BARC, a new trophy, some new ace staff photographers, it's all inside!



Left to right; Wyatt and Ayden Viccary.



Late Braking News

John Hawkes

We are midway through the season and there's still more racing to be had! VARAC members have been travelling to Grattan, Mont-Tremblant, Trois-Rivières and more. We have the schedule of remaining races on the following pages, so please check it out and get entered! We need lots of support for the remaining races!

Speaking of lack of support, our entries at BARC, July 27/28 were frankly disappointing. There were only three cars on track for the final race on Sunday in V/H/C, only seven in Classic. And although there was lots of fun and good racing to be had at Shannonville, July 13, the entry count was down again this year; 47 entries, compared to 55 in 2023 and around 70 in 2022. Also, as you may know, due to very low entries Waterford Hills Vintage Races had to cancel their event, which was traditionally well supported in the past by VARAC. However, I also understand that the entire track has been repaved and Joel Hershoren says they will try again for 2025.

At Trois-Rivières there was a trial run for vintage cars, a restricted grid by invitation only. Jim Biscoe was among the VARAC entries with his unique Unipower GT. Chris Rupnic says "The hope is that that fans will want to see more vintage cars like ours and the organizers will be open to having all the VARAC participants who showed early interest able to come."

What is apparent is that despite major effort by Dave Good and other board members to entice more entries, car counts are staying low. Organizers have to decide what grids are large enough to produce at least a break even, not to mention providing entertaining racing for the competitors and spectators. This will likely mean some changes for 2025.

So come out for the remaining races in the season and show there is some life in the old dog yet! John Hawkes

Lots of Racing Left!

Dates	Event	Location	Grids & Points
August	OSCC Calabogie	Calabogie	VH; CL/MC
16-18	Summer Classic	Motorsport Park	3,4,5; FC
Sept 21- 22	BEMC Late Summer Trophy Races	CTMP	VH; CL/MC; FC
Sept 27- 29	Fall Classic	LCMT	VH; CL/MC
Oct 5-6	Celebration of Motorsport	CTMP	VH; CL/MC; FC

Yes, there's lots of
racing left!

It's mid-August, we're half
way through! Thanks to
everyone who has
supported the events up
to now. But there's still
some great racing left in
our schedule.

Check the list above for
what's ahead!

Registration is open for
Calabogie! In addition
we've got Drive Festival
Sept 6-8. So jump in, lots
left!

Dave Good
DWG Racing
MGA 37



Peter Jackson Trophy Races



Ayden Viccary photo

The Peter Jackson Trophy Races, named in honour of our friend and tireless volunteer, Peter Jackson, is our unique one-day event, held this year on July 13. The weather on the day turned out to be great, despite a downpour the night before. As usual it was an intense, fun, packed race day! It took some stamina with Practice, Qualy and two races, all on the one day. It's a great deal, basically the same amount of track time as a two-day regional for 40% of the cost! All races were run on the Pro track.

There was a BBQ and band, our house band, "Fun comes Fast", on the Friday night and after racing on Saturday, the awards presentation. The V/H grid produced 23 cars to start; as is often the case the numbers unsurprisingly dwindled by the end of the day, along with some of the more "mature" drivers! Classic fielded 11 cars and Peter Viccary has a report for us on Formula Classic, who came out with 13 cars.

There was also a special, optional race after lunch, the Peter Jackson Tribute Race, open to closed wheel cars under 2,500 lbs. First prize winner was J Paul Haynes, who won a \$295.00 entry fee for 2025."

Simon Tomlinson, Peter Lambrinos
and Dave Good



You picked a fine time to leave me loose wheel...



Rip Samila finds a
cool spot for a nap...



Photos by Colleen Samila



Tired, tired, tired! Nick Pratt.

“Jeremy, I took my car off the trailer Sunday morning-too bagged the night before to do it! All four tires are totally done (two of which were the spares you gave me!) So practice, quali and two races-I went through the tread on every tire. Wow! With the heat that track is really tough on tires!

