



PIT SIGNALS



LATE BRAKING NEWS FOR VARAC VINTAGE RACERS December, 2022 - JEREMY SALE



VARAC at Sebring!

Inside! The Turkey Bowl report by Dave Good. Mark Brown at the Sebring Classic. "A Year of Learning", by Christie Marks. "Fast, Faster, Fastest," an excerpt from a new book on Bill Sadler by John Wright.



Happy Holidays, and don't forget to enter the VVGP, save now, enter before December 31! Do it now!

[registration is OPEN](#)



Late Braking News...

From John Hawkes

To all of you and from all the board and myself, Happy Holidays! I hope Santa is good to you and brings that new set of Hoosiers or the 30 more horsepower you have been dreaming of!

Your new VARAC board is already working on initiatives for 2023; social media, and communications in general, to both current and new potential members; a schedule for all of the classes that will maximize entries; investigating potential new venues; encouraging the VH car owners to get back to prior year entry numbers, and working with some circuits on sound levels.

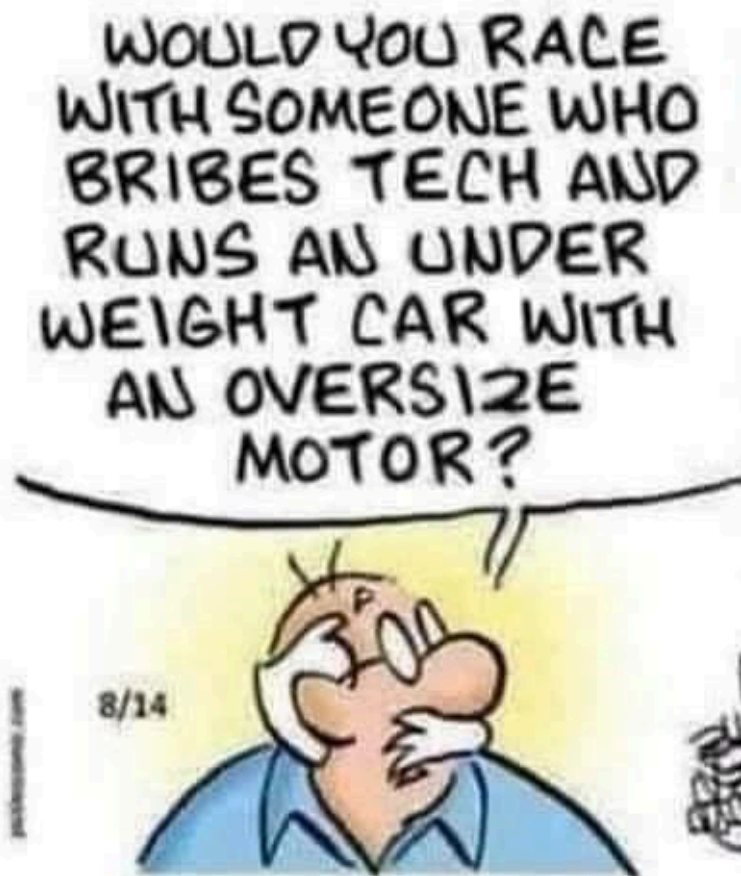
For those of you who can't imagine not racing for six months, and who are heading for events south of the border; take some photos and write a short report for your tireless Editor (hey, I have some tires! Ed.) He is always looking for interesting new perspectives.

Don't forget the CASC ice race season starts in Minden mid-January. You can get a temporary license and rent a car from Russ Bond if you don't have one of your own. It's a lot of fun and teaches you car control like nothing else.

Finally, I want to congratulate all our class winners, our overall club champion, Paul Subject, and the recipients of our two club awards:

Anne Mc Callum for the McGregor and Peter Lambrinos for the Fergusson.

Enjoy the holidays with your family and friends. You can reach out to any of the board members if there are issues you want to discuss or initiatives you want to volunteer for. John Hawkes.



