



# PIT SIGNALS



LATE BRAKING VARAC NEWS Oct, 2023 - JEREMY SALE



2023 has flown by, finishing off our schedule in style at CTMP with great weather for all the VARAC racers (and occasional pirates) at Celebration. We have a round up of the last few races of the season, plus some news on our AGM, etc.







# Late Braking News...

From John Hawkes

## 2023 VARAC Annual General Meeting Announcement

I hope everyone had a great season of racing. We ran a successful VVGP and Peter Jackson and had a busy race schedule and had all sorts of members go racing in the US and even Europe. We have more members than we have had for many years but, somewhat worryingly, we have fewer entries in the Historic and Formula classes. We have some moves a foot to assist that. Classic goes from strength to strength and with the new Modern Classic cars we have some very fast cars out there so we will be grouping some of the slower cars with the VH races for the regional events so we can even out the grids and have safe racing without the large closing speeds inherent in the current classic groups.

THE AGM will be held on NOVEMBER 5TH and it will be a virtual event. We would really like to have a strong attendance at the 2023 Annual General Meeting. The board had a lot of debate on the pros and cons of in person and virtual. Bottom line a hybrid meeting is not technically feasible at least for our group when we are needing to count votes and there was well voiced concern that as folks have got used to TEAMS and Zoom calls we might have been faced with an in person meeting with a small number of attendees, perhaps insufficient to have a quorum.

The agenda will include reports/updates from the current Board of Directors, the election of the new Board for 2023 and then a number of discussions based on emerging topics and motions and the proposed 2024 schedule. At the end of the business meeting, we will announce this year's Driver Challenge winners, as well as the Divisional Champions and the overall club Champion.



# Late Braking News...

*Continued:*

We have several motions that will be put to the members in this and one follow on email. We will have one board position to fill (that of secretary) and two others who are willing to re-stand for their roles. I want to encourage all members to join the meeting, voice your concerns, your support and also put your hand up for volunteer roles. The load is presently spread over a few broad shoulders and any help we can get is always highly appreciated. We will be running two or three social events over the winter so we can get together in the off season... stay tuned.

## Meeting Notice:

Sunday, November 5th, 2023 at 10:00am EST via Zoom, available to VARAC members only. See Zoom link below:

## **VARAC AGM Zoom Link**

If you can't make the meeting, please make your voice heard. The AGM package – with proxy form - will be coming to you shortly. Fill in your proxy, scan it or take a picture, and send it to [gavin.j.ivoory@gmail.com](mailto:gavin.j.ivoory@gmail.com).

And lastly if you have motions you wish to put forward please do so in copy to me [johnhawkes@rogers.com](mailto:johnhawkes@rogers.com) and Gavin with a seconder and try and refer to any specific rule or protocol that is currently in the club.

So show up and speak out!

Thanks,

John Hawkes



# Calabogie Summer Classic

*photos by Samantha Parsons @motorsportsam*

Ted Michalos: "The 18th was a test day at Calabogie but I don't think any VARAC drivers were on track. It rained that evening and pretty heavily overnight, but the rain stopped before 7:00 am and it was dry the rest of Saturday. Nine cars lined up on the mixed VH grid: three Loti, three MGBs, plus a Spitfire, a Mini and a Lancia. Amazingly, seven went out for the feature on Sunday (we were minus the Spitfire and Lotus.) Before the racing began we had to deal with the paddock. Ted Dobbie arrived first and they placed him in the "lower paddock" which became VARAC central. Del Bruce and Gary Allen rolled in Friday afternoon and after being told where to set up Friday evening, on Saturday morning they were asked to move! It all worked out in the end, but it was mildly annoying for those involved...



Ted Michalos, Phil Cooper, Joe Lightfoot and Del Bruce smile for the cameras...