Of course I was chucking it around a fair bit which didn't help matters! On the flip side the car went really well and I managed to negotiate that darn hairpin much better than two years ago. I will for sure only go there with a set of well used tires! Big thanks to all my crew, pictured here! “

Nick Pratt.



A tired group of racers!
Christie Marks, Tony Cove, Ivan Samila



Colleen Samila photo

Ivan leads Perry Mason



Ayden Viccary photo

*Our ace photographers at Shannonville...
Wyatt and Ayden Viccary!*

Searching around for photos from the Peter Jackson Trophy Races at Shannonville I contacted Peter Viccary, who kindly let me know that his grandsons, Wyatt, 8, below left, and Ayden, 11, at right, had taken a few photos! They sure did! I am happy to feature them on the next few pages. Thanks Wyatt and Ayden!



The Peter Jackson Trophy Races at Shannonville

photos by Ayden Viccary

Peter Lambrinos, Volvo
142, Alister MacLean,
Porsche 944.



Ian Crerar's Porsche



Angelo Savoia

The Peter Jackson Trophy Races at Shannonville



Left; Robert Pink's Datsun.
Middle; John Hawkes, Lotus Cortina, Christie Mark's Mazda.
Below; Tony Cove in the famous Cobra beating ex-Al Pease MGB.





Wyatt Viccary photo

Gavin Ivory's
Porsche,
Stuart Wigg's
Triumph, and
John Hawkes,
Lotus Cortina,
with Christie
Mark's Mazda.



Wyatt Viccary photo



Wyatt Viccary photo

ENJOYING FORMULA CLASSIC AT THE PETER JACKSON

By Peter Viccary

Formula Classic had a relatively healthy field of thirteen cars, seven of which were F1200 entries, two Formula Vee's, and one each in FB, FC70, FC90 and Historic FF.

Paul Subject, '98 Formula Mazda, had things his own way, fastest in every session, and winner of both races. He qualified at 1:10.07 and set the fastest overall time of the day in race two at 1:09.70.

Ed Luce was runner-up each time but was one of the stars of the show. He seems to be really starting to become in sync with his newly restored '68 Lotus 41C. David Cluett, '69 Caldwell D9 HFF, was third in practice, qualifying and Race 1, but unfortunately failed to finish the final race.



The surprise star of F1200 was Faiza Malik, (above) driving one of Phil Wang's BRDs in her first racing event. Although she spun several times during practice and qualifying, she still qualified fifth in class and less than a second off pole sitter Robert Murray's F1200 time. Daniel Demaras won race one. Faiza finished 4th, but only 1.1 second out of first. In the final race, she out ran and out lasted the whole F1200 field to win the class. Jason Abrams was 1.5 seconds back.

FORMULA CLASSIC AT THE PETER JACKSON

By Peter Viccary

Surprisingly for F1200, Daniel Demaras was a further 3.5 seconds behind and Robert Patterson over 20 seconds behind in 4th. Faiza finished third overall.

Peter Viccary won HFV, but only because Doug Durrell failed to overcome an engine malady and didn't finish. Viccary was credited with 7th overall. Angelo Savoia, '80 Tiga SC80, qualified 4th but failed to start either race.

I personally enjoy the Peter Jackson immensely. A Friday night BBQ with a couple of adult beverages, great musical



accompaniment, super weather, lots of track time at a very moderate price, and a peaceful drive home Saturday in light traffic. What's not to like?
Peter Viccary

Some Notes from Dave Good on Shannonville

“The event kicked off with our BBQ and Band Friday evening. John (the prez) on burger duty (with assist from Alan Weller) and Dave Good on the sausages-over 100 served! And Peter Lambrinos on beer supply duty. Big “shout out“ to Alan and Diane Weller who basically organized the BBQ - great job, thank you Alan and Diane. And thanks to everyone for the “potluck” sides!”



“We had some new racers as well as a few coming back to it, including an old VARAC friend who’s moved “down under” - Vytas Svedas, who came out with his dad and son with a Volvo P1800 racer- great seeing him back out and catching up.”



