



PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE November 2013



Canadian Historic Grand Prix 2014

Featuring the TRIUMPH vs. MG Canadian-American SHOWDOWN.

CHGP Grand Marshall
Bob Tullius



In full support of the upcoming event are the "Friends of Triumph" (FOT racers group) and the "MG Vintage Racers". And our very special Grand Marshall for 2014 is the great Bob Tullius, (above right) who raced the works Triumph Spitfires at Sebring and Le Mans in 1964.

INSIDE!



10th Annual Run!



Stefan Wiesen on "Vintage Dirt Bikes!"



ChumpCar? WTH?
Dave Morgan tells all!



Jeff Devine wins the Collier Cup race.

VARAC Club Championship

Overall Club Champion Mike Steplock

Festival Champion Gary Allen

VH Champion Jim Holody

G70 Champion Mike Steplock

Class Champions

FC-K Ed Luce

VH-1 Andre Gagne

VH-2 Joe Lightfoot

VH-3 Gavin Ivory

VH-4 Jim Holody

G70-V Jim Middleton

G70-E Dave Margolese

G70-F Mike Steplock

G70-G Andrew Atkins G70-H Rob Racki



AND NOW A WORD FROM OUR SPONSOR...

John Shane, owner of Shellbourne Fuels said "I am proud to look back at the 2013 racing season. Our 40 years of experience producing a full range of fuel blends, gear oils and engine oils really paid off. We gained the confidence of many new clients in racing of all kinds whether it was motorcycles, GT, Drag Racing or Vintage Motorsport. We delivered what we promised in our Shellbourne Racing Fuels and Racing Fuel Enhancers - superior performance at reasonable prices. We were particularly pleased to be involved with VARAC and its members as the sponsor of the 2013 VARAC Drivers' Championship and we look forward to continuing that support in 2014. I would like to say a heart felt "Congratulations and Thank You" to all of our clients and Regional Distributors".

VARAC Drivers dominate Collier Cup!

By Dave Good, MGA 37



Collier Cup start—Jeff Devine on the pole (red B) followed closely by Richard Navin (Green/white stripe B; Bob Eagleson BGT and Gary Allen (blue/yellow trim B) and way in the back Jim Holody (blue A) is edging Dave Good on the start. *(photo courtesy of Angelo Lisuzzo).*

"Man... look how far back I am and the race just started!!" Jim Holody

The 29th Collier Cup race for MG's was run at Watkins Glen Saturday, September 7th as part of SVRA's "Glenora Wine Cellars US Vintage Grand Prix presented by Welliver." 22 MGs took the green flag.

Unlike last year, racing conditions were excellent-clear skies, dry track. However, similar to last year, VARAC dominated the results!

Jeff Devine (right) in his red # 644 B, who drove very well all weekend, won the race outright with a 3 second margin over Bill Shields of Pennsylvania. Congrats, Jeff—great race!



Jeff Devine entering victory lane. *(photo courtesy of Jay Miller: SVRA)*

"The highlight for our group was the Collier Cup race for all MGs where Canada took top step! Another must track to attend, first rate facility, really wonderful area, easy drive down and back".
Gary Allen



Above: "Gary Allen, in his beautiful #42 B, was 3rd, 8 seconds behind Jeff-an excellent result considering this was Gary's first experience at 'the Glen". *(photo courtesy of Jay Miller, SVRA)*



Above: Richard Navin *(photo courtesy of Jay Miller: SVRA)*

"The Collier Cup event is one of the highlight races each year for me, and this year was special as I had the opportunity to enter as the defending Denver Cornett Cup champion, after winning the race last year. This year my car was running poorly and we spent all weekend trying to solve the misfire (which turned out to be a cracked cylinder head). Regardless of the misfire, I entered and struggled to finish fourth, which in hindsight wasn't too bad at all. Congratulations to Jeff Devine for a superb drive and bringing the cup back to Canada again!" Richard Navin.



"Bob Eagleson, who harassed Jeff all weekend, brought his # 9 BGT home in 6th, 1 1/2 seconds behind expat Canadian Brian McKie, (from, as MGVR, puts it, the prov of NY) in his B."