© 2021 Brian Cope, 4048. By Washington Post Writers Group

gettyimages.com

BRUCE

Register now and save big on the 2023 VARAC Vintage Grand Prix June 15-18, 2023

Canadian Tire Motorsport Park Grand Prix Track

Yes, [registration is OPEN](#) and you will save \$100 when you **sign up before the end of 2022.**

That's \$100 off the list price of \$775. Plus, your **card won't be charged until April 15, 2023.**

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

What do you get for your entry fee? LOTS more this year!

- **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.
- Plus a test day, car shows and much, much more!

And for our American friends, the Canadian government has removed Covid border restrictions, so you are free to enter without completing the ArriveCan app. P.S. Did we mention that \$675 Canadian is about \$500 US? What a smoking deal!

DO NOT MISS THE EARLY BIRD CUTOFF!

[Register by December 31, 2022.](#)

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

VARAC VGP Director varacvgp@gmail.com



Bill Sadler

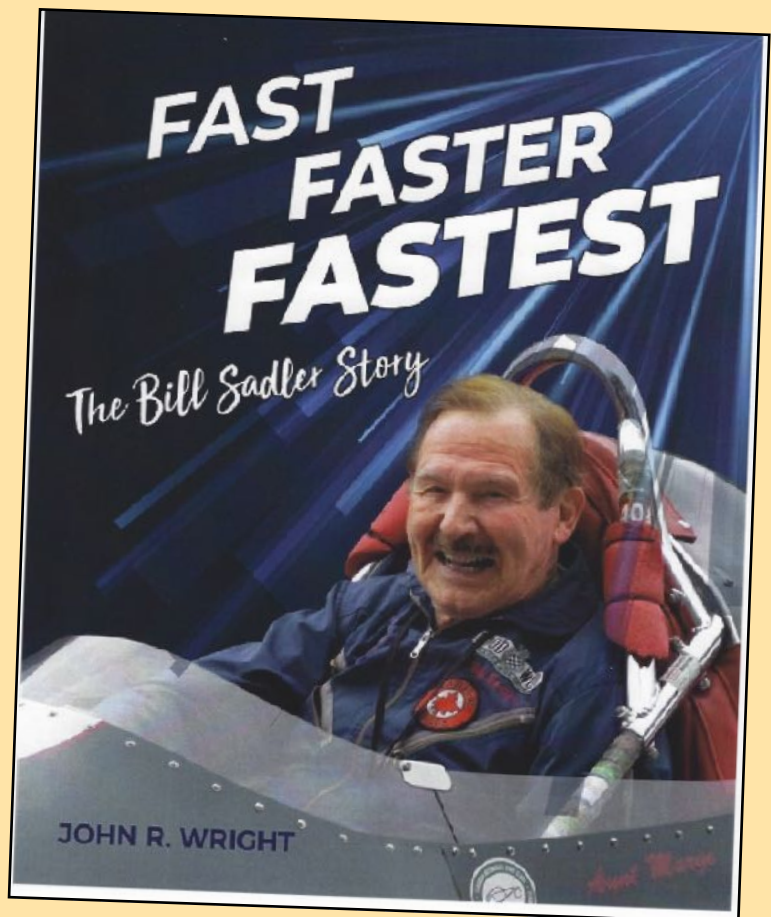
by John R. Wright

An excerpt from an upcoming book on this gifted race car and aircraft designer.