“We awarded the Peter Jackson Trophy again after a several year “hiatus”. Special thanks to Dave King, (left) who was a good friend of Peter



Jackson. Dave provides this trophy, and makes the award. The award is based on dedication to the sport. This year’s winner was Perry Mason! (above) Well deserved.”

...Some Notes from Dave Good on Shannonville

John Hawkes, Lotus Cortina.



Cody Beedie photo

“In addition to the group races we ran a special for light closed wheelers (just in case entrants didn’t get enough racing with their groups!) We draw for winners-J Paul Haynes won an entry for 2025.”

“For those that hung around Saturday evening, we had some great VARAC hang out time with great music, courtesy of Noel Castell, thanks, Noel!”

“Entry count was down again this year; we had 47 entries; 13 in FC (big thanks to the FC group and specifically the F1200’s who came out- their entries were well up from 2023); 24 in VHC and 10 in CMC. This compares to entries of 55 in 2023 and 70+/- in 2022.”

"A very special thanks to our volunteer workers! Great job putting on a well run day! Special thanks to BARC and St. LAC who provided workers and assisted us in organizing the event. And to Bonnie Reynolds and Anne McCallum for registration; Mike and Mary for Tech and general support and again, to all who volunteered!" Dave Good.

PS from Shannonville, from online racing to podium!



As noted in Peter Viccary's report on Formula Classic a newcomer of note at Shannonville was Faiza Malik, (left) who won driving one of (right) Phil Wang's BRDs in her very first racing event! Faiza told us "My race car experience prior was limited to a test day with the F1200

association after having participated in their online competition series last winter. I was introduced to Bill Vallis earlier, in October, 2023. I got to drive his car then for few minutes at the same track, Toronto Motorsports Park."



From online eSports driver to race winner...not bad!

Faiza in the middle with Jason Abrams (2nd) on her right and Daniel Demaras (3rd) on her left.



Cody Beedie photos

John Greenwood Memorial Trophy for “Display of Character”.



Lee Abramson has donated this magnificent trophy in John Greenwood's name and it will be awarded every year to the winner of VH4 at the VVGP, as this was the group John ran with.

Stefan Wiesen will present the trophy each year. This year it was won by Dave Good, driving his MGB.

Dave Good said "John was such a presence and driving force in VARAC, that to have my name on a trophy dedicated to John is truly a great honour. Thanks."





Fiat Weight Watcher!

Alain Raymond: "Mission accomplished! In race configuration, my 1980 Fiat X1/9 (Miss XXX for close friends) has shed 125 kg, down to 850 kg (1,875 lb.) from 975 kg (2,150 lb.). No cutting, no drilling. Just removal of various items, plus front and rear covers fabricated in aluminium (tested to 160 km/h). Still street-able and everything can be returned to standard trim. Yes, I kept the power windows. The 125 kg reduction + tuned 100 hp Fuel Injection 1.5 L engine make a measurable difference in acceleration. This little Fiat certainly deserved a factory lightweight version. She's a joy to drive!"



...Slim Pickings at BARC, July 27/28...

Despite great weather there were unfortunately only 140 entries in total and we didn't help much, though Ted Michalos ran in both the Miata Cup and GT Sprints. Ted says he undertook to do it just to show the car can be run on multiple grids. He says the Miata series is a lot of fun...