# *Calabogie...*



“Out on track there were no issues in practice though the track was a bit “green” as we were the second group, fortunately we had no incidents. In qualifying we sorted ourselves out pretty much as expected. During the first race, Eric LeFrancois developed a “problem” in his Lancia and very generously left quite a bit of oil on the track! At the same time, Claude Gagne’s Spitfire suffered a mechanic failure that sadly ended his weekend. Then on Sunday morning it rained again, but happily it stopped well before our cars were on track. Good news for Eric as he was able to fix his car and return to the grid, but Gary Allen’s Lotus Elan unfortunately developed an electrical problem and was thus a DNS. As I said, for the feature seven of us took to the track, although two developed mechanical issues during the session that affected their times...



Jim Biscoe, 1967 Morris Mini Cooper, Eric LeFrancois, 1976 Lancia Beta Scorpion



## *Calabogie...*

*Claude Gagne, Triumph Spitfire*

“In summary this is a great track, but with our low numbers it is hard to believe we’ll keep being asked back! However I’ll keep the club posted as plans for the 2024 CASC-OR season have already begun...” Ted.



Jim Biscoe says:  
“I finally got the new motor in the #73 Mini Cooper and it ran extremely well, in fact I even finished all the outings!”





Phil Cooper (left): “I spent four great days at the Lime Rock 41st Historic Festival. I had a great time racing the MG and finished the weekend in a very satisfactory 6th overall out of the 31 MGs in Group 5. The MGVR club put on a great BBQ on Saturday night. Sunday’s was the concours show as there’s no racing on Sundays at Lime Rock. On Monday we ran the feature races.”

Joe Lightfoot (below) “Well the “Energizer bunny” finally ran out of energy, or luck! I drove all the way to Lime Rock with a car that was not at its best, the compression on cylinder 2 is a bit low. The engine has seen four years of competition and still has great oil pressure, but I think I screwed up the timing advance on Saturday and put a hole in a piston. So I came home on Sunday and will have to put in the new motor before Celebration. Was having a great time with my VARAC buddies, Jody LeClair, Phil Cooper and the DeCesar boys!”



# *Lime Rock*



Jason DeCesar

Celebrating its 41st year, the Lime Rock Historic Festival featured action over Labor Day weekend with a 17-mile tour through the area with Thursday's Vintage Race Car and Sports Car Parade. Friday, Saturday and Monday featured on-track competition of historic racing classes. On Sunday, the Lime Rock Concours and Gathering of the Marques displayed nearly 1,000 classic cars and motorcycles arranged around the Lime Rock circuit. More than racing, there was also a swap meet, automobilia concessions, book signings, featured speakers and more.



Jim Holody



# *BEMC Late Summer Trophy Races*



The weather was great and the Classic grid was pretty healthy with 20 cars showing up to race. Unfortunately the field in V/H was pretty slim, the field, that is, not the drivers.

*Photos by Richard Coburn*

Reg Akers (right) cleaned up in all three Classic races with a best lap of 1:26.199, ...pretty quick! Below is Robert Offley's 1972 Porsche 911.





# *BEMC Late Summer Trophy Races*



A decent field for Classic and good weather to enjoy it all in. At right is Tammy Moore's Porsche 911, while below Neil Young's Datsun leads the Audi of Jeff Pabst.







## Late Summer Races

*Stephen Di Cesare.* "At the Late Summer event, two cars with similar inspirational roots (above) Ted Dobbie's 1970 Lotus Elan and my 1990 Mazda Miata."



"Great fun to be on track with son Harry in JG's Lotus." J.S.





## *Late Summer Trophy Races*

The photo above shows almost all of the V/H grid, darn it! The rumour mill said that lots of people were heading to the Fall Classic at Mt-Tremblant, but it turned out that wasn't really the case. In any event, both races had spectacular weather and those who competed seemed to be having lots of fun. Well, Al Fergusson's beautiful E-Type Jaguar (below) didn't really get going too well, unfortunately, but Al tells me "the plan is to sell the Jaguar soon, hoping it will go to a good home and continue to race locally, as I know it's a fan favourite." Have to agree, it is such a lovely car and it's always great to be on track with a truly classic sports car. Hope to see it on track in 2024!