(Left) Bob on track, lifting a wheel. *(photo courtesy of Jay Miller: SVRA)*



In the battle of the A's the author (bottom photo) and our hero was second behind MGVR President Chris Meyers, followed closely by Jim Holody (left) in his # 51 twin cam. *(photo courtesy of Jay Miller: SVRA)*

VARAC DNS's unfortunately included David Holmes- #139 A (shock problems) and Frank Mount, with Babe, his pre-war MGTC. Frank knew he was done when, checking engine compression in the paddock on Saturday morning, he blew coolant over the side of the adjacent race trailer!

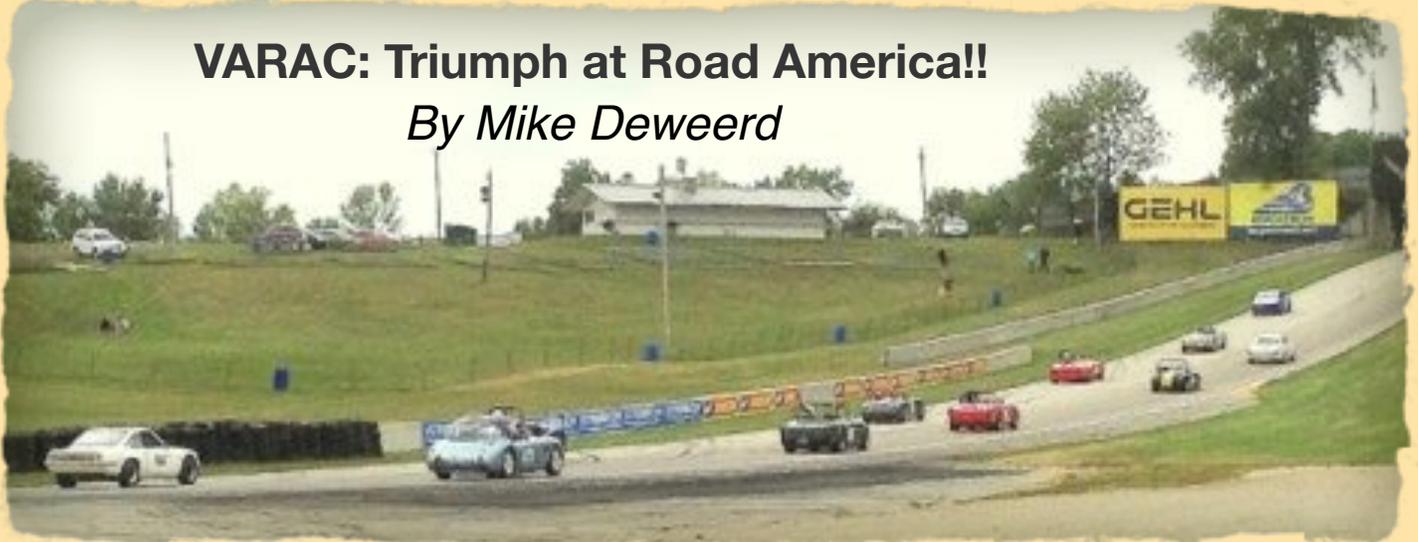
Great results by the VARAC MG guys! Congrats! Look out Mike, Jeff, Vince and any other Triumph drivers- we're ready!"

Below: Story author Dave Good *(photo courtesy of Jay Miller: SVRA)*



VARAC: Triumph at Road America!!

By Mike Deweerd



Several VARAC members made their way south across the border, or should I say west to the tiny village of Elkhart Lake, Wisconsin, for the 11th running of the prestigious Kastner Cup. The very first Kastner Cup was held as part of VARAC's 24th International Vintage Racing Festival in 2003, that was a special weekend for me. I had learned that Triumph was to be the chosen marque celebrating "50 Years of Triumph" and therefore made my way to Mosport for the first time in some 20 years, as a spectator. Ten years later, I had the great pleasure of actually competing in the 2013 Kastner Cup! (*See photo below*)

The Kastner Cup race is open to all Triumph cars and Triumph based specials and is run annually at different tracks across North America.

Unfortunately I was not able to go to Road Atlanta for the 2012 event, but I made it a priority to compete this year at Road America. Fellow VARACians Jeff Clark (GT6) and Peter Bulkowski (TR8) made the journey as well; we pitted next to each other giving Road America a second "Canada Corner". The weather was excellent with



only a short shower Saturday afternoon to cool things down a bit.