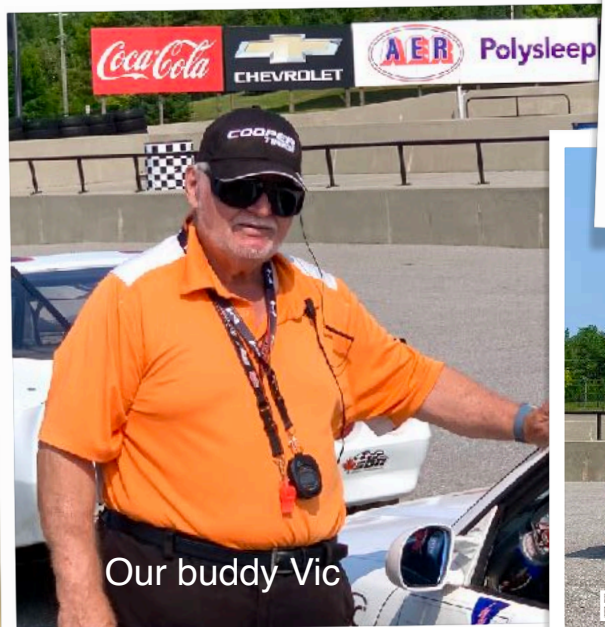
VARAC mustered only 10 cars in Classic and 7 in V/H. A few VARAC drivers were in Quebec for the Summer Classic which probably reduced the numbers. Ted takes a break at right...



Del found the handling a bit off...



Dr. Steve Hummell's newest toy



Our buddy Vic



Blaise Csida in Del Bruce's Corvette.

Left: Del Bruce's new ride.
Below: Brian Thomas had fuel
pump issues...



Below: Gary Allen
gets encouragement
from JD while (below
right) Fred Samson
contemplates getting
a refund as his Lotus
Elan let him down...



The 2024 Summer Classic at Mt-Tremblant

Russ Bond and Christie Marks



Photos by Yanick Gougeon Trackracingpictures.com

Chris Rupnik "Piste Tremblant greeted 21 competitors for the 2024 Summer Classic. The long distance competitor award came as it most always does by faithful Jim Biscoe - who has a very special fondness for the track and its hospitality. One of my neighbours - Peter Cummings - who was always curious on what I was doing back at home with all these cars and trailers and such - attended and has become a friend of Jim's. It's that type of close camaraderie that typifies the racing passion we share. Unfortunately for me Friday practice revealed a strange "whine" from the rear of the car. When I drained the differential oil I found I could remove large chunks of gears that had fallen to the bottom. Big problem!"



“If the following were a movie plot - you would not believe it. Andrew and Sandra Celovsky were taking their street Fiat 124 Familiare station wagon across Canada to the Arctic on a massive voyage. Being the smart engineers that they both are - they had together compiled a guide of the possible failures that could occur along the way with possible remediation plans. They had given me 4 large boxes of possible “emergency dispatch” parts to ship out to where-ever in Canada these possible failures would occur. I didn’t have enough room in the garage for these boxes so I brought them with me to the track in case they were needed to be emergency shipped out. On one of the boxes was written “diff”. Knowing that the part would fit my ailing race car - my son Simon and I started dismantling the car while we tried to get in touch with Andrew to ask permission to use the part. They were somewhere in northern Saskatchewan and no signal but my hope was that at their check-in they would see my message and allow me to use the part. We got everything ready for the possible replacement and went to our traditional Friday night outing at Ital Deli with Duncan and his crew when the message came back that certainly - I could use the diff ! We had a plan for the next morning!



Never having done this before - I am happy to say that it went very straight forwardly. After replacement and a little drive around the paddock I confirmed that everything was fixed and done in time for race 1, but starting from the back.

It was certainly a hot one - and the joys of having a paddock right on the lake with a newly build dock was wonderful - families and racers were all swimming around cooling off before the session started. I was in an English sandwich - right behind Simon Tomlinson in his BMW 2002 and

Stewart Wigg in his Triumph GT6 when, on the last lap, I had trouble shifting into 4th gear. I managed to get it engaged after Stewart got by - and I managed to finish the race.

Alas - the ailment from race #1 turned out to be a bad clutch that gave up the ghost on Lap 1 of race 2 - forcing a DNF. Whereas I had another clutch in the trailer - the repair could not have been done in time for the final race which I sat out. Which turned out to be great because I got to watch battles all through the remaining 20 cars on the grid. Everyone had someone to go with - in little groups of 3-4 cars, they all came off the track with definite need of refreshment!



As an especially nice touch at the drivers meeting it was announced that the race winner would have a victory lap around the circuit holding the checkered flag. Pictures have been posted of Bertrand Dupuis (above) and Jean Pierre Ouimet's victory laps - a tradition I hope continues!

