



PIT SIGNALS



LATE BRAKING VARAC NEWS June, 2023 - JEREMY SALE



The 65th Anniversary of the Austin Healey Sprite.

"The ideal entry level road car for conversion to racing at a reasonable cost. Most parts are amazingly still available..."

BEMC Spring Trophy Races!



Jeff Gardner, 1987 Porsche 944.

[Hurry! VVGP registration is here!](#)



Late Braking News...

From John Hawkes

The season is well and truly underway with events at Mt-Tremblant and at CTMP with lots of old and several new competitors out.

I have been reading various drivers reports of events with other clubs, at other tracks; Summit Point, Road America, Buttonwillow, Sonoma, different clubs with somewhat varying approaches to a set of common problems: getting enough cars out, grouping of various classes, mixing DE with race events and that bugbear of creeping costs across the board.

We'll have a chance to meet up at VVGP and discuss some of what the other clubs are doing to keep their events thriving and growing.

We know that racing takes a big slice of your disposable income and we want to keep doing whatever we can to keep it viable for you so keep those observations coming in either to the chat group or to me directly and we'll discuss with the board.

Aside from VVGP, Peter Jackson is not too far off August 5th and there are two more events at Mt-Tremblant July 28th weekend and September 24th for those with muffled engines.

I am off to Lime Rock this weekend for the Empire Cup with the Merlyn. Another iconic track that I have never driven and over 200 cars on track. Interestingly, even with a higher capture zone and generally a bigger Historic car community they too are running a couple of lapping groups. There are three or four VARAC members heading down so we'll have a report out for next Pit Signals issue.

I look forward to seeing everyone at CTMP in a couple of weeks!

Father's Day - Sunday June 18, 2023

FIELD OF DREAMS
Classic Motoring Revival
9am to 1pm

WHO: YOU! and your classic car

WHAT: All-Makes Car Show and on-track Car Show Parade

WHERE: Canadian Tire Motorsport Park, Mosport Grand Prix Circuit, Show Field inside Corner 8

WHEN: SUNDAY, June 18th from 9am to 1pm



On this special day, bring Dad out to races and enjoy the action of the premier vintage race event in all of the land, the VARAC Vintage Grand Prix and be part of the **FIELD OF DREAMS CLASSIC MOTORING REVIVAL Classic Car Show.**

Take advantage of the special Car Show participants reduced grounds entry fee, generously offered by Canadian Tire Motorsport Park at a special low "per car" charge rather than the regular "per person" gate. Once in the grounds, there is no fee to enter the Car Show which is held on the show field inside corner 8.

All car show entrants will receive an event decal and you will have the option to join in the on-track classic car parade laps.

For more information and to save your spot go to the website and register on-line:

<https://mowoguniversity.com/events.htm>

Register now for the 2023 VARAC Vintage Grand Prix June 15-18, 2023

Canadian Tire Motorsport Park Grand Prix Track

This one-of-a-kind event is bigger and better than ever for 2023. We cannot wait to welcome you!



- **Three days** of fabulous vintage racing on one of North America's best tracks
- **Two free crew** members included (that's double last year's allowance)
- **Social events** each evening, including a newly added BBQ and live rock'n'roll band on Thursday night; a banquet dinner and VARAC's house band, Fun Comes Fast, on Friday; and the famous paddock crawl and Mudmen band (presented by the Safety Team) on Saturday. Saturday nights paddock crawl is sponsored by Doug Kurtin and his company CPS flooring and the Beer is being provided by Publican House brewery.
- a test day, car shows and much, much more!

The cost is now \$775.00 and will go up \$100.00 June 1st

And for our American friends, the Canadian government has removed Covid border restrictions, so you are free to enter without completing the ArriveCan app.

[Register NOW!](#)

If you have any questions, please get in touch! Peter Lambrinos,

VARAC VGP Director varacvgp@gmail.com

65th Anniversary of the Austin Healey Sprite



The Austin-Healey Sprite was announced to the motoring press by BMC in Monte Carlo, two days after the 1958 Monaco Grand Prix. The Sprite was designed by the Donald Healey Motor Company, with production being undertaken at Abingdon, the Pressed Steel Co. supplying the bodies. 48,987 examples were produced.