Road America is an awesome track, fast and challenging, much like Mosport, only multiplied by two, with great opportunities for flat-out "pedal

to the metal" straights and my favourite, "the Kink" which is right after the Carousel (similar to Mosport's Turn 3, just longer). My weekend goal was to go through this feared "Kink" flat out and I'm happy to report that I was able to do so on Saturday morning, before my tires started to give up a bit of grip. Track time was plentiful with four half hour sessions on Thursday, and three each on Friday, Saturday, and Sunday.

The weekend was filled with the usual misadventures that come with racing Triumphs; by Saturday afternoon the paddock looked halfway between a repair shop and a salvage yard, with Triumphs up on stands and jacks as far as the eye could see. We Canadians were no exception; over the weekend Peter broke his rear posi unit in the TR8, Jeff lost a rear wheel on the GT6 and I tore the front lower control arm out of the driver's side frame.

Thankfully, Canadians are a resourceful bunch, and with a few inquiries and a few phone calls (plus a very late night and early morning) Peter was on his way to pick up the required parts for his repair. Jeff went off to purchase a bearing at NAPA, while I turned my trailer into a frame repair machine (thanks to Andrew, Jeff's crew chief). My "Friends of Triumph" pals sourced a hydraulic porta-pac and welder. One Triumph racer was convinced I was done for the weekend after viewing my car's damage, but I simply told him "I had to fix it 'cause I didn't bring enough beer to watch racing!!" We were all back in business by Sunday morning, ready to race, showing them what Canadians are made of!



Jeff Clark lost a rear wheel on the GT6 but was ready to race Sunday morning!

The Kastner Cup Grid

This year's Cup grid consisted of four TR3s, thirteen TR4s, two TR4As, two TR250s (including the famous Peter Brock/Kas Kastner created TR250K, which started in the back, even though he had qualified for the front row, a gentlemanly gesture), plus three TR6s, four Spitfires, four GT6s, a TR8, a Peyote MKII Special, a Devin bodied TR4, and a TVR 2200S.



“Peter Bulkowski (left) and I started at the back of the grid; we had both broken down on Saturday and thus hadn't qualified. Jeff started in 7th spot as he had run the Saturday sessions; he completed the race in 28th position. I was able to make my way up to mid-pack and finish in the top 15, while Peter, with 4 more cylinders, slicks and multi years of driving experience, parted the sea of Triumph cars right from the start and went on to win the race! ”

On Sunday afternoon the awards were presented. There was more than just the Kastner Cup to be won. There was also “Snook’s Dream Cars Marque Awards” given to each model Triumph raced with the fastest time. Those winners were as follows:

Andrew Williams	'60 TR3A	2:59
Clark Lincoln	'71 GT6	2:53
Leo Oddi	'68 TR250	2:50
Jerry Barker	'71 Spitfire	2:49
Ken Knight	'64 TR4	2:48
Bill Babcock	'59 Peyote	2:44
Sam Halkias	'71 TR6	2:40
Peter Bulkowski	'77 TR8	2:39

Results sourced from www.mossmotoring.com/kastner-cup-2013/

“I think the general feeling by everybody present was that Road America is an awesome venue, and if VARAC members ever have an opportunity to travel to Elkhart Lake, we strongly recommend it! ”

Mike Deweerd.



Peter Bulkowski (right) gave his trophy to his guest co-driver, (left) Christian Marx, from Germany. Christian had run a faster lap time over the weekend so Peter thought he deserved the trophy more... WAY to go Peter!! The winner of the coveted Kastner Cup was Ken Knight in his '64 TR4.

"WHERE SPEED DOES NOT COUNT!"

By Stefan Wiesen

I asked Stefan Wiesen what he's been up to lately and it appears that he's gone back to his former passion; riding vintage dirt bikes from the 1970s, the kind he competed on in Enduro and Moto Cross back in Germany...



"...it's all about balance, concentration, bike control..."

Hi Jeremy,

So you were wondering what I'm up to? Well, here are some pictures from my recent vintage trials! These are organized by CVMG - Canadian Vintage Motorcycle Group. By the way, John DeMaria is also active in the group, giving restoration tips and participating in rallies.

The rules are very simple: A vintage trials event consists of 6 sections about 200 to 400m long in a difficult terrain. The sections are marked by flags/tape and you have to stay within these boundaries. While always keeping forward motion, you have to drive the section *without putting a foot on the ground*. If you do so, you get a penalty point, up to 5 points for "failure" which is for example, going out of bounds or falling down. In the morning, you ride each section twice and in the afternoon twice in the reverse direction. The rider with the least points is the winner!