By the way, just this week I received the pre-registration for the Fall Classic - an event that not only you but your better halves will certainly enjoy! Hope to see you here! **Chris Rupnik**

Comments from the 2024 Summer Classic at Mt-Tremblant...

Photo by Yanick Gougeon Trackracingpictures.com



Left to right: Stewart, Duncan and Simon...

“Every dark cloud has a silver lining. A grid penalty put me right alongside Stuart Wigg’s Triumph GT6 and Simon Tomlinson’s BMW 2002 and the three of us had some great racing for most of the race”... **Duncan Taylor, MGB GT.**

“Even though I was wrestling gremlins with the car that were determined to keep me on 3 cylinders it worked out OK as it led to Stewart Wigg’s Triumph and I dicing together during the races along with some overlap with Duncan Taylor (MGB) who got away from both of us! Another fantastic weekend at Tremblant with super weather and camaraderie after hours. **Simon Tomlinson, BMW 2002.**

“My weekend was largely spoilt by some git hanging on to my bumper through the last two races even though he knew he couldn’t overtake me. Ok, he eventually did but only because my exhaust fell off again. Ok, I knocked it off (twice) on the turtles because of the pressure. The ignominy of having your muffler delivered to you twice by the marshals large recovery rig is something that will stay with me for a while.”
Stewart Wigg, Triumph GT6

Back in the Saddle Again; a Return to the Race Track

Looking back at the VVGP with Andrew Celovsky

Andrew insists the oil was not from the Fiats...



Time just flies by; life got hectic, and in an instant, 5 years flashed by. So, after a hiatus of 5 years, I was back on the vintage racing circuit. The Fiat was dusted off, a fresh engine installed, and all lights went green for a return to the 2024 VARAC Vintage Grand Prix.

Turning the wheel of the race car, for the first session of the weekend, was an experience. (Wowza, people drive fast.) It's shocking how much race-pace disappears after a 5-year hiatus, while at the same time, how much muscle memory remains. In first practice, the rust was painfully evident. For the life of me, I couldn't get the gears correct. Previously, my race cars were mostly set-up with gears in a conventional H-pattern. This weekend, I was using a stock box with top gear over and up in the 5th gear spot. This wasn't helpful, muscle memory was constantly confused between the H-pattern and the 'extra' 5th gear. 'Ok, this isn't working,' I thought to myself. I knew I needed correct gear selection before there was any hope of quick lap. At the same time, I was careful to provide predictable lines to the cars whizzing past. After a mangled first practice, all I managed was a dismally

Back in the Saddle Again...

slow lap time, yet, I was starting to coordinate gears, braking, and throttle versus corner.

Next up was qualifying. Strategically, I recalled qualifying was about a single best lap time. I paced myself, I tried to back off to open up some clear track to find some pace. I also tried using cars in-front to set a pace for me. At this point I had mostly got the shift points, brakes and throttle organized. I was now working on my turn in points, and how much momentum to carry. Almost without exception, my turn-in points were late. I forgot most Mosport corners required a turn-in before seeing the apex. (Not so easy to do). Constantly being late meant my corner exit speed was compromised. Nevertheless, I was starting to recognize my errors and slowly corrections were being made. I also found myself lifting through many corners, as I was still tentative about carrying the momentum. Still, I improved my lap times.

Traffic at race starts was a spot where I used to excel. I used to have confidence in my car, my abilities, and a general awareness of the habits of drivers around me. Well, this was absent upon returning to the track. Starts quickly saw me drop multiple places. After a 5-year hiatus, it was great to see lots of new cars and drivers. The drawback was I did not know the pace and habits of the new cars and drivers. I was consistently in the wrong spot being unable to predict the traffic unfolding around me. This was further hampered by my lack of confidence to position my car into the gaps.