# *Mt-Tremblant Fall Classic*



Chris Rupnick

Photos by [TrackRacingPictures.com](http://TrackRacingPictures.com)

“Very happy to see a such a great field of vintage cars all gathered together for this superb 2023 Fall Classic. Splendid weather amid the beautiful fall settings. We all enjoyed a group dinner Friday night and a paddock corn roast on Saturday. Good food and friendship, plus some great racing!”  
*Chris Rupnik.*



Alain Raymond



# Mt-Tremblant Fall Classic



Simon Tomlinson

Photos by [TrackRacingPictures.com](http://TrackRacingPictures.com)

"The 2023 Tremblant Fall Classic was absolutely brilliant! We were basking in summer weather with a big field 23 cars enjoyed close racing - except for Bert - and his runaway 911! The end of day socials were a real highlight." *Simon Tomlinson.*



Antonio Reda, 1971 Opel GT



# Fall Classic

Photos by TrackRacingPictures.com



Nick Pratt

Tony Cove



Nick Pratt (above) returned from Mt-T a little worse for wear after suffering a complete lack of brakes going into Namerow. He assures us he will be ready for 2024!



Joe Lightfoot



# Christie Marks...



If you look closely at the photo above you will notice that there is a young woman under the car fixing something that I for one would have no clue about. I have been seeing posts on Facebook from Russ Bond, thanking Christie Marks for doing this that and the other and heard that there have been others at the track who have been the recipient of a helping hand or advice from her, too. So I thought I would find out a bit more...J.S.

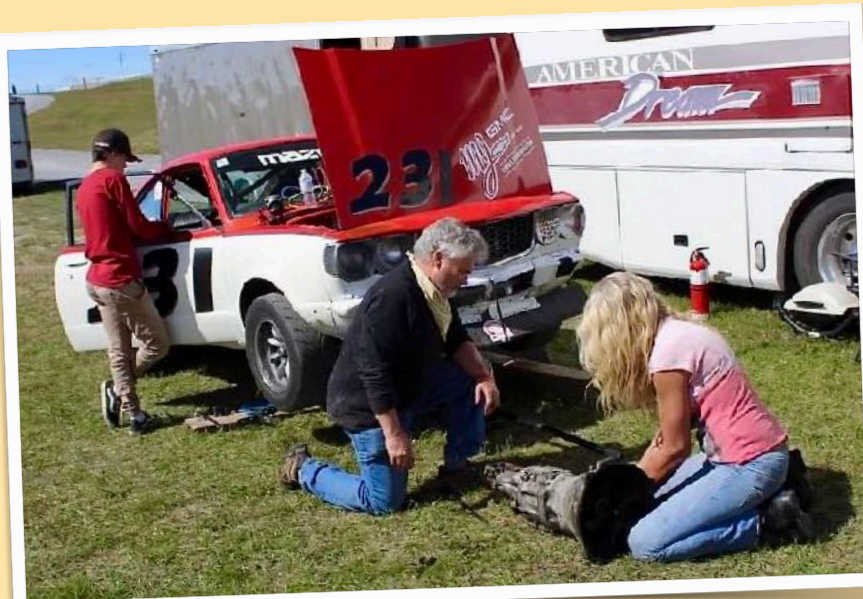
*Christie, How did you become so good at British cars and mechanics in general? Russ tells me that your day job is in mobile heavy truck repair?*

“It really started as a way to spend time with my father, which turned into a career for me! He liked fast cars and he taught me a lot about building engines, tuning carburetors and so on. We also did diesel tuning and engines. I was an auto mechanic at first, doing electronics and engines, then I moved on to diesels and heavy trucks. I now have an Auto Mechanic license, Truck and Coach license and a Diesel and Heavy Equipment one as well.

The love of British cars came later, starting with an MG Midget.

I learned out of necessity, or just my incessant need to get the best out of every





engine or car. So the Midget led on to MGB's, Triumphs, Jaguars, I love them all!