My bike is a 1976 Yamaha TY 250 2-stroke with a measly 14 HP. The gears are very low and the bike rides on a flat surface at 500 RPM idle at 2 km/h. However, the engine has a lot of torque and pulls away from idle and with a bit of balance change, lifts the front wheel. She weighs a bit over 200 lbs. The Yamaha TY was the first Japanese bike to be successful in this sport that was hugely popular in the 60s and 70s in Europe. Originally, this was an all-British affair with the wonderful 4-stroke single cylinder machines by BSA, Triumph, Matchless - you name it. In the late 60s, Greeves launched a 2-stroke and that ended the bangers!



At that time, the Spanish caught on and developed super nimble Montesas, Bultacos, and Ossas, to mention the most famous. They became unbeatable, still mostly with British riders. Eventually, the Japanese factories hired these British world champions to develop bikes for them and by the mid-seventies all Japanese makes had trials bikes on the market. They were never the best, too heavy, but the aforementioned British aces won championships with them. The Spanish makes almost all went bust. However, my Yamaha is like a tractor, robust and reliable. The biggest trials event in the world is the annual International Six Days in Scotland, held since 1906. Today, stadium events have become popular, where it is all about "trick" and "stunt" riding.

I recently started a little collection consisting of 5 vintage dirt bikes from the 1970s, the period when I was actively competing in Enduro and Moto Cross back in Germany. One is a rare Czechoslovakian CZ 175 Enduro with incredible 724 km on the clock and the original tires, which I will restore this winter. I believe my old bones will not allow me to go back to Moto Cross but I figure Trials is a bit easier on my vintage body. Oh my!

You are not allowed to practice the sessions except for walking them. Some are really steep and you are exhausted before starting your machine. Also, I fell on my tailbone....

Hey, it's a lot of fun if you don't mind getting dirty!

Stefan Wiesen.



PS. I told John Greenwood about Trials and how cheap the entry fees are, he immediately repainted his Lotus Seven, here is a photo of John competing recently.....S.W.

2003 2013
LINDSAY TO BRIGHTON



"Thanksgiving Saturday was truly one to be thankful for." says Bob DeShane. "One of those perfect late fall days. The leaves in Victoria, Durham, Peterborough and Northumberland Counties were at their peak of brilliant autumn colour. The skies were clear and sunny. The air was warm and filled with the scents of the season and the sounds of flying insects out for one last desperate charge.

This was our tenth anniversary Lindsay to Brighton Run and we had a record number of friends roll in, driving a wide sampling of automotive sculpture ranging from the Captain Canada Volvo Wagon to a 1932 Ford Flathead Hot Rod to a load of MGBs, TR3s, Spitfires, Minis, 60's and 70's Camaros, an Austin A35, a replica of a prewar Alfa Grand Prix car, and on the flashy side, Ivan and Colleen Samila's pretty Lotus Evo and Brian and Maureen Thomas' shiny new red Porsche. Paul Jordan from OLD AUTOS in his '59 Corvette left having enjoyed himself fully, he has enough pictures and notes for a good report around springtime."

"The route delivered 112 miles of pure driving pleasure. Some were caught up in the rhythm of the twists and curves more than others with one of the Camaros under steering though a tight off camber corner. No damage occurred to the car, but he did need help from following cars to push that offside wheel up out of the ditch. In another unfortunate calamity, one of the TR3's fell victim to a fractured crankshaft. The good news is that everyone else arrived unscathed and happy at Dougall's on the Bay in Brighton, our perennial hosts and were treated to some fantastic food and drink, which made the story telling that much more fun."



Below: "Brian Thomas sings Queen's "We are the Champions" while Maureen pretends to be waving at a friend. John Greenwood, and Jeff Fenwick look on while my brother Neil scouts out his escape route. We'll do it again next Thanksgiving Saturday, 2014 and you're all invited."
Cheers! Bob DeShane.



Welcome to the Optima Batteries ChumpCar World Series!



Chump Car Racing by Dave Morgan

"I discovered ChumpCar racing when I got a call from some old high school buddies who told me they had just bought a 1998 Ford Contour (see photo above) for \$500 and wanted to go racing! This October was the first time ChumpCar came to Mosport and I was one of four drivers to share the racing of the Contour on the Sunday.