So, backwards I went in the controlled chaos of the race starts. As the race unfolded, the cars spread out, and I was able to focus on single car at time. Amazing, I was able to execute a few passes and re-gain a few spots up the grid. Each pass took time. Learning where I was quicker, then finding a way to maneuver my car in an overtaking move. My lap times continued to improve to weekend best. (For context, this lap time was about 3 seconds slower than my typical times with this car. Still pretty good after a 5-year hiatus)

Back in the Saddle Again...

Oh... by the way, I had a hoot. My times were good enough to keep my 124 Fiat spider nose-to-tail with my buddy, Chris Rupnik's 124 Fiat spider. Chris was clearly out driving me on the track, but my fresher engine provided more acceleration up the back straight, making up for my less-than-stellar cornering.

Thanks to all the volunteers who make the VARAC vintage Grand Prix a reality! I was pleased to be back on the track. I was super happy to re-connect with many old friends, and to make a few new friends along the way.

Andrew Celovsky

Twin Fiat 124's, Happy Drivers, Happy Cars, ready to drive onto their respective trailers at the conclusion of the 2024 VARAC VGP



FAST, FASTER, FASTEST: THE BILL SADLER STORY

by John R. Wright

This biography of Bill Sadler tells the story of an innovator who set the racing world astir with race cars of his own invention. Progressing from a Hillman Minx convertible to one of the fastest race cars ever, to a Piranha ground attack aircraft, Bill Sadler has worked and raced throughout the US and in Area 51, a top-secret USAF facility in Nevada.

Sadler laid out the design of his first car in chalk on the floor of his shop in Hamilton, Ontario. He progressed to creating race cars, including the revolutionary Formula Libre, with its Chevrolet V-8 engine behind the driver and an open-wheeled set up, that appalled the owners of Listers, Scarabs and other racing specials. His fertile mind produced the Sadler Mark V, this time with major sponsorship from Comstock Engineering Inc.

After leaving racing in September 1961, Bill returned to school and graduated from MIT with a degree in Electronic Engineering. He worked in Area 51 on advanced secret projects and later built various prototype aircraft.

Bill returned to vintage racing in 2000 with his Sadler Mark III and his own Sadler Formula Junior.

Written with the full cooperation of Bill Sadler before he passed away in early 2022, this book contains never-before-seen photographs and rarely heard stories from a man whose talent, like an iceberg, lay nine tenths below the surface.

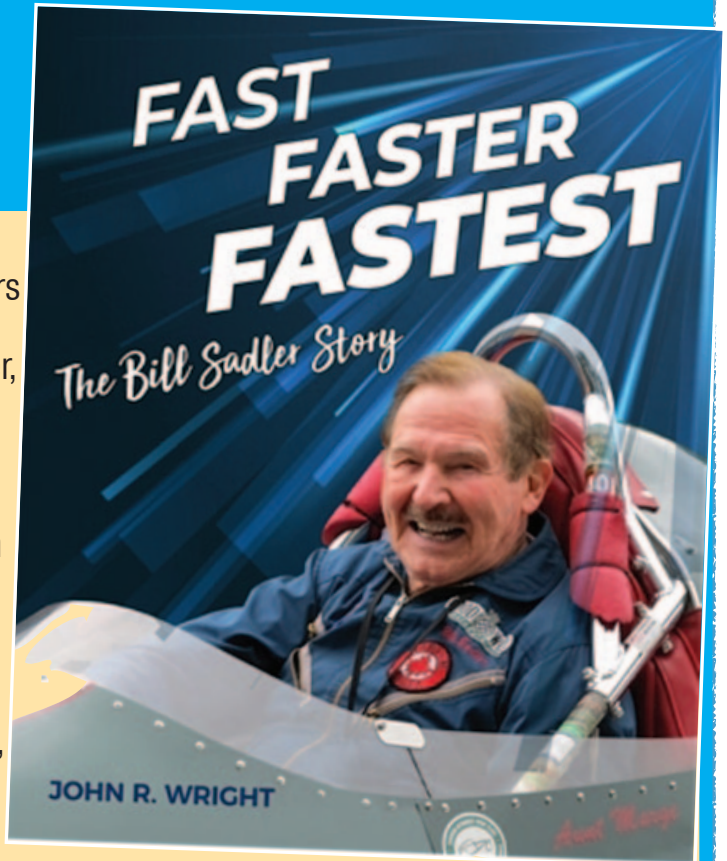
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Shipping within Canada \$25 each.