*When did you become interested in racing?*

It started a long time ago, I was interested in drag racing first, actually. As far as vintage cars, I started out watching, then crewing and helping out, it

was a natural progression. I started racing three or four years ago when Russ encouraged me to try it in the RX7. I absolutely loved it, it was so much fun. Since then I have driven my orange RX3, Russ's blue RX3, the tube chassis RX3 (Fahren) the C5 Corvette, the IS 300's, the red and white RX3 and the FRS endurance car...quite a few!

*You actually get a lot of enjoyment from helping people at the track....*

Well, I have this funny idea that I want everyone's car to be able to actually get out on track and race! I really want people to enjoy their weekend; there's nothing worse than bringing your car to the track only to find out you have unforeseen issues.

So I'm always happy to help, whether it is just advice, or insight or wrenching...

*Right: Christie chasing ignition gremlins on the prez's Merlyn.*







“The short story is I just love the cars, I love the vintage racing community. The VARAC people are the best, and of course, I love racing the cars.”



Thanks Christie! Nice to see this great “Vintage Attitude,” where some welcome expert help is always at hand at our VARAC events. J.S.





# Celebration!

**Photos by Glory Days Motorsport Photography**

*Joe Lightfoot:* "What a great weekend. Beautiful weather, excellent turnout on the VARAC grids. The racing was intense but everyone behaved and left just enough "racing room". In V/H we had 18 cars on Saturday and 20 on Sunday but with attrition (including me), by Sunday afternoon we were down to 12 cars. In Classic we had 23 cars beginning the weekend.

The Saturday night gathering was a huge success with about 32 people showing up. We ran out of chilli and sausages but thanks to a few fellow racers everyone got their fill. Tony Cove brought a big bowl of pasta salad and a veggie tray. Ivan Samilla provided some great icing covered muffins for desert. Lino Baggio provided a dozen burger patties. And a lot of folks provided beer (which I failed to procure) and potato chips, etc...

Thank you to all of you who showed up. That was very rewarding. And thanks to my partner in crime, Jim Biscoe who did a great job barbecuing!"

*Joe Lightfoot*



\$6.50 a litre for 110 leaded.....yikes!