It first went on sale at a price of £669, using a tuned version of the 948cc BMC A-type engine and as many other components from existing cars as possible to keep costs down. The unusual looks led to it soon being affectionately known as the 'Frogeye' in the UK and 'Bugeye' in the US: its nickname derived from the headlights prominently mounted on top of the bonnet and inboard of the front wings. The engine for the first generation Sprite was a 948 CC four-cylinder engine, which also found its way into the A35 van and the original Mini. Innovative rack and pinion steering combined with a minuscule curb weight of under 1000 kilograms ensured every single one of the Sprites 48 horsepower was used to its highest potential.



Don Hooton (above) : “Sprites: Small and nimble. The seat of your pants is roughly 9 inches from the pavement and your head is in the open air exaggerating the sense of speed. Sprites are momentum cars. The challenge and the fun is maintaining as much speed as possible into and out of each turn because they don't have the brute straight line power of many of the other cars on the track. The artist in me is drawn to the first version of the Sprite known as the Bugeye. Despite the quirky headlights, the aesthetics of the body shell echo those of many of the sports racing cars in its era. It looks like a race car.”



Nick Pratt: "Racing the newer Midget brings with it things from the head and the heart. On the emotional side it's a pure blast to drive - you can hang it out for all it's worth in the corners while being confident that it's going to hold the road for you and deliver. I also like the David and Goliath analogy - it always punches above its weight.

On the logical side it's the ideal entry level road car for conversion to racing at a reasonable cost. Most parts are amazingly still available, again at costs that won't break you."



Promoting VARAC at Motorama.

Doug Switzer and Jim Biscoe were busy promoting VARAC at Motorama earlier this year. At right Jim is being interviewed by REV TV in front of his car/booth as Doug looks on smiling.



BEMC Spring Trophy Races!



Photos by Samantha Parsons.

We had lovely weather on Saturday, all the VARAC cars were turning good times for the first weekend of the year. This was to be a shakedown weekend for those who were ready for the track but it seems a fair number of drivers were not yet prepared. "On Saturday in the Vintage Historic class John Hawkes, 1964 Merlyn Mk6A, and Andre Gagne, 1963 Lotus 23, (below) had a battle royale at the front of the grid," said Ted Michalos, "only to outdo themselves on Sunday morning! Meaning that both drivers broke out during Sunday morning's sessions and are now competing in VH1. Ooops!"

On Sunday we had a nice dry morning but then right after lunch the rain started and this reduced our already small Vintage Historic grid substantially. Kudos to Anselmo Beretta,



BEMC Spring Trophy Races!

...Porsche 911, Simon Tomlinson, 1974 BMW 2002tii, Jim Biscoe, 1967 Mini Cooper and Ted Michalos, 1967 Porsche 356 for taking to the track for the final rainy session of the event. By the afternoon, in a very wet race the only cars left were Anselmo in the 911, Simon in the 2002, Ted in the 356 and Jim in the Mini...finishing in that order."



Gary Allen (above) in his lovely 1966 Lotus Elan, and (below) the ex-Johnny Greenwood Lotus Seven is being gradually brought up to snuff.