PIT SIGNALS
CLASSIFIED



1967 MK2 Lotus Cortina Twin Cam

HISTORY: First raced by current owner July 1992 at SIR; last raced September 2011 at PIR. Second owner raced 2021. Race history includes 94 vintage events at Mission, SIR, PIR, Bremerton, Spokane, Reno, Thunderhill, Sears Point, Laguna Seca, Buttonwillow, Lime Rock, Watkins Glen, and Road America/Elkhart Lake.

DETAILS: 1967 stock Cortina Mk 2 body, All steel crank and camshafts, Stainless steel exhaust system. Roll bar, Racing seat, 5-point safety harness, Fuel cell (race gas only) Halon fire suppression system, Pre-start engine oiling system, Low oil pressure warning light, Switch for operating fan with engine off, 4-speed Quaife close-ratio transmission, Smith's MPH & RPM gauges, Meticulously maintained; most recent performance tuning done August 2020.

Ready to race. All log books and passed Tech SCCBC Located in BC.

\$30,000 CDN

Phil Roney: phil.roney@outlook.com



Kodiak Wheels \$1,250.00

Super Light Kodiak Aluminum FX 3 Piece wheels. Each Wheel weighs only 9.6 lbs. Black centres and polished outer rims. 14" x 6.5" MGB bolt pattern. 5 rims and 4 Hoosier Street TD tires 205/60 D14. Rims like new and tires very little wear (Only been driven at Calabogie) Great tires if you want to go to a track day or perfect for road cruising. Kodiak Racing Wheels are Canadian made. Check out their website. <https://www.kodiakracingwheels.com/>

Contact Jim Devine Phone: 613 296 9795



Three Spridget 3.9 diffs. Two professionally welded in excellent condition and unused since the weld. \$400 each. The third is open and has not been used for racing. \$275. Contact Nick at gidget89nick@gmail.com or call 705-768-0253.

For Sale 1965 Ginetta G4



History of Ginetta G4 chassis no G4/182

1965: 1/1/65: Chassis no 4/0182 manufactured and exported to Competition Car Engineering (Jack Walsh/ George Kipps in Mass. USA).
1965: It was entered and sponsored by Citation Motors of Toronto and driven by Barry Rosenberg. 1981: Bought in a dilapidated condition by Malcolm Elston. Restored by Malcolm who replaced panels with higher quality fibreglass and fitted internal panels. Road registered in Ontario 1984. 1994: Purchased by Tony Burnett. Restored by John Dodd- Registered with Canadian Automobile Sports Car Club Ontario region 1994. Raced the car until sold in the US for a Brabham single seater (personal communication) to Jo Blacker. 1997: Joe Blacker- CT USA. 2011? Bill King- Maryland USA. 2011? Walter Donahy - Rhode Island USA- sold by Vintage Racing Service (aka Automotive Restorations) 2014: For Sale Automotive Restorations, CT USA. Sold to me. Raced in HSCC historic road sport series. 1.5l engine
Spares package incl wet tyres + wheels, diffs etc. POA : \$ Can/US, Euro or GBP.

Patrick@iqendoscopes.co.uk



1985 BMW E30 325i

HISTORY: Car was acquired in 2008 and prepped for driving schools.

First competition event was the 2012 Newfoundland Targa - 7th in Open Class.