So what's a ChumpCar? Well, basically you buy a \$500 dollar car, install a roll cage, racing seat and harness and you go racing. Sounds like a cheap way to go racing, right? Well, sort of...factor in a normal race weekend; which consists of two - 7 hour races, the gas, tires and the mechanical bill, and the cost tends to add up in a hurry.

On Sunday I only got in four laps of dry racing and then the rain began. Not sure if it was because I've only raced a Mini at Mosport but the track seemed especially slippery driving the Contour. (BTW, thanks to the new Mosport owners for the paved runoff area at the bottom of Corner Two!)

Going from racing twenty minutes at a time in the Mini to a two hour "marathon" drive in the Contour gives you a better appreciation for how great the track really is at Mosport. Our team managed to bring the Contour home in 11th place out of forty cars. If you are looking for more track time, I highly recommend looking into Chump Car racing!"

Dave Morgan



There are special fueling areas for each event, and each pit stop for fuel is timed. The minimum time per stop is 5 minutes.



"ChumpCar? Go see a shrink!"

ChumpCar Racing according to Bob English is a "U.S.-based off-shoot of a bit of motoring madness called the 24 Hours of LeMons, originally a single event for cars with a \$500 purchase price cap, which has evolved into a series. ChumpCar sees its role as bringing "\$500 crap-can" racing to areas not served by the LeMons series. Its roots firmly planted at grass level, ChumpCar says it's all about having a good time and bringing road racing back to the 1950s and 1960s "when it was fun, cheap, and nobody cared if you had Snap-On tools."

The rules? Basically it involves buying a car for no more than \$500, making it minimally race-ready and adding safety equipment that includes a roll cage, seat and harness. ChumpCar says total investment should be in the area of \$2,500 or so. Plus driving suits, helmets, etc. for at least four drivers and, no doubt, other incidentals.

"Grossly exceed" the rules or the spirit of the event and your car will be claimed by the organizers - who appear wonderfully arbitrary about maintaining their vision - and auctioned off with the money going to charity.

No formal race license (other than ChumpCar's) is required, although novices must sit through a two-hour classroom session. "Totally insane and fun, but as safe as possible," is the series' motto. And it offers the following advice:

"Go see a shrink before sending in your entry form."

Check it out: <http://www.chumpcar.com/>



"There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games." - Ernest Hemingway



Doug Elcomb's report from the U.S. Vintage Racing National Championship at Circuit of the Americas.

Wednesday: We arrived at the track around 4pm on Wednesday, and went through registration fairly quickly. They do not allow your street vehicles into the paddock, so you have to take a shuttle bus, which you really need, as this place is huge! Drivers meeting at 6:15pm. 530 plus cars, with 34 FJrs on the official entry list, though we lost a few on the test day. You know how old cars are!

Thursday: We are not on the track until 10:30, so no rush in the morning. First practice was 'interesting'. The on-board videos I had watched did not help much other than knowing the general layout. The track has a lot of technical details, elevation changes, camber changes, blind crests, 20 corners, that all makes it a challenge. By the end of the session, there were fewer surprises and maybe a hint of flow in the esses. We were delayed an hour before starting our session as a sports racer had put down oil ALL the way around the track. At 3.4 miles around, that's a lot of oil!

Next practice session was at 5pm, so we had lunch and wandered around to see other folks. One of the RM Motorsport cars is George Follmer's UOP Shadow. Met up with Phil and Di Lamont at Sasco, also talked with Brian MacEachern, who is here with his Lotus 11 and chatted to Claude Gagne (Quebec FF); he remarked the esses reminded him of Calabogie the first time he went there.



(Left: Doug, the Dreossi and ace crewman, Dave Johnson)

They gridded us for the second practice based on the first session times which put me 9th on the grid. I do learn faster than some, even with others doing the test sessions on Wednesday. Was feeling better with flow through the esses, but kept getting balked. I am not getting to top revs on the back straight even though it is quite long. I have to use 2nd gear 5 times per lap. Having a bit of trouble hitting my brake points as there are few visual references other than the signboards. No trees, no cracks in the pavement. The track is really wide, so lots of options for entry, not all good of course. Got to keep telling yourself to late apex.

Friday: Qualifying at almost 2pm, so no rush this morning either. Qualified 13th (out of 26) at 2:55.837. The fastest was a Lola Mk5A at 2:35 over the 3.4 mile length. Sunny and warm. Got caught up with some fast straight, slow corner cars so backed off and made a run to get the time. Not as many surprises in the esses. Starting to figure out this track. FJr North America had a bit of a party after for the group. Food and drink, and a short intro from each driver, introducing themselves to the group. One of the guys, James Sharp from Oklahoma, was driving the Cooper Mk2 Junior that his father Hap Sharp drove back in the day. Hap was the co-founder of Chaparral Cars with Jim Hall.

Saturday: Qualifying race was supposed to be at 10:40am, but didn't get on track until almost 11:30 due to track cleanup on earlier sessions. Folks keep blowing engines up, or stuffing it in the wall (except the FJr's). Got bottled up at the start, being careful with the sharp corner 1. So didn't get way enough to not to get swamped on the long back straight. Unfortunately, one of those was a Brabham BT6, its straight line speed kept a pack of four of us behind in various orders for the 12

minute race. Couple of close calls due to odd lines and excessive braking. Phil Lamont was having trouble getting by a Stanguellini, so he waved me by. He recounted after that his thought was "this is a job for Doug, go get him", which I did naturally. Had a good battle with Tom O'Grady in a Cooper T59 for the last couple of laps. I'd get him in corner 18, he'd get me back on the front straight. On the last lap, he got me by 1/2 a car at the line. We discussed lines after and he was grateful for feedback. It's only his second time in this car; he used to run Vees.

Had a chat with the Brabham driver. I introduced myself and had a nice non-confrontational discussion. The driver admitted to having trouble with some of the corners, particularly 18. I offered to have the car follow me during the next race, mainly so I could get it to not pass me on the first lap so maybe I could get away! (I qualified 5 sec a lap faster). I pointed out that I have a brake light so you can see my braking point. Seemed to be thinking about it. Dinner was a catered barbecue affair, with Edgar Winter as the band. Pretty poor acoustics in the big meeting room, but Burt Levy seemed to be having a good time on the dance floor! Talked to Phil and Di for a while before bailing.

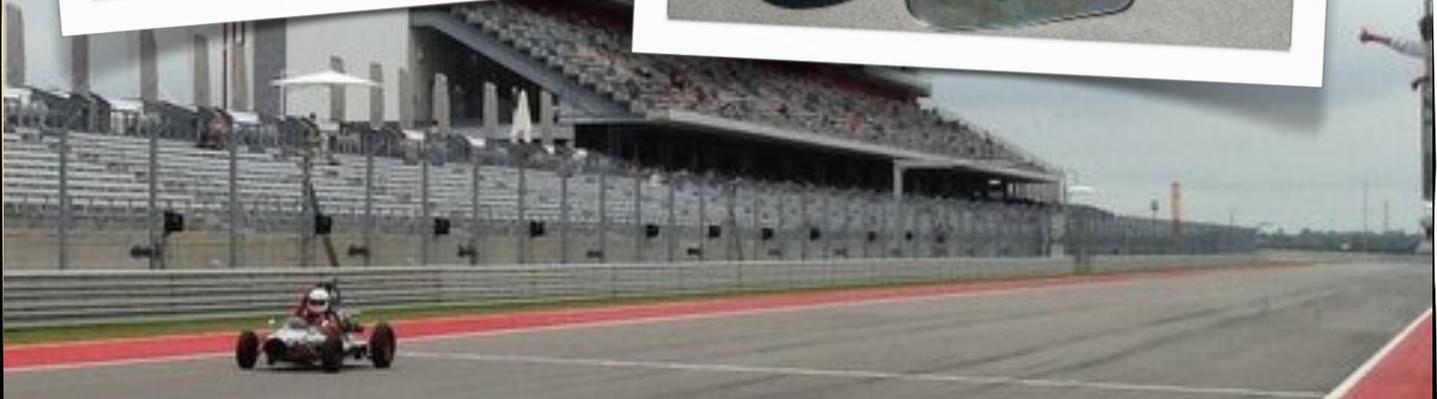
Rush hour in Texas...



Sunday: Heavy rain and lightning overnight, but not actively raining when we get up. Our feature race was scheduled for 12:30pm, just after lunch. There is one 1/2hr race and a 1 1/2 hour Enduro before lunch. The track takes a long time to dry because of the high humidity after the storm, but there was a dry line forming by the end. The race was scheduled for 30 min + 1 lap, with 2 pace laps. Good to find what spots were still damp, where the weepers were. Some were in inconvenient spots in the esses. Took it easy for the first lap getting used to the grip level. Not too bad, just had to watch at the end of the straights.