## *Celebration*





# *Celebration*

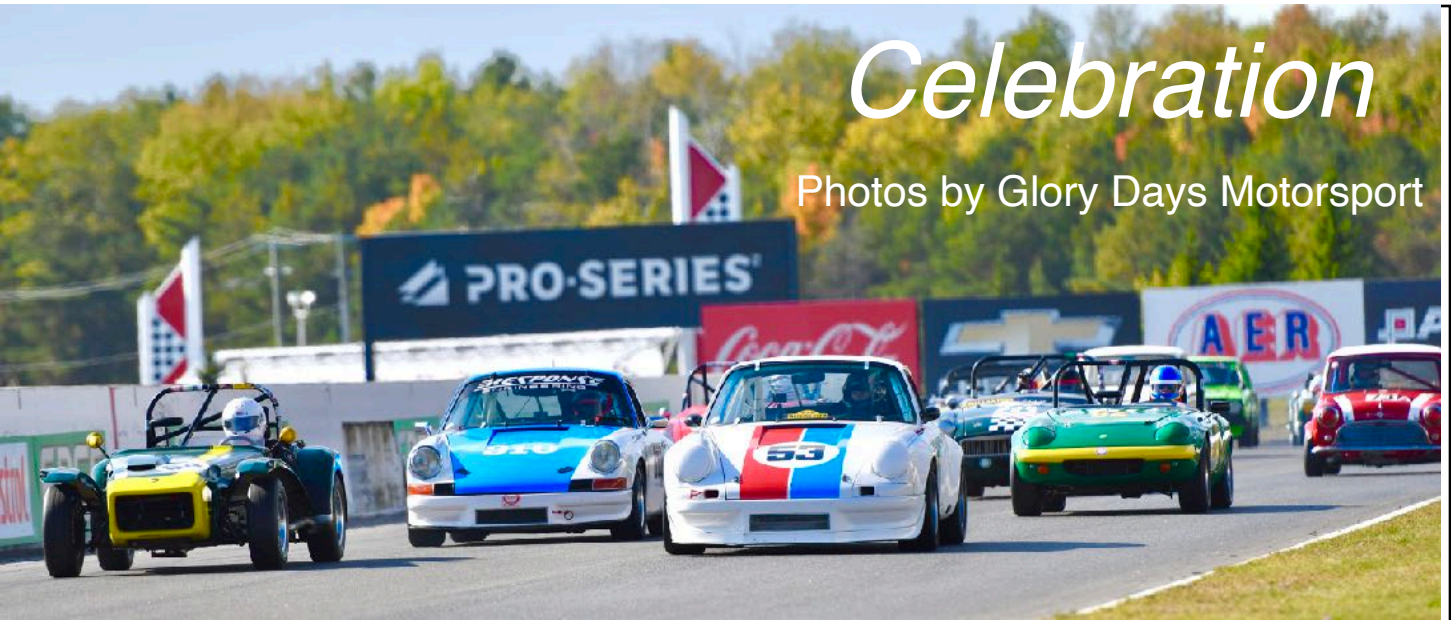
Photos by Glory Days Motorsport





# Celebration

Photos by Glory Days Motorsport



Phil Cooper (right) "I spent the weekend at Mosport for the last race of the year. Finished 2nd and 1st in class in first two races and in the 3rd race with one lap to go, the clutch gave up and I crawled home to 4th place! However, this was my first mechanical problem in seven weekends, so really I had a very good season! I was able to lower my lap time at Mosport to a 1.42:889 which is one second better than before."



I told Colleen Samila that since she does the VARAC trophies I was going to label this photo "Trophy Wife"... co-driver Ripp said "OK by me..."



# Tivvy Shenton

By Dave Good

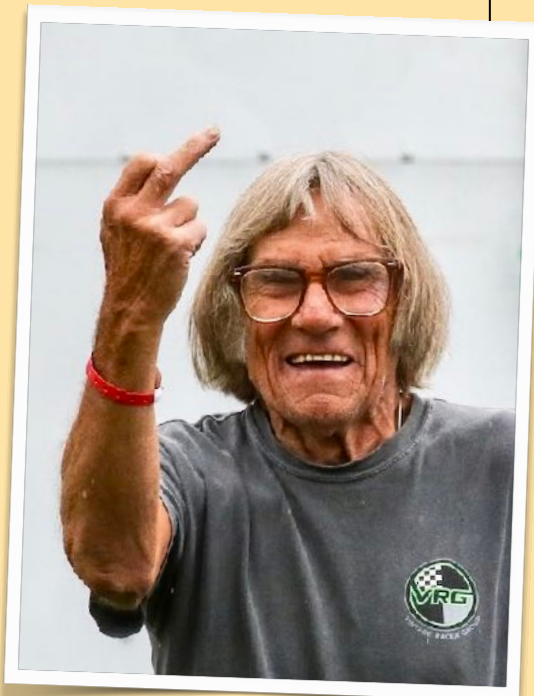


We lost another big part of our vintage racing scene, late August, with the passing of Tivvy Shenton. Tivvy was always a big presence at VRG

events--you knew him and he knew you, no matter whether it was your first VRG event and 20th. Always approachable, friendly in his own irreverent way, willing to help, and he always made you feel welcome

Tivvy was the Chief Tech Inspector for VRG as well as one of the key individuals who created the Vintage Racer Group (VRG) in 2004. He raced several vintage race cars, most notably a white Jaguar XK 140 FHC that he wailed around like no other, most often at the front of the pack. Bob DeShane has shared some stories of Tivvy at Le Circuit Mt-Tremblant racing Johnny G and Bob, with those big old Jag wire wheels flexing under the load and Tivvy and John laughingly giving each other "the finger".....