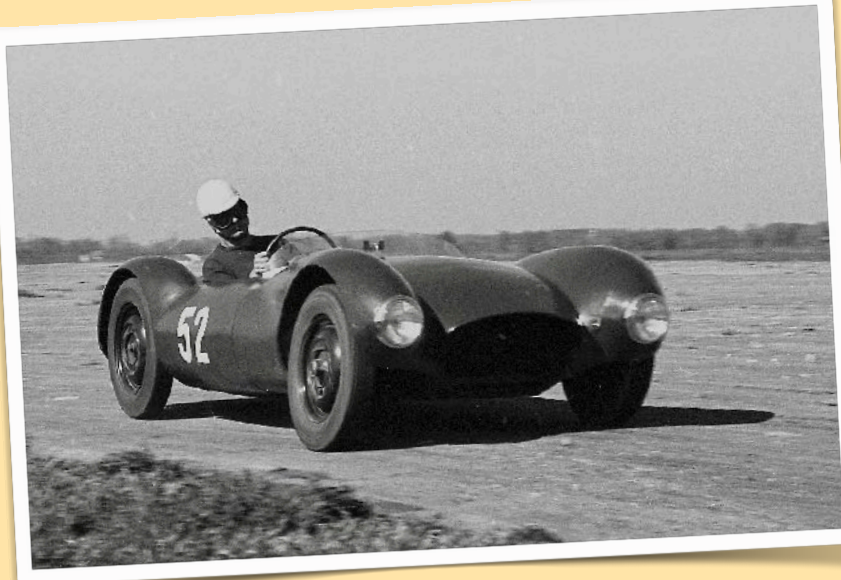
Bill Sadler started his professional life as a high school dropout, designing, building and racing unlimited sports-racing cars. His budget-built cars were very successful, including the Sadler which was the only two-time winner of the Watkins Glen Classic race and defeating many of the factory Ferraris, Maseratis, Jaguars, etc. Bill also built a run of 12 Formula Juniors, seven of which survive to this day. His cars are now currently very successful on the vintage racing circuit, having won first overall at world class tracks at Dijon, France and the Nürburgring in Germany.

After leaving racing the first time in 1961, Bill enrolled in Tri-State University (Now Trine University) in Indiana. He graduated in two years, with straight As and received the highest grade in the USA on the Graduate Record Examination. He was accepted at MIT and received a Masters in Electronic Engineering in 18 months. In addition, he became a life member of Mensa.

After Sperry Flight Systems he joined General Dynamics in San Diego and soon after took on the position of Manager at the Advanced Development Laboratory. He later founded and ran the Advanced Technology Group at the Motorola Government Electronics Division.



Bill Sadler...



Bill started Astrotech Corporation to build digital aircraft instruments. He concentrated on aircraft digital clocks becoming the largest such manufacturer, with contracts with Beechcraft, Cessna and Piper.

Above; Bill testing the Mark I on local roads around St. Catharines in 1956.

After Bill sold his digital instrument company he moved on to designing ultralight aircraft, winning the Grand Champion Ultralight at the famous Oshkosh Air Show, leading to a production run of 50 airplanes. Bill also found time to design and build a continuously variable transmission (CVT) for large transport trucks and present a paper on this project to the Society of Automotive Engineers CVT conference in Davis, California. Ultralights had led to combat airplanes such as the prototype Chevrolet V-8 powered Sadler Piranha air-to-ground attack aircraft built under contract at Turkish Aerospace Industries in Ankara (www.sadlerair.com).

In 1997, his friend Wes Abendroth who had found and restored the Sadler Mark II persuaded him to accompany him to the Monterey Historics. A newfound interest was kindled in competing but in a car of his own design. Bill recreated a Sadler Mark III in his shop out of bits and pieces he had lying around. He humbled owners of classic Ferraris and Maseratis.

In 2004, Bill drove his RV and trailer with his Sadler Mark II to the Glen vintage weekend and promptly sold the Mark III to Dean Butler an American ex-pat to race in England. At the 2013 Monterey Historics, Bill drove one of his Sadler Formula Juniors in the front engined event. He was leading his group when a valve failed.



Jack Boxstrom's Sadler Mark V at the 2005 VARAC Festival.

Bill Sadler's swan song at Laguna Seca occurred in 2018 when he test drove a Sadler Mark IV he constructed for long time vintage racer Greg Meyer. Bill went out on the track but soon came into the pits. He said that the car was slow. His friends had played a trick on him by adjusting the accelerator pedal so it could only open halfway. Bill was 86.