Continued the battle with Tom O'Grady for 4 laps until a half-shaft let go on the back straight. In the mean time, the Brabham had got its act together and was not holding us up. Phil had got by earlier, so it was chase time with no traffic. Of course, that's when I loop it at the end of the back straight! Now we both are kind of by ourselves. We both are able to try things and work on going faster. I was slowly catching him, but did not by the end. Phil said later that he really started to like the 15-16-17 combo (most take it as 2 or 3 apex corner). Up the gears from 2nd out of the hairpin to 4th in one long drift. A good end to the weekend, no frustrations.

All and all, a good event. Not as much track time as I would like, but that's the way it goes. ***Cheers! Doug Elcomb.***





Phil Lamont: "My trusty Lotus (above) was handed over to SascoSports' Dave Handy at the Sept. Watkins Glen race. The Sasco boys gave it a brush up, had it pre-teched at the SVRA event at VIR, and transported it to Texas. I entered the Wednesday practice day, and was glad I did. It took me a few sessions to achieve even a semblance of rhythm around the 20 turn, 3.4 mile circuit. In particular the esses from corner 3 to 10 seemed to go on forever! Friend Doug Elcomb was flying, as usual, and provided good incentive for me once again. My times came down each session, but I was still off the pace of the faster cars in my class. The twisty bits with many second gear corners meant that we would get stuck behind cars that were slower there, but leave us on the straights.

Of the 34 Formula Juniors on the entry list, some proved to be unacceptable – 1500cc Junior anyone? The new SVRA appears to be enforcing authentic Vintage and Historic rules – a good sign in my book. First five cars in each class race were directed to Tech, weighed, and checked for compliance. To the complainers I say it is more fun to race against legal cars – ask the modern Formula car racers...

Hope this appears before the US Grand Prix at COTA Nov. 15-17 – as Ray Snowdon said at the driver's meeting "Sebastien Vettel's pole lap at COTA has nothing at all to do with driving a vintage race car at COTA" I for one am anxious to see the F1 guys there now that I have driven the circuit. Doug and I didn't have the benefit of downforce!
It was an expensive exercise, but I'm glad to have been there."

Phil Lamont



TRUCK AND TRAILER

2000 Ford F350 7.3 litre Powerstroke Turbodiesel Supercab (half rear doors, folding rear seats) dual rear wheels. Airlifts with compressor, cab-top air deflector (not shown) BD Tunable performance box, engine exhaust brake, auto transmission modifications (early lock-up) to handle extra torque, additional exhaust temp. and boost gauges. 136,000 km (85,000 miles) lightly used, never winter-driven, stored indoors.

2001 46 ft. Eliminator trailer by Forest River, with extra height to accommodate included car lift. 20 ft living quarters, 26 ft workshop/car carrier. Queen bed, dinette converts to another bed, furnace and air conditioning, full kitchen, microwave, lots of cupboards, two sinks, large fridge and freezer – 110v or propane, two burner stove top, hot water heater, shower, Thetford toilet. Workbench, vise and shelves in rear. Interior ladder to roof.

The truck (orig cost \$53,000.) is barely "broken in", has been regularly maintained and inspected annually, a requirement here. Many mods. a delight to drive.

Tunable box is superior to aftermarket chips, allows diagnosis and a choice of: ultimate power (+100hp), towing (+ 50 hp, +100 ft. lbs. torque) or stock. Orig cost of BD mods \$4,000.

Trailer (orig cost \$38,500) has just had two axles replaced in August, the other axle was replaced 3 years ago, driver error. They are rubber torsion flex. tyres in good condition, new spare.

Have complete manuals for trailer and equipment. Portable quiet Honda 3000 w generator cost \$2300. Car Lift (orig cost \$6,150.)

Truck & trailer package - \$37,500.

Phil Lamont office: 902 228-2335 vintyre@aol.com

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kjmgb72@sympatico.ca Keith Jewell

Where and When....?



So....who knows where the above photo was
taken, when was it taken, and what is the
story behind the cars and the two gents
pictured? Some of you will instantly recognize
at least one of the cars in the photo. Let me
know as much as you can and we will publish
it in a later edition of Pit Signals. I'm waiting!

jeremyis@rogers.com



1972 Porsche 914-4 2.0L

Rare motor size, ready
to race and also street
legal! Fresh spring
2012; Fresh full race
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pistons, lightened
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