2013 CASC-OR Sprints GT5 - 1st & Rookie of the year.

2014 CASC-OR Sprints GT4 - 3rd

2015 CASC-OR Sprints GT4 - 2nd

2016 CASC-OR Sprints GT4 - 2nd

2017 - 2019 VARAC Classic 2 - Assorted podiums

2022 VARAC Classic 2 - 3rd

2023 VARAC Classic 2 - 1st & Classic o/all 1st

2024 VARAC Classic 1 - BEMC Spring Trophy 1st

MAINTENANCE: 2021 Engine rebuild by Mantis Autosport - Sleeve and bore, pistons, rings, main- and big-end bearings, timing chain tensioners, oil pump, water pump, drive belts, camshaft/crankshaft/temperature sensors, valve springs cylinder head porting, clutch and pressure plate.

Mantis Autosport - all continuing maintenance to date.

OTHER: Build records, all invoices, 2 logbooks, 2023 tech. Done and ready to race.

\$18,000

ALSO! Lightweight Aluminum open trailer & winch. \$3,000

Alan Morris: morrisalyourpal@gmail.com

(905) 330 2457



Mazda Rx7 For Rent/Arrive and Drive!

Available to rent. This is a fun car to drive, it's competitive and not too loud, has a big muffler. Come have some fun. This Arrive and Drive opportunity includes crew, transport, coaching-if needed-and all support. 13b street port rotary and six speed manual gearbox. Big brakes, runs on Toyos.

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Russ Bond

2007 Haulmark SGT Stacker Race Car Trailer

“The Edge”, SGT85x22WR5
GVWR 21000#
Length: 22’ Width: 8.5’
Colour: White. Tongue: 2
5/16” ball, length 5’ fitted with
electric jack & back up
manual jack. Axles: 3 x
7000#. Tires: 6 x New 16”
Goodyear Radial G614LST,
Load Range “G”. Awning:
power, 19’, checked flag
design. Rear Door: surface
lined with heavy duty
textured matting, full width
alum fold out ramp. Trailer
Floor: black textured “coin
floor”. Floor tie points: 4
factory fitted “D” rings. Lift:
Genie 6’-3” wide x 12’ long
with 2 applications of e track.



Generator Door: large, vented, suitable as designed or fuel storage,
current gen not included. Interior: white aluminum. Cabinets: white
aluminum, below bank of drawers, above cabinets with aluminum
doors. Work Bench: galvanized steel top. Storage: above work bench
area, coin floor & e-track. Interior Lights: most changed to LED.
Exterior Lights: 2 spot lamps awning side and 2 rear. Hydraulic Lift:
16’ long with e-track and aluminum ramps. Winch: electric 3000#
located in cabinet below work bench. Toolbox: bolted to work bench
is included (empty)

Price: \$33,000.00 CDN

Notes: I have owned this stacker for about 10 years. It has a light rust
on the heavy steel frame. The trailer has light race trailer patina,
nothing major. It is “Yellow Sticker” certified annually. We live 20 min
from CTMP so there is not a great deal of mileage on the trailer.

Brian Thomas mobile 416 230-3499

20 x 8 2006 Haulmark Trailer

20X8 2006 Haulmark Trailer with awning, 110v with lights inside, a few dings and scratches, tyres are good, trailer is located in Nova Scotia.

\$9500

krustyjohn@gmail.com

902 376 2049



1984 Porsche 944

1984 944. Would make a good Race Car. Solid Solid Body. Came from the USA. Faded Paint. Ratty Interior. \$2900.00 or Best Offer. May consider trades. Frank, 647-967-4999



Swift DB-2 Steve Shelton 1984 Runoffs Car. \$28,000



The Original Swift
DB-2 Steve Shelton
1984 Runoffs Car
Chassis: SCCA Log
Book 03-599
Engine: Ford 2.0
Fully restored with 2
hrs on the engine.
Safety items in date.

Comes with large
spares package.
Located in
Roswell, GA
828-200-2822





1994 Porsche 968 Race Car \$30,000 US

Well prepared, well maintained, competitive racecar that won the 2021 VARAC Drivers Challenge Championship in CL2. **Asking \$30,000 USD or best offer.**

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 3.0 motor. Original 6 speed transmission. New flow muffer 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.

mberetta@rogers.com for questions and more pictures!





1990 Porsche 944 S2 for Sale

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.

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