William George Sadler passed away on April 5, 2022, of a Covid related illness. He could be difficult, but I am proud to say he was my friend, and we could share disparate opinions but still maintain a high respect for each other. John Wright.

(John Wright's book will be available in the new year.)

Right; Bill Sadler and John Wright on the Laguna Seca false grid in 2005.



A Year of Learning...

By Christie Marks

I got involved in this whole mess because I was slightly amused by the one very noisy, fairly cool looking and nearly always exciting car I saw for the past few seasons at Mt. Tremblant during the three vintage races there.



Now, I've driven a street MGB in various forms for many, many years and to be honest the idea of road racing interested me, but I never really pursued it. Well, I ended up with the guy with the noisy blue car, and he...for some reason got me a Mazda RX7. I first raced it in Lucky Dog Endurance and that, while not sprint racing, did give me a lot of seat time, so that was awesome. But I did want to sprint race it, so I made an effort to get to the Peter Jackson race in August at Shannonville.

What a blast I had! By now my RX7 was more the way I wanted it...the "guy" put a monster 13B rotary in it so now it flew. To be honest I was nervous at the Peter Jackson race, but I settled in quickly and actually had a good fight with Chris Rupnik in his "Fiatarri". I had good fun and I probably could have beaten him in the final except those two muppets in the RX3's (you guys know who you are) got between Chris and I and I couldn't catch him after that!

Seriously, I really enjoyed my first year and am very excited to be able to hopefully compete in my first VARAC Grand Prix in 2023. The "guy" has made yet another bad decision and got me a bright orange RX3 for next year called "Wallace".

I will say this. Anyone who is interested in vintage racing, come see a few races, wander around the paddock and meet people. You will find that they are all very helpful and encouraging and it is a great community to be involved with. Pity we can't take our cars to Tremblant where this all started...I'm warming him up to the idea of a nice quiet MGB.... Stay tuned!

See you on track in 2023-Christie.

2022 Classic 12 Hour at Sebring!

By Mark Brown.

"Back in December of 2020 we wanted to celebrate the 50th anniversary of a TVR Vixen which had raced in the 24 hours of Daytona and the 12 hours of Sebring in 1970. It was driven by Ray Walle and Bob Speakman. Unfortunately Covid 19 had closed the USA border and it was not to be. Fast forward to 2022..."

By chance at the Glen Mike, a long time racer, who now lives in Florida came over to our paddock to look at the Vixen and chat about TVR racing heritage and fun stuff like that. Mike came back to our paddock several times over the weekend telling us how for many years he had wanted to try racing a TVR, he asked me if I had ever wanted to or raced at Sebring, and was pleasantly surprised that it had been on my bucket list since I had been a youngster.

Mike found out that we had two racing Vixens and that I was mad enough to let him race one if he paid for any damage if anything happened, so we hatched a plan to enter both cars in the Sebring 12 hour classic and have some fun. After all, the race season starts too late and finishes far too early in Canada.

Before leaving the Glen we gave Mike a fitting in the Vixen so that I had enough information to change the seat, steering wheel and pedals to suit his smaller stature. Some mods were also required to fit head and running lights for the night racing and to illuminate the gauges. We duly entered both Vixens, sent in the car information forms and the cars were promptly accepted as eligible. and I ordered another drum of 100 LL.

Leaving home midday on the Sunday before the race meeting I drove two days on Interstate 75 camping overnight at truck stops.

NOV 30 | 2022
- DEC 4 | 22



CLASSIC12HOUR.COM

2022 Classic 12 Hour at Sebring

On arriving Tuesday midday for setting up camp, I found to my surprise there was power and water in the paddock! Nice! I did not have a long enough extension cord so that was added to the shopping list at the local Walmart.

On Wednesday test day on track activities started early. Mike wanted to try out both Vixens to see which he preferred to race, so between each session I was kept busy fuelling up, doing tyre pressures, swapping wheels, and making some setup changes to smooth things out for this bumpy circuit. After taking the cars through tech I took the last session



of the day once Mike was comfortable and enjoyed a fun 30 minutes learning this amazing circuit. Both cars ran like clockwork and Mike really enjoyed his debut racing in Vixens.

On the Thursday we got down to some serious practice and qualifying activities and enjoyed running both cars in alternate sessions. The last session of the day for me was the night racing practice at 7 pm. The session went well and I started to increase my pace towards the end of our time slot, getting my times reasonably close to daytime lap times. Friday was a very busy day with each of us running in our respective qualifying sessions, then in the afternoon we ran both cars in the one hour enduro. This went well, despite a fairly long pit stop for refuelling because we had no pit crew to help! So Mike held the fire extinguisher and I fuelled both cars, then off we went again. Despite our slow pit stop we surprised ourselves and finished first and second in class.

2022 Classic 12 Hour at Sebring



Later in the afternoon I finished the day with a qualifying race for the 12 hour. It was during this session that I realized our main competition in class were some very rapid local Lotus Elans and a couple of older Porsche 911s and 912s.

Sometime during all the activities on Friday Russ Bond and Christie came by out of the blue to say hi and offer refreshments! Unbeknownst to all of us we had parked within 50 metres of each other in the massive paddock! Russ and Christie were on vacation and not planning to be pit crew for me, but they happily agreed when asked.

Mike took me out for supper Friday night which was the first proper meal I had enjoyed since the previous Saturday night due to all the various tasks.

On Saturday we got down to racing both cars again with the sprint series races dominating the morning. At noon the 12 hour series of races started, with each group running 1 hour races during the afternoon and into the night, the last session finishing at midnight.

2022 Classic 12 Hour at Sebring



During the night race I got past the faster of the two Elans, but quickly realized that was a mistake because they had a redneck led light bar strapped to the bonnet, which was very distracting, so I elected to pit early as soon as the window opened and get back out without the distraction of his stupid turkey hunters light bar! The plan worked and we finished the third race in third place in class. Kudos to Russ and Christie, who did a fantastic job of helping me get ready, especially in the dark and more importantly streamlining my mandatory pit stops, which helped us move up the leaderboard and get ahead of the pesky Elans!

Sunday morning we rose early to race in the last of the sprint series races at 8am then busily prepped my car for the last of the 12 hour series races at 11am. Again the Vixen ran like clockwork and I pushed hard to try and move up the leaderboard again. Unfortunately I was not able to improve on third in class but moved up to 13th overall on the cumulative result of the four races.

Would I do it again, hell yes! Did I enjoy night racing? Hell yes to infinity! Was it worth the long haul? Oh my, most definitely! We celebrated the 53rd anniversary of TVR Vixen racing at Sebring, had a fantastic time doing it, made new friends and burned 380 litres of race gas!

Mark Brown



Bonus Sebring photos by Christie Marks!



Turkey Bowl '22 by Dave Good

Photos by Bill Stoler



VRG held their annual 'end of season' event-the Turkey Bowl- at Summit Point, West Va , Nov 18-20 2022. Dave Good reports:

“Summit Point Raceway is in eastern W. Va adjacent to 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 100 entries in five run groups- a small bore group (similar to our VH), an open wheel group, a medium/large bore group (more like our Classic group), a modern sports/GT group (modern cars) and a Legends (a guest grid). Lots of track time-seven sessions over the three days with great racing!

This event is a regular for me and my crew—it’s a great way to end the season. Lots of racing and some great “hang-time” with like minded racing friends. Alan Weller and John Orrell went with me as crew, as I needed somebody to help with the car-and the Jameson’s!

We travelled on the Thursday, which was the day that the big snow was moving into Buffalo area—with some good planning and advice we were able to skirt the storm by going east from Buffalo and then south—so, “no worries”!

We stayed in downtown Winchