



PIT SIGNALS



LATE BRAKING VARAC NEWS DEC, 2024 - JEREMY SALE

It's that time of year again!

As 2024 draws to a close it's that time of year again, time for Ice Racing! You can find out all about it inside, plus Ted Michalos has an offer someone will surely not refuse! Read Ted's piece and sign up right away!

The 2024 VARAC Champions were all recognized at the AGM and also inside this edition of Pit Signals, congrats to all!

Ted Michalos also wrote a story on the Miata Cup, which seemed to come out of nowhere to become a big hit. Could this be someone's next race car?

Dave Good has a report from the 2024 VRG Turkey Bowl in this edition.



Inside: Paul Subject and Christina hosted a large group of VARAC members at Hagerty Garage + Social in Burlington!



Mini Christmas!



Late Braking News

John Hawkes

We had almost 50 members join the 2024 VARAC virtual AGM. It's interesting that we now get more attendees on line than we used to get in person at the Sheraton. Definitely easier to sit at home with a beer in front of the fire than venturing out, particularly if it's a 200 km one way trip!

As of the 2024 AGM you now have a new, and even more energetic board, thanks to some young bucks like Paul Subject, Colleen Samila and Stefan Wiesen joining as directors, and one reasonably young, but definitely wise, geezer named Ted.

The VVGP on June 12th-15th will feature Sports 2000 and also a feature race for "Tin Tops" (sedans). Please don't miss the Peter Jackson event on July 12th. And note that the BARC mid-summer will NOT have a V/H grid. We are still to confirm a Calabogie date. Last but not least, there are three Mont Tremblant events, for muffled cars, all of which will have a VH/Classic grid

We plan to improve the VARAC website experience over the winter; there have been quite a few comments about its lack of user friendliness, so it's time for an examination and refurbishment.

Many of you will have registered already for the VVGP and earned your early bird discount. Well done! If you haven't done so, please sign up soon. I'd also encourage all racers to get Calabogie and Mont Tremblant on your schedule for 2025. It's always great to learn a new track, these two are beautiful, and challenging too!

That's it from me. Keep an eye on the chat group for social events over the winter, I hope to see you before the first race. *John Hawkes.*

Hagerty Garage + Social

A large group of VARAC members and their plus ones enjoyed a lovely Saturday afternoon in December at Hagerty Garage + Social in Burlington!
By Paul Subject

Christina and I were pleased to host a gathering of more than 35 VARAC members and their plus ones (50 + in total) during the afternoon of the 7th of December at Hagerty Garage + Social in Burlington.



Everyone enjoyed the festive spirit of the holiday season, while touring the facility including the Hagerty members car collection, the golf simulators and the two F1 simulators. There was lots of talk of racing and plans for the 2025 racing season.

Chef Mike at Hagerty put together a wonderful menu of handheld snacks that was enjoyed by all!! A special thanks to all of you that were able to make it!!! Let's do it again next year!!!



Hagerty Garage + Social



Looking back at the year that was...

Pit Signals asked John Hawkes, president of VARAC, and Ted Michalos, president of CASC, a few questions about the state of racing in Ontario as we end the 2024 racing season

JS. Looking back on 2024 how are VARAC and CASC doing?

John: We have lots of members, which is good, but less than a quarter of them are regular racers. We are also aging out a number of our older members who used to be very keen racers. This also ages out some of the older cars. We need to attract more new members, but the question is, how many people relate to race cars of the 1960's or even 80's? Many US and UK clubs are having the same problems, in fact many worse than us.

Ted: And it's not just in vintage racing. We have more racers involved in regional racing overall, but fewer volunteers willing to work as officials. We have been discussing this issue for that last decade – we knew it was coming, but in the next two years, I think it will come to head. We'll have to find ways to do more with fewer people.

How do we increase the numbers of both racers and volunteers?

John: One way around it has been to make the events and the clubs more commercial, but that tends to be at the expense of respectful treatment and track time for the historic cars. Some clubs have done this in the US and they are tending to attract more modern cars

Ted: Back in the early days of motorsports, drivers often had to work as officials when they weren't on track. If everyone donates a few hours of their time, it will relieve a great deal of pressure on the workers and volunteers that are out every hour of every weekend. It would be great if every time we sign up a new driver, they bring a new volunteer in.

It seems that the newer cars are finding younger racers.

John: Yes, the positive thing is that more modern cars like those in Classic or Modern Classic are finding interested racers, including some modern GT racers from CASC grids who prefer the ethic of the VMC code of race conduct.

Ted: Yes, I am not ready to give up on the vintage and historic cars just yet. And to John's point, I race on both the VARAC and the regional grids. There are a lot of guys considering a switch to VARAC as a more relaxed form of motorsport. We need to make it easy for them to try it.

How do we make racing and volunteering more attractive?

Ted: Racing is a form of entertainment. That means people have to enjoy it enough to justify the expense. VARAC is lucky in that we all share a common interest in the cars, as well as racing. For regional racing it means we have to make sure people are having a good time. When a weekend goes poorly, it gives people a reason to consider other things they might be doing.

John, what would you like to see happen, ideally?

John: Well, an ideal wish list might be VARAC running or co-running five or six events, with a total of more than 150 cars in each (possibly including some other groups like lappers) and to do this at a competitive price.

Any off the wall ideas?

John: Well, here's one! Could we perhaps build a one litre, low cost, pump gas sports or sedan based formula? To attract a low cost entry level group, (cars like Bugeyes, Fiats, Minis, etc,) 100 horsepower, minimum weight 1200 lbs., fibreglass allowed, with a perhaps a fifteen thousand dollar limit?

Ted: I'd really like to see a Formula Car focused event in the region and VARAC would be a big part of that. In the very near future, I can see us limiting the regional events that have a Formula Classic – Formula Libre grid. The way to get our numbers back up is to concentrate our entries in specific events. The racing will be better and I think it will attract more cars.

Changes are inevitable but what things do you want to maintain?

John: We want the club to continue to have an historic feel and vibe to it, ideally with a clubby, supportive atmosphere, and most importantly, a well prepared and historically correct variety of cars.

Ted: I think if we take the time to bring people into the club, mentor

them a bit on the vintage racing spirit, then things won't change as much as people think. The cars are going to change, but what makes us vintage racers is our approach to motorsport. The cars are the stars.

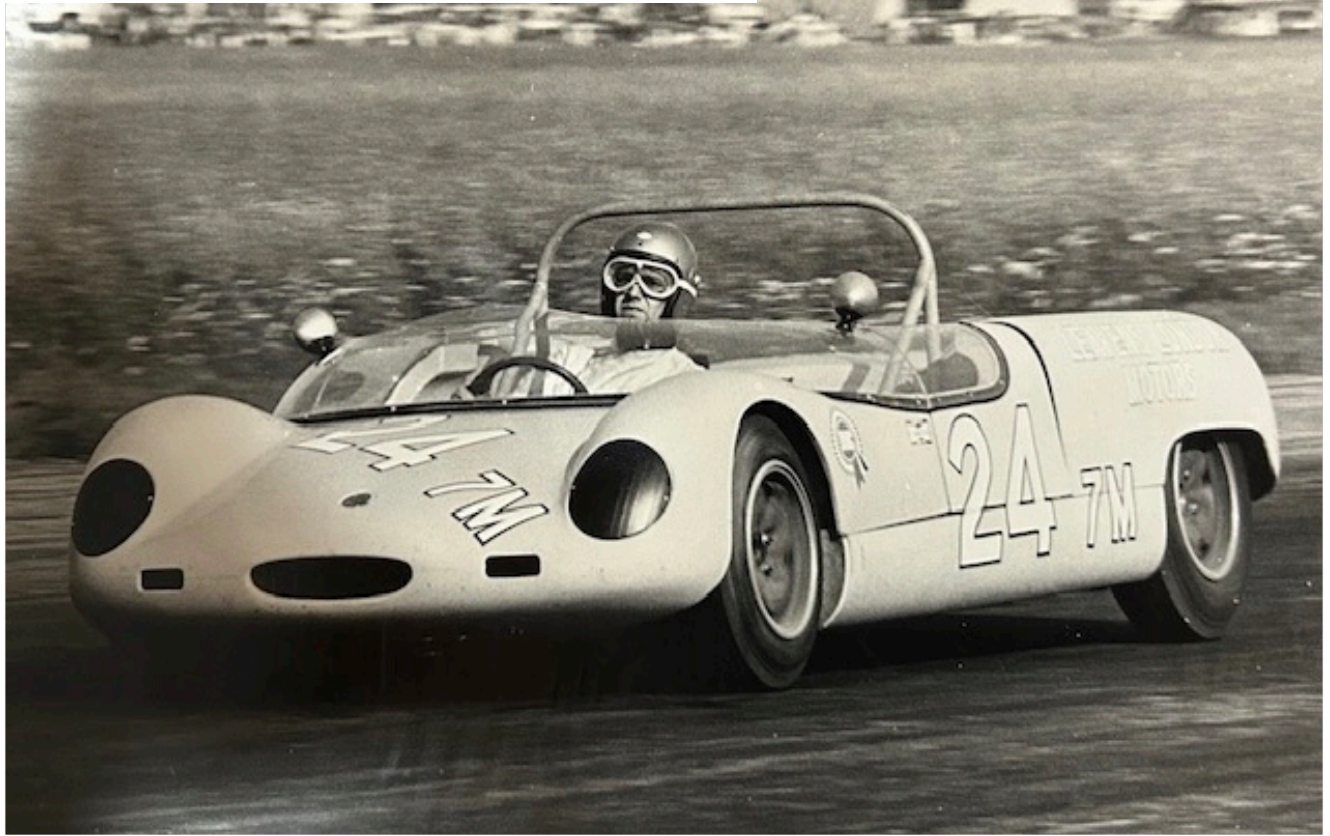
It does come down to a money issue sometimes.

John: We have a range of owners and drivers in VARAC with various affordability levels. We put on a low cost one day event at the PJ and are looking at another one which may be a hillclimb. We have also looked at a multi event discount if you booked at the beginning of the year and this idea of a light, low state of tune, one litre or 1.3 litre class might be the Historic equivalent of the Miata cup. We are always looking for ideas to manage some of the racing costs for our members. It always going to cost a bit more than a pickleball set though.

PROVISIONAL 2025 VARAC RACING CALENDAR

DATE	EVENT	TRACK	GRIDS & POINTS
May 3-4	BEMC Spring Trophy Races	CTMP	Grids & Points: VHC; CMC; FC
May 23-25	Spring Classic	Mt-Tremblant	Grids & Points: VHC
June 12-15	VARAC Vintage Grand Prix	CTMP	Grids & Points: VH; CL/MC; FC
July 12	VARAC Peter Jackson Races	Shannonville	Grids & Points: VH; CL/MC; FC Double last race
July 26-27	BARC Canadian Touring Trophy Races	CTMP	Grids & Points: CL/MC; FC; Note-no VH grid
July 25-27	Summer Classic	Mt-Tremblant	Grids & Points: VHC
Aug 22-24	Calabogie Cup Race Weekend	Calabogie	Grids : VHC; FC VARAC Participation to be conf.
Sept 20-21	BEMC Late Summer Trophy Races	CTMP	Grids & Points: VHC; CMC
Sept 26-28	Fall Classic	Mt-Tremblant	Grids & Points: VHC
Oct 4-5	Celebration of Motorsport	CTMP	Grids & Points: VHC; CMC

Ron Evans



Pit Signals notes the passing of Ron Evans, age 89, who died on November 23rd, 2024. Ron became involved in amateur motorsport in 1959, and won Production Class Championship titles in 1963 and 1964 competing with Canadian Automobile Sports Clubs. In 1972, Ron obtained his FIA-Affiliated Steward's License, and between 1972 and 1982 acted as the Chief Steward of both Mosport International Raceway (Canadian Tire Motorsport Park) and Shannonville Motorsport Park. During his tenure as a Steward, Ron officiated Formula One, IndyCar, and NASCAR races, as well as amateur Regional Races. Ron was the Steward who approved the first competition race licenses for both Michael Andretti and Davy Jones Jr of CART/IndyCar fame. PS. Ron and his daughter Colene visited with John Hawkes at the VGP in 2022 and John said Ron was very happy to see his old race car back on track and active with VARAC.