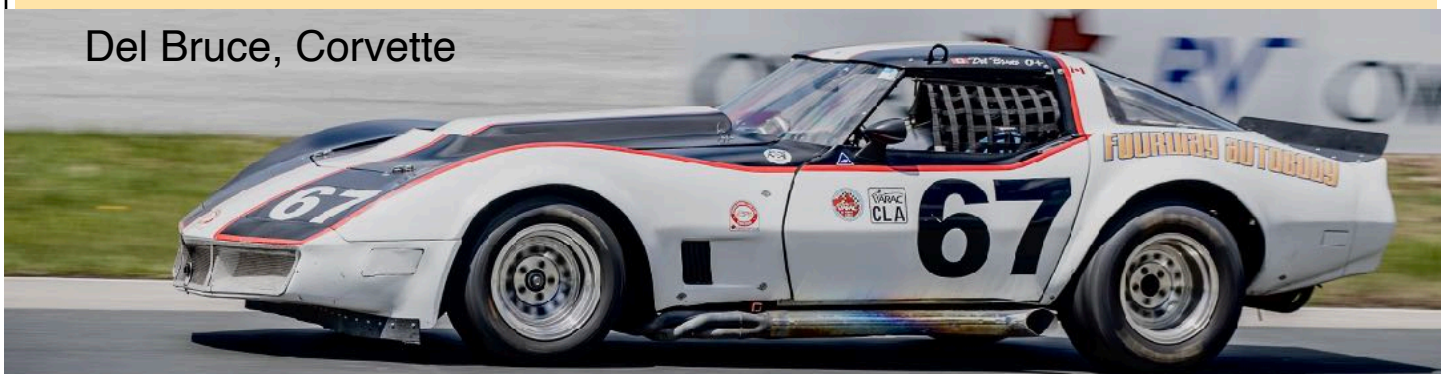


BEMC Spring Trophy Races!

In the VARAC Classic grid 18 cars were on track and Reg Akers, 1999 Ford Taurus heading qualifying, with Tim Sanderson, 1982 Porsche 911 SC and Lain Venditelli, 1968 Corvette next quickest. Tim Sanderson, Porsche won Race 1 with Reg and Lain following. Race 2 Saturday saw Tim first again with Steve Hummel 1996 Panoz second and Lain's Corvette third.

Sunday afternoon's rain caused more than a few cars to DNS or DNF with ten cars officially finishing, headed by Sanderson, Guy Tremblay, 1999 Porsche 911 and Marco Beretta's 1982 Porsche 911 SC in third.

Del Bruce, Corvette



Andrew Atkins, 1987 Ford Mustang

BEMC Spring Trophy Races!

We had two recently purchased VARAC cars and new to VARAC drivers out at BEMC, great to see them both! It's always encouraging to see members cars being bought and sold with more drivers joining VARAC and joining us out on track. Stewart Wigg brought out his Triumph GT6 and gave Pit Signals the following report.



Stewart Wigg, 1972 Triumph GT6

“Simon Tomlinson (1974 BMW 2002tii) is a good friend and my race experience mirrors his to a large extent. Like him, I wanted to buy something I had some emotional connection to. My family business was a repair garage so I was brought up working on cars in the 60's and 70's. When I left school I went into the family business for about three years before pressure from my Mother got me to University.

VARAC racing, with its emphasis on enjoyment spoke to me, so when the GT6 driven by Jeff and maintained by Andrew McClaurin became

BEMC Spring Trophy Races!



Simon Tomlinson (1974 BMW 2002tii)

“available, it was ideal as it gave me a turnkey entry into VARAC. It also tapped into my youthful experience, belting around the English countryside at 10 tenths in sub-100 hp saloons on cross-plys.

I did a fair bit of kart driving and a little hill climbing in the UK, but amped it up when I arrived in Canada. I managed to convince my wife that the Porsche 944 I purchased was a viable family car, which led me to the Porsche club. I went through their excellent Driver Education process which led me into slalom, time attack and the Newfoundland Targa, sharing the drive with Simon. I did four Targas until it folded, placing 2nd in the open class in the final one I took part in. I also dabbled in Rally, completing 8 days of training at Team O'Neill. It was fantastic fun but I'm not sure it improved my track performance! I still take part in the Porsche DE in my 718 Spyder, a little different from the GT6!”

Stewart Wigg

There are always a few cars for sale in Pit Signals and of course we encourage members to persuade friends to come out and join VARAC on track! I note that Cam McRae's Fiat 600-Abarth 750 Derivazione was recently sold and we would love to see it back on track with us!

Road America with Jim Biscoe

"I signed up late for this event, but I needed a shake down for the next VARAC event at Mt-Tremblant, Quebec. The drive was very "interesting" as I blew a trailer tire in London, Ontario on the 401. Plus the roads were under construction from Sarnia to Chicago. Then I blew a second tire, so I limped off the highway and made it to Discount Tire and changed all four tires to same same manufacturer.



Finally I made it to Road America at 6:45 am. 640 acres of fun, America's national park of speed. I quickly registered the car and then ran over to the driver's meeting for 7:30 am. They went through the flags and safety discussions. Then I took the Mini over to Tech inspection. Have to say they were very nice, teched the car, got my helmet sticker and windshield sticker. I was already in my racing gear as Group One Practice was on at 8:00am til 8:20.

The first couple of laps was like driving on a nice repaved highway. My time was not important to me, I was just learning the track and picking off markers to each corner. The second time out was qualifying, I got one good lap of 3:28 and then the third time out I improved to 3.19.

The start in the first race feature was not great as most cars were way too far apart at the start line. As I came round corner 14 I could only see few cars in front of me so I put the power down (75 hp, lol) and the fun began!

Corner one is right after the blend line, and a hard right , the carousel is a big wide C, for me around 80 mph. On the two long straights the Mini climbed to 101 mph, (3.7 diff). In the end I managed to finished first in my class in Group One; we got flagged to winner's circle, celebrated on the podium and received a nice gold trophy medal, the red SVRA hat and even \$75 US off the next set of Hawk brake pads! The final feature was Sunday at 3:30 pm and I managed another place and received \$50 from Summit. Great weekend!" *Jim Biscoe.*

SVRA Road America SpeedTour

May 18th through 21st

Race Report by Paul Subject

The Subject Motorsports #77 Formula Mazda Team had an eventful weekend at the SVRA Road America SpeedTour at Road America. We ran in Group 9 – a fine collection of race cars including F1's, Formula Atlantics, Indy Lights, F5000's and Formula Continentals. The weather was perfect for our four days, with a mix of both sunny & cloudy days, ranging from the 14's to the mid-20's Celsius.



Over the course of Thursday, Friday, Saturday and Sunday, we were on track a total of 7 times; 3 on track practices during the Thursday test day, followed by one practice, one qualifying session on Friday, a second qualifying session and Race 1 on Saturday and Race 2 on Sunday. We haven't been back to Road America since 2018, in that time the track has had some amazing changes including being repaved this past fall. The track is as smooth as glass and once it rubbers in, it will be extremely fast. Over the course of the track day and the practice sessions, we improved our lap times substantially to a respectable 1:27.345 on medium compound Goodyear 470s.

SVRA Road America SpeedTour

Overall, the race weekend a tremendous success – the track was fantastic, the #77 Formula Mazda was a dream to pilot, the event was packed with competitors and spectators. And the entire weekend was very well run. Other than a small oil leak, our race car performed flawlessly. A very special thank you to Bill and Shirley Vallis of Vallis Motor Sport for their excellent track side support, and their commitment to the long drive to Road America.



A very big thank you to the SVRA for hosting such a great event!! And last, but certainly not least, we want to thank our long suffering and tormented family which follows us from race track to race track allows us to continue to do the racing thing.....*Paul Subject.*

Thanks for the photos to Visors Down Motorsports Photography.

Tech Time at Ted's

Brian Thomas: "Many thanks to Ted Michalos for allowing VARAC members to bring their race cars to his shop for Technical Inspection prior to the kick off of the 2023 racing season. Mike Nilsen arranged for an ample crew of scrutineers and things went like clockwork. Trailers were quickly unloaded to avoid the weather. Two lines of cars and scrutineers were set up with in the building. Cars in, job done, cars back in the trailerperfect!

All in all 20 cars were inspected and two new log books issued. We even had time for lunch. Ted put on his BBQ chef's hat and cooked up a storm of burgers and sausages for all in attendance. A note to all who were not in attendance. If you can get to Ted Tech 2024 it will save you one aggravation prior to your first race weekend. See you at the track!"