Tivvy had a very interesting background, including apprenticeship with Rolls-Royce, with Alan Mann Racing and Broadspeed Engineering, working on their extensive race programs in European touring car and endurance racing (Escorts, Capris, GT40's, etc) At the end of the sixties, Alan Mann branched out into cars for movies. Tivvy was partly responsible for some of the fabrication of Chitty Chitty Bang Bang. (There were in fact five "Chitties" and two other specially constructed cars for the movie. Old Rolls Royce hearses were stripped of their bodies and rebuilt to resemble Fiat and Renault race cars for the movie's opening



Bill Stoler Photography



race sequences. In the early 70's, Tivvy ended up at Fejer Brothers in Toronto, Canada, where he worked for about eight months to simultaneously develop a Can-Am car and an Indianapolis 500 car for George Eaton. Disillusioned with the hopelessness of that quixotic quest, Tivvy returned to England to start his own company.

*( Note -Tivvy's early history taken from MG Experience/British Race Driver)*

A lot of VARAC racers knew Tivvy through racing with VRG, Schenley or earlier with VSCCA. A few comments from those who knew him...

Ed Luce: Seeing Tivvy at an event's tech inspection always made me feel like I was somewhere familiar, even if I'd never been to the venue before. I shall miss that. He was always helpful, and frequently offered useful advice. Sad to hear of his passing.

Richard Navin: I think almost everyone who raced at a VRG event will have a Tivvy story. He was always helpful with qualified advice, and an outstanding vintage race driver. RIP Tivvy, you will be missed.

Alistair Maclean: This is sad news indeed, I remember first meeting Tivvy Shenton at Mt Tremblant 20 years ago, we hadn't met before but he was keen to offer his assistance and tools etc to keep my car running. He could also drive his 1955 Jaguar XK140 FHC really fast, just like it had been specifically designed and made for him. "Tivvy Shenton and the Jag" ! Unforgettable! My sincere condolences to his family and friends.

Andrew Celovsky:  
RIP... Tivvy  
helped me out the  
year I raced my  
Fiat at Virginia  
international  
Raceway. Truly, a  
great person-one  
of a kind- We'll  
miss you Tivvy.



*Bob DeShane, John Greenwood and Tivvy Shenton*



# *Shannonville Notes*



It was four years ago that John Bondar and Steve Gidman acquired Shannonville Motorsport Park. Despite the curveball that Covid threw at the world a lot has happened at the track since then, including the removal of some old structures, including ticket booths, the souvenir stand and the registration building. The front of the property was landscaped, with new fencing, the paddock and pre-grid area was paved as well as several corners and sections of the main track.

The racing garage at the front of the property was renovated and is now the rather smart Nelson Event Centre. There are also two new ticket booths at main entrance. The paddock washrooms were renovated and there is also a new merchandise store.

Of course there's also a very full racing program, including CASC-OR, VARAC, VRRRA, Lucky Dog, SuperSeries, as well as car driving, lapping, and racing programs. And VARAC racers have enjoyed the popular one day Peter Jackson Trophy Races at Shannonville, which is scheduled to continue in 2024.





# PS...



Richard Coburn (left) has announced his retirement as a volunteer motorsports photographer for CASC-OR drivers, clubs, crews, and volunteers. Celebration was Richard's last racing event, having just turned 83 years old. This milestone closes 36 years combined of volunteering as a marshal and photographer. "It has been fabulous fun and satisfaction", said Richard. *Thanks for all the great photos, Richard!*

Tony Cove has purchased the famous Al Pease MGB (right) and intends get it on track! We look forward to the return of an iconic Canadian race car and occasional Cobra beater!



Right: The British version of the famous Ferrari 250 GT Breadvan...





# PS



From Historic Racing Cars, The Roaring Season: There was a time when Ferrari 250 GTO's were of little value. This is chassis 3589GT. In the 1960s it was donated by owner Tom O'Conner to Victoria High School in Texas, and spent much of the 1970s sitting outside on a trailer...



This beautiful 1937 Morgan Super Sports is owned by Ivan and Colleen Samila who displayed it recently at Drivefest. The engine is a 990cc Matchless MX2 50 V-twin. 3-wheeled cycle cars were conceived as a way around the high taxes being imposed on full-sized autos in the era around World War I.

Colleen says " Our 3-Wheeler was hoping to do the hill climb at Mosport, but with some engine trouble (timing?) we decided not to chance it. Therefore she's spending the weekend with other VARAC race cars on show in the tent at DriveFest. We will try again next year!"



# PS

## Dreossi Rebuild Update:

"After about 10 months of searching on August 24th I drove 10 hours to the New England Air Museum in Windsor Locks CT to pick up a replacement F86 drop tank. A few more dents than what was visible from pictures, but workable. The tank as been disassembled and I am stripping the paint off. The original tank is now in the garage as well for reference. I have re-discovered original pencil marks with some dimensions on the original tank. Since the last big rebuild, I also received a set of the original blueprints drawn by Cece Simmons back in the day. His son Don donated them to me a number of years ago. Interesting to see the evolution from the drawings to the car they built. The drawings show the TR3 steering box they used before converting to an NSU Prinz rack".

*Doug Elcomb*







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## Lotus Elan Parts

Many 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 from my Elan, Tilton clutch and concentric slave, Toyota T50 transmission and bell housing as well as many other parts....

Tel: 514-928-1562

E-mail: [dugaldreid@hotmail.com](mailto:dugaldreid@hotmail.com)

### Rims For Mercedes CLK

The back rims are for 245/40 R17 91H tire. The front rim takes 245/45 R17 91H. Rims have about 2,000 km on them. They come with MB protector bags. All for \$1500 which is half what was paid. No idea what they cost today. I can get pictures of the rims if necessary. [cegeorge@sympatico.ca](mailto:cegeorge@sympatico.ca)

English Wheel kit with stand, Harbor Freight, US\$ 379.  
Planishing Hammer with stand, Central Pneumatic. US \$409.  
Collect both for Can \$350 in Oakville.

Alan Morris, [morrisalyourpal@gmail.com](mailto:morrisalyourpal@gmail.com)





## 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](mailto: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.







## **1968 KIKI MK 5 - Front Engine Sports Racer**

A rare opportunity to own an iconic Canadian built car originally built by Doug Durrell and Doug McArthur in Mississauga. Car currently requires assembly and replacement of wear dated parts.

Fresh zero miles Chevrolet 302 by Active Engines, racing wet sump pan, Accusump and oil cooler. Holley fuel system and Fuel Safe cell in steel container. Accel distributor and coil. Square tube chassis is straight and ready to assemble.

Borg Warner Super T10 transmission, Aluminum flywheel and scattershield. Chevy II rear axle with welded differential and modifications for three link and coil overs. Spare rear axle included. Front suspension is based on Triumph TR6 uprights with heavy duty spindles, disc brakes, Hawk pads. Steering rack is Austin Healey Sprite. Wilwood pedals and master cylinders. Jones mechanical tach and Stewart Warner gauges. Fire bottle, FIA rain light. McLaren MK1 magnesium wheels, Carrera coil over shocks, Suspension pieces by RPM, nickel plated, AN Hardware throughout. Fiberglass nose and fenders require paint. Molds included. CASC Logbook

**\$20,000**

**Call Steve Bodrug at 416-985-0224**





## 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



# Triumph TR8 G44 Tribute Car



This Triumph TR8 G44 tribute car is done as raced by Bob Tullius in IMSA series, very well engineered with tons of

\$\$\$ invested. It comes with a fresh Rover V8 380 hp engine. The car weighs 2,200 lbs without the driver and has a close ratio T5 gearbox. The car is spotless, and comes with three sets of wheels



plus spare parts. The car is located in Montréal.

Please contact Benoit Laflamme for more info:

[blaflamme007@gmail.com](mailto:blaflamme007@gmail.com)





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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](mailto:tracichristensen@yahoo.ca)





REDUCED  
PRICE!

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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### 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