2024 VARAC CHAMPIONS

Modern Classic 1, 1st – Guy Tremblay

Modern Classic 2, 1st – Peter Grenbach

Modern Classic Champion 170 points – Guy Tremblay

Classic 1, 1st – Del Bruce 2nd – Martino Beretta

Classic 2, 1st – Jeff Pabst, 2nd – Dave Bagshaw, 3rd – Andrew Atkins

Classic 3, 1st – Perry Mason, 2nd – Andy Januszekowski

Classic 4, 1st – Brian Van Arem

Classic Champion, 206 points – Perry Mason

Vintage Historic 1, 1st – Andre Gagne

Vintage Historic 2, 1st – Ivan Samila, 2nd – Brian Thomas,
3rd – Bertrand Dupuis

Vintage Historic 3, 1st – Phil Cooper, 2nd – Gavin Ivory,
3rd – Anselmo Beretta

Vintage Historic 4, 1st – Ted Michalos, 2nd – Stewart Wigg,
3rd – Gord White

Vintage Historic 5, 1st – Duncan Taylor, 2nd – Chris Rupnik,
3rd – Simon Tomlinson

Vintage Historic Champion, 200 pts – Ivan Samila

Formula Classic - HFF, 1st – Dave Cluett, 2nd – Ed Luce

Formula Classic – F1200, 1st – Jason Abrams, 2nd – Daniel
Demarais, 3rd – Bob Patterson

Formula Classic – F90, 1st – Paul Subject, 2nd – Steve McCamus,
3rd – Kimm MacKenzie

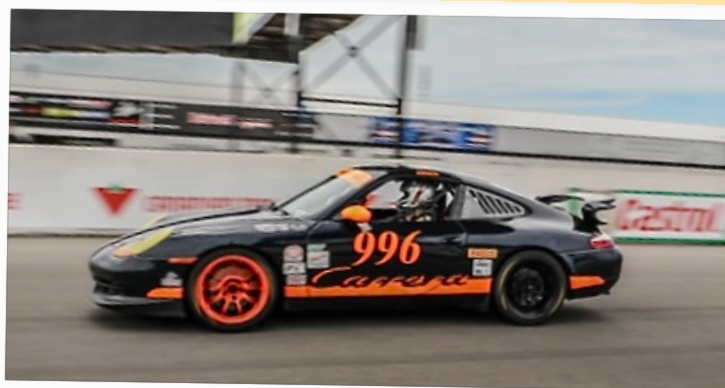
Formula Classic Champion, 208 pts – Jason Abrams

2024 VARAC Overall Champion Perry Mason

2024 VARAC Champions



Classic Champion, 206 points
Perry Mason



Modern Classic Champion
170 points – Guy Tremblay



Formula Classic Champion, 208
pts – Jason Abrams



Vintage Historic Champion,
200 pts – Ivan Samila

2024 VARAC Overall Champion Perry Mason.



Turkey Bowl '24

By Dave Good



The Vintage Racer Group held their annual 'end of season' event, the famous Turkey Bowl, at Summit Point, West Virginia, November 15-17. This event used to run on the US Thanksgiving weekend, but a few years ago VRG moved it 1-2 weeks up.



Summit Point Raceway is a great track in eastern West Virginia, about 70 miles from Washington, DC. From the GTA, it's about a 800 km haul. The course we ran is a ten turn, two mile road course that includes a 2900 foot straightaway and 400 feet of elevation change.

The event attracted over 130 entries, it was VRG's most attended Turkey Bowl. Run groups included a small bore group, an open wheel group, a medium bore group, a large bore /sedans group (similar to our Classic group) and a Moderns/Legends group. Lots of track time. Nine sessions over the three days!

This event is always a regular for me and my good friend, Alan Weller, who went with me as crew. I enjoy it as a great way to end the season. Lots of racing and some great "hang-time" with like-minded racing friends.

The weather was varied. Friday was wet in the morning and a very slick track brought lots of "offs". In fairness it had been very dry in the north east US and the rain brought a lot of greasy stuff out early...



Turkey Bowl '24

By Dave Good



Saturday was dry and we saw 17C in the afternoon and some great racing with the Miata's! Sunday was a little cooler (- 3 in am) but it was dry and I managed to get in two sessions (interrupted by AGM Zoom meeting!).

As I said, the 2024 Turkey Bowl produced lots of track time. It's a great event and a perfect way for me to put a bow around '24!





Ted Michalos says, “Why not try Ice Racing?”

“Every winter a hardy group of motorsport enthusiasts descend on Minden, Ontario to go “ice racing” – really! The Minden Kinsmen create a racetrack made of ice at the county fairgrounds and we get to go racing!

There used to be quite a few VARAC members involved in this sport. I hope this article renews their interest, or at the very least, they post to the “chat” some comments about ice racing.

First, it really is door to door racing. And just like road racing in the summer, everyone is trying to win in the by the first corner on the first lap. The difference is we’re running on ice and car control is key.



There are two major divisions in ice racing – rubber to ice and studded tires. Within each Division are three classes – rear wheel drive, front wheel drive and all wheel drive. In addition, ice racing encourages competitors to

share their cars. There is what is known as the “second Driver” class for each of the classes already listed. In that way, 2 drivers can easily share one car, or one driver can double up on their track time!

New for 2025 is an “experimental” class called Street Cup. This is for studded tire cars with minimal racing prep. It is designed to allow people to try the sport without completely converting their car into an ice racer.”

Some of the cool aspects of ice racing:

- 1) Your regional A or B license is good for ice racing (you also need a valid provincial license to race)
- 2) You can leave your car at the Minden Fair grounds for the entire series – you don't need to tow it home every weekend
- 3) Rental cars are available for most classes so you can try it before buying a car
- 4) Passengers are allowed to ride with you
- 5) The entry fees are low - \$125 for Saturday, \$85 for Sunday
- 6) If the same driver and car enter the second driver class the second entry is half price

The 2025 series runs from Jan 25 to March 2, weather permitting. There is pre-season tech at the fairgrounds on Jan 18.

I have an offer for any VARAC member –

Last year I purchased a rear wheel drive studded tire car.

Any VARAC member may use it for free (ie no

rental) for one weekend to give the sport a try. You will need to contact me in advance to make arrangements. This year I purchased a new car to run in the Street Cup. I can only run on Saturdays so any VARAC member that wants to try ice racing may use it for free (no rental) on Sundays. For either of these offers, you have to pay your entry fee and meet all licensing and waiver requirements, but come on people, give it a try..." Contact me directly for more information – ted@hoyes.com



More Information on the next page...

New Ice Racing run group for 2025!



Particularly for "new" ice racers, CASC-OR is pleased to announce our new "Street Cup" studded tire group for the 2025 Ice Racing Series.

The underlying concept is to attract new competitors to the sport using cars with minimal modifications. Theoretically, someone could drive their car to the track, swap their tires, make sure the underside of the car is clean, then race their car.

This will be a non-contact run group. We recognize that we're racing on ice, but contact will be penalized at the discretion of the Series Director or the Clerk. We want to expose people to the sport, not scare them off...

I expect the rules to be a "work in progress" based on our experiences on track, but here are some of the most important rules to start:

- minimally prepared cars for ice racing (a fully prepped ice racer may not run with this group and these cars cannot run with our other groups)
- this is a studded tire series so the rule 2.5.2 Street Studs apply. That means Ministry approved pre-studded tires only, no modifications, no replacement/additional studs

- rule 2.2 engine sizes apply - rear wheel drive up to 5 litres, front wheel and all wheel drive 4 litres. Cars are restricted to uni-body style only, no full frame vehicles will be allowed
- lights must remain installed and be working. All cars will run with their lights on at all times. The "extra" rear facing running light is not required
 - all exterior lights must be covered by transparent tape or vinyl (ie we have to be able to see your lights at all times when you are on track)
- car interiors shall remain in place, cars may not be lightened or modified from original stock
- tow hooks are recommended front and rear. If hooks are not installed, we will use a large hook and look to attached to some component on the underside of the car (likely suspension) to pull you out of a bank
- original equipment seat belts will be used
- numbers will be displayed on both sides of the car's windows, as well as in the upper righthand corner of the front and rear windshields
- helmets as set out in rule 3.0 Helmets are required for drivers and passengers
- driver eligibility is the same as for all ice racers: a valid provincial license and a CASC-OR C or Temporary license
- we will us a staggered start to reduce the likelihood of a "bunch up" in corner one at the start of the race

There will be a pool of rental cars available for people that want to try ice racing

- we want to make it as easy as possible to come and give ice racing a try!

If you are interested in running in this series, please contact **MIKE GOODYEAR** or **TED MICHALOS** for more details.

Ice racing starts January 25 (weather permitting). Are you ready?

Ice Racers FOR SALE and FOR RENT

FOR SALE

\$1,000 1984 Pontiac Astre (Chevette) – run in street stub, contact Richard Walker 9richardf4@gmail.com or 905-435-6290

\$3,500 2006 Mitsubishi Lancer – run in street stub, but second set of wheels included for rubber to ice, contact Perry Mason audisport60@gmail.com

\$2,000 1998 Toyota Tercel – rubber to ice FWD, 3 sets of wheels, contact Scott Stevens scott_stevens@rogers.com

\$2,550 2023 Lexus is300 – ran in Lexus Cup studded tires, contact James Rogers jas4466@gmail.com or 705-879-7299

\$500 2006 Subaru Impreza wagon – rubber to ice AWD, 8 wheels tractionized (old), contact Phil Narini pnarini@lh.ca or 905-767-5603

Tractionizer for sale – contact Scott Stevens scott_stevens@rogers.com

\$600 Studded tires for sale 14” Nokian H10s mounted on rims 175/65R14 – contact Walter Prinsen k-wtrucker@hotmail.com or 519-635-7027

FOR SALE

For STREET CUP – Lexus is250, AWD contact Russ Bond rustye23@gmail.com or 416-312-2900

For STREET CUP – Lexus is300, RWD contact Russ Bond rustye23@gmail.com or 416-312-2900

For STREET CUP – Honda Fit, FWD contact Steve Manol steve_manol@yahoo.ca or 705-286-6532

For STREET CUP – Mazda 3, FWD contact Steve Manol steve_manol@yahoo.ca or 705-286-6532

For LEXUS CUP – Lexus is300, RWD contact Alex Fedurco agfedurco@hotmail.com



2024 Miata Canada Cup

Ted Michalos: As many of you know, CASC-OR created a new run group in 2024 – the Miata Canada Cup and it was a huge success. We had 34 competitors participate – of those 28 were in the “spec Miata” class.

We ran MCC1 – spec cars up to 2005, MCC2 spec cars from 2006 to 2015, and MCCU for 2016 and newer cars, plus any car that had been modified beyond the spec rules. In 2025 we will only have two classes – MCC1 for spec cars up to 2005, and MCCU for all other Miatas.

It is worth mentioning that VARAC’s own Stephen Di Cesare was the MCCU Champion for 2024 (below) – well done Stephen!





2024 Miata Canada Cup

The reason I am writing this story for Pit Signals is that Spec Miatas are eligible to run in VARAC as either Classic or Modern Classic cars on the VHC grid. In 2024 both Stephen and I ran our cars in the Pirelli Grand Touring Series in GT 5 – Stephen placed 2nd overall and I was 3rd. Not a bad showing for VARAC.

For those wanting to share a car, or who only have room for one car in their garage (say it ain't so!), the Miatas are eligible to run on three different grids on regional weekends – VHC, Grand Touring and of course, the Miata Canada Cup.

They are lower maintenance than most of our VARAC cars, parts are easy to find, pump gas, treaded tires that will last a season, and most importantly, they are a blast to drive. It is door to door racing and there is always someone to race with!

I am not suggesting everyone run out and buy a spec Miata (ok, I am suggesting that), but if you are considering a car change, or expanding your team, I highly recommend you give a spec Miata serious consideration... Ted Michalos



Fire In The Hole!

Tony Cove: "Just a plea from me to make sure you carry a good, portable fire extinguisher!

I was out and about in my '59 VW Beetle when the engine died. Looking back, there was smoke! By the time I grabbed the extinguisher the flames almost prevented me from opening the engine hatch. I had just enough agent in the bottle to get the fire out, but just! Start to finish, less that 30 seconds. Two things to consider/ One, I have changed to larger extinguishers. The little ones that are so convenient, may not be enough. Two, I am switching to an agent that doesn't leave a messy corrosive residue.

FWIW. The Element fire extinguishers seem perfect. Small enough to fit anywhere, will deal with a fuel fire and does not leave a residue. And the good news is the Beetle will live again! "

Tony Cove.



[Element Fire Extinguishers](#)



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For Sale or Rent 1997 Monte Carlo Stock Car

VARAC legal MC-A .GT2 Sprints. 2850 lbs full tube frame. 400 HP GM 604 crate motor. Dual ignition. Road course oil pan. T101 Dog box. New fuel cell. Containment seat. Penske Coilovers – just rebuilt, receipt available. Quick change with 3 link rear suspension. Watts Link. Rack and pinion.

\$29,500

Available with matching 2018 24' trailer for \$39,000

Chris Lawson Lawson3565@hotmail.com for rental pricing.

905-510-6791

6 SEPT 2024





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Panoz GTS Chassis #50 VARAC CL-A

2021 CL-A champion, CL-A class winner in 2024 VARAC GP, many race wins under current ownership (3rd owner, owned since 2016). Small block Ford powerplant (Ford aluminum block/heads, 10 hours from new) that runs on Shell 91 pump gas with a Tremec TKX 5-speed transmission. Chassis has all Panoz updates plus much more. The vehicle comes with a massive spares inventory, most of which are new parts/components. Spares include 4 sets of wheels (1 set never used, still in boxes), 1 set new dry tires, 1 set used dry tires (6 heat cycles), 1 set wet tires (1 heat cycle), full new body (less roof), new spindles/control arms, new front crash box with radiator & undertray. The car has been professionally updated, maintained & optimized.

Fuel cell bladder & fire bottle replaced in 2024. Car is being freshened right now with lighter replacement components (aluminum ATL fuel cell can, Coleman aluminum driveshaft, NASCAR lightened 9" rear gears, etc.) as well as new suspension rod ends, etc. All improvements & races are fully documented (10+ binders + over 538GB+ of data (records, video, etc.).

Car is on a hoist during this 2025 season preparation, so it is easily viewable from all angles. Price is on request, please contact Steve Hummel, 519-572-7654 or stevejhummel@gmail.com



PIT SIGNALS CLASSIFIED



WANTED



Wanted, Historic race car for 2025 season!

Preference for British/European cars. Would be great if it was road legal or easily made so, but not essential. What have you got festering in the garage that needs to be set free?

Call or email Stewart Wigg at

stewart.wigg@gmail.com or 905 691 0328



PIT SIGNALS CLASSIFIED



Two 1976 MGBs for
sale! Take both for
\$3900!

Neither is running, both
need work. Andrew Atkins
613 659 3184 or
613 532 8670 cell

They both need a lot of work
but very little rust, bones are
good! For spare parts or to
restore! I have no time now
as I'm finishing building my
airplane!





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“I am retiring from racing after 50 years!”



Ice Racer for sale. 1984 Pontiac (Chevette). Built in the screw stud era but only ever raced in Street Stud. 3.8 Buick engine, 350 automatic with full manual valve body, full cage from fire wall back fuel cell and plenty of ballast. Rough looking but handles well and has lots of power. Race winner, class winner and series winner. 13 and 14 inch rims and some spares. Asking \$ 1,000.00.



F4 for sale. 1971 Gord Green built P & G Mk.6. Water cooled, 3 cylinder, Suzuki 2 stroke engine with close ratio gears. Weighs 550 lbs dry. Ontario CASC champ in 1982. Fastest lap at Mosport 1:30.6. Includes paddock needs and enclosed trailer. 6 consecutive log books. Asking \$4,000 but open to offers.

Richard Walker 9richardf4@gmail.com Phone / text 905 435 6290.



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Dellorto 48DHLA complete with a cookie tin of jets etc.
Price:\$700.00



Engine stand for Rover V8,
well built. \$100.00



Spanish Weber
48DCO ran on
dyno and three
laps, like new,
comes with a
very nice
crossflow
manifold
Price: \$1700.00



Spanish Weber 40 DCOE with
fuel unions and K & N air
cleaners suitable for road /
race Kent or Lotus
Price: \$950.00



Hardly used race boots Size 10 purchased
from CSC. Price:\$75.00
Brian deltapipe@aol.com



Large range of Ford Cortina and Kent motor parts:

Two Weber 28/36 DCD with manifold

Three starter motors

Cortina GT instrument binnacle and two sets of Smiths Speedo/Tach

DM me for prices and other stuff
416 890 3992

Johnhawkes57@gmail.com



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.



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

1984 Porsche 944

1984 944. Would make a good Race Car. Solid Solid Body. Came from the USA.
Faded Paint.
Ratty Interior.

\$2900

Or Best Offer.

May consider trades.

Frank

647-967-4999



Spare BMW S50B30US engine for sale!

Suggest a refresh with new piston rings and cylinder valve grind.

\$1500

Alan Morris:

morrisalypal@gmail.com

(905) 330 2457