Ted Michalos: "Yes, Spring was in the air – by that I mean it was raining – as we held the annual pre-season tech inspections at my shop in Pontypool. Mike Nilson, CASC-OR Chief Regional Scrutineer and VARAC member, brought a team of seven scrutineers with him to process our cars and they moved right along. I think we had over two dozen inspected with only minor adjustments/repairs required to be passed. We saw Steve Hummels' Panoz (still for sale if you want it), Del's Corvettes and a collection of V/H cars ranging from Brian's Lotus 23 to my lowly Sprites. This is a great service that I am glad the club arranges and Mike provides – it saves waiting in line for tech at the track when they are already slammed. A little bird told me Mike will be opening scrutineering as early as possible at the VGP for those of you that haven't been teched already..."



Photo by Nick Pratt

Tech Time at Ted's





Tech Time at Ted's!



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Available for Peter Jackson!
(Rented for VARAC VGP)

CL4 Mazda Rx7 available for VARAC events- sadly not Mt-Tremblant. Good solid car. Easy to drive...ear plugs supplied!

Email rustye23@gmail.com

For more info



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Fuel Safe

Brand new (never used) comes with all the FIA certs.

Mfg date July 2020.

Comes with Paperwork /
Certification from Fuel Safe.

CB302AN, which is an
internal bladder with
Aluminum Casing Wedge. 6
Gallon. \$996 USD new. Best
offer. Greg Mills

email: millssterling@aol.com



Also red 2019 enduro cell available, it is expired but internal material is still good or could be replaced....



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4 - COSMIC MK2 Alloy Wheels

5.5 x 13", 4-1/4" bolt spacing, 4" back spacing. Some TLC required.

\$300.00 OBO

2 - Aluminum Wheel Adaptors

3-3/4" to 4-1/4"

\$50.00 OBO

Bob Grunau: grunauMG@gmail.com (905) 274-4136

Lotus Twin Cam - all steel engine



- Full documentation is available for all the following engine parts.
- Farndon forged steel 12 bolt crank
- Carrillo rods
- JE forged pistons
- 1.625 in valves 1.44 ex valves (D production racing valve)
- Dave Bean High lift /High torque cam (the other components are suitable for a higher lift cam if so desired which would boost HP accordingly)
- Dave Bean cassette water pump assembly
- Weber 40 DCOE carbs
- Aluminum 12 bolt flywheel
- Pertronix distributor
- Dry sumped with Titan 5 port pump
- Vegantune cylinder head covers
- Engine assembled by well known engine builder John Dodd in 2013. According to John the engine has 12:1 compression and produces approximately 150 hp.
- The Elan in which it rested raced sporadically after the engine build until last year when the car was badly accidented in the VGP and it was decided to not rebuild.
- The motor was undamaged.

“ I’m asking \$14,500. I believe building an engine to this standard will cost much more”. Tel: 514-928-1562

E-mail: dugaldreid@hotmail.com

Many other Elan specific racing parts available including tubular front suspension, rear suspension, sway bars front/back, Lotus differential with Quaife ATB (Automatic Torque Bias limited slip Differential), some bright work was also salvaged, Tilton clutch and concentric slave, Toyota T50 transmission and bell housing as well as many other parts....



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1959 Austin Healey

Possibly the most continually active and recognized Big Healey, vintage, race car in the United States. Always finding itself at or near the top of the race grid, #28 has logged over 100 race events at tracks that include Road America, Blackhawk



Raceway, Virginia International Raceway, Road Atlanta, Raceway Park Midlands, Watkins Glen, Summit Point, Mosport Park, Mid-Ohio, Brainerd International Raceway, Indy Raceway Park, Circuit of the Americas as well as a number of hill climbs; all with vintage race bodies including Vintage Sports Car Drivers Association, Vintage Sports Car Racing, Sportscar Vintage Racing Association, Historic Sportscar Racing and a few other.

No component of this Healey has escaped attention as to how to make it faster and more reliable. A highlight of features include custom engineered cooling system, J.E. Pistons, DMD aluminum block (believed to be the only one racing in the United States), DMD aluminium head, triple Weber 45's, MSD ignition system, Fuel Safe fuel cell and Holley fuel pump. More information, enhancements and modifications have been made and a full list is available upon request.

Also available for the new owner, over 25 spare parts, stock long and short blocks, stock O/D transmission and spare w55 to name a few, as well as extensive documentation dating back to 1997.

Awards, Trophies and print accolades not included in the sale.

\$99,500.00

Tel: 847-247-0447 info@northshoresportscars.com



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20' Trailer \$15,000

Top quality Car Hauler for sale. 20 feet long and 8 feet wide. V-nose up front - drive-up spring assisted door at the rear – side door towards the front. It has been used three times to tow my Jaguar to three race events and stored close to my home. The trailer has a work bench, tie down tracks and a 5,000 Lb winch and a spare tyre. It was built with two 3500 lb axles and is exceptionally stable to tow. Stephen Burnett

Tel: 613 544 7857 Mobile: 613 331 4027 sburnett@bellnet.ca



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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



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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



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1970 TSR TSVee

Beautiful & reliable Vintage FV - One of Approx. 7 built by Alan Taylor & Brian Stewart, Vallis Engine, Recent vintage Dunlop tires on chrome rims. Monoposto Eligible. Well-known VARAC car. Available with trailer, extra wheels & tires, special tools, fixtures, spares, etc. Race-ready and available for viewing by appointment.

Please text or call for more info.

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\$9000.00 CDN. OBO

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1970 Hawke DL2A Formula Ford
\$20,000 includes 20 foot trailer!

This beautiful car has been owned by me since 1972. It was last run at the 2019 VARAC Festival. It is equipped with an Ivey engine, Penske shocks, quick release steering, and includes eight wheels. The car is located in Quebec. Note! The price includes a Hallmark 20 foot trailer, with canopy, all in good condition. Everything you need to go racing!

Call or email:

Ross Smith 613 305 1639 phildegrid28@gmail.com





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1961 Nash Metropolitan. \$25,000

Immaculate condition!
Vintage plates included.
Contact Colleen or Ivan
Samila.
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416-452-3981.

Colleensamila@gmail.com





1967 LOTUS ELAN S3 RACER \$45,000

-VIN 45/6696. Lotus Twincam with twin Weber 45 DCOEs and dry sump (Titan 5-port and alloy sump with braided hoses for oil cooler and remote filter and tank). Lumenition ignition with rev limiter. Original Ford close ratio gearbox and 4.1 differential. Roll cage from Tony Thompson Racing (TTR) fabricated by Safety Devices in the UK. Original chassis reinforced 'à la 26R', no rust, no cracks. Rear halfshafts with CV joints and TTR solid billet hub shafts. Adjustable suspension (for camber) both front and rear. TTR front shock absorbers with adjustable perch and adjustable damping, with Eibach springs. Koni rear struts with adjustable perch and adjustable damping, with smaller Hyperco springs to fit wider wheels/tires. Kirkey racing seat (and one original seat for the passenger). One set of original wheels with 'transport' tires, and one set of mags with Hoosier tires. Supertrapp muffler with removable discs for sound control (i.e. 92 db for Calabogie and Tremblant). Five US gallons ATL fuel cell. Lifeline Zero 2000 remote fire extinguisher. Car plated for the road in Ontario; all the racing stuff is bolt-on and could be easily removed for conversion back to road trim; original wire loom still there although not currently used. Wooden dash and windshield are there and original door interior panels and windows are included with the sale. Car is in Ottawa, ON.

Claude Gagné lotusgagne@rogers.com 613-443-0998 (home)



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For Holley and Edelbrock 4 barrel, 5-1/8" carbs with or without chokes, a Velo Stak with bespoke air filter. Will fit under most production hoods.



**Formula Ford (Weber
32/36) extension kit.**

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1959 Fiat 600 – Abarth 750 Derivazione

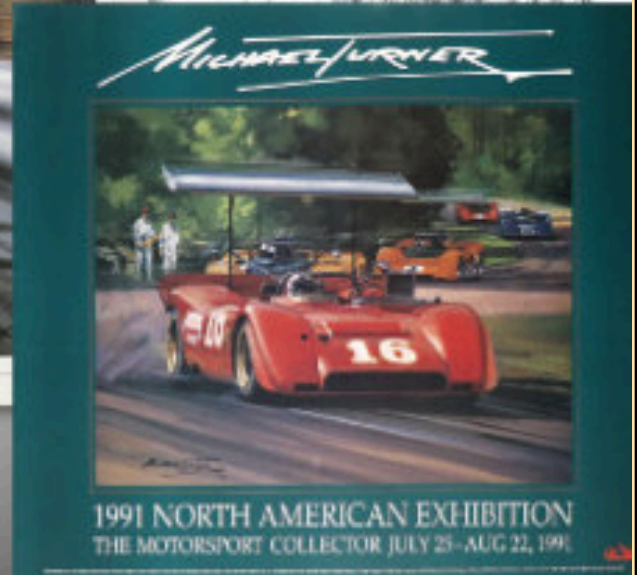
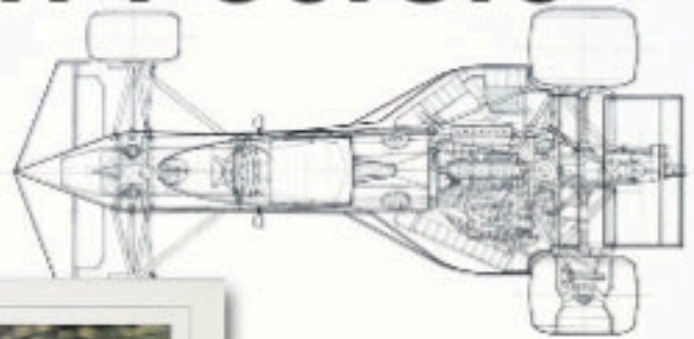
Unique opportunity to own this classic Italian racing car,
REDUCED TO \$29,900!



Beautifully restored and in good condition. Three cars were imported by Fiat Canada in 1959 for the Canadian Winter Rally – this is the only one remaining. One owner since 1961. Recent VARAC Vintage/Historic and Lime Rock Park competitor. We seek a new owner to care for this rare car.

Package includes: 1 fully prepared vintage race car (Corbeau seat, RaceQuip harness, Scuderia Topolino transmission, upgraded rear axles and CV joints, no rust, many fine details), 1 Fiat 100-based racing engine (requires rebuild), 2 spare Fiat 100-based engines (original Abarth 750cc tuned to 770cc, 850cc), 2 spare gearboxes, spare set of new Toyo Proxes R888 tires on rims, numerous parts. Sale price: \$29,900 CDN. For more information, please contact Rob McRae in Kingston, Ontario, Canada: 613-876-7512 or robcbvmcrae@hotmail.com.

Motorsport Posters & Prints For Sale

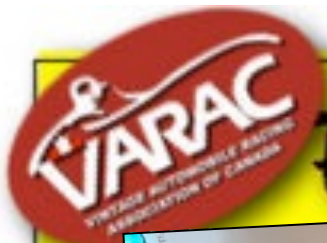


I have a personal treasure trove of over 300 (mostly) motorsports prints and posters which I am now offering for sale. Some items date back more than 50 years and are very collectable. The items are mostly about motorsports with some warbirds and other subjects thrown in. My prices are very reasonable and these make ideal gifts for the racing and motoring enthusiast. —Peter Viccary

Please check out the entire collection at:
<http://www.gladiatorroadracing.ca/posters--prints.html>

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Set of authentic 1971 period (aluminium) Minilites 5 x 13 freshly refinished. **\$1000.00**

Ford Kent Crossflow ported head 41.5MM intake, 34 mm exhaust, freshly rebuilt. **\$1000.00**

One set brand new Hoosier Wets 13 inch 205 and 185 unused. Bought new for \$1600. Will sell for **\$1000**

SOLD

John Hawkes 416 890 3992

Johnhawkes@rogers.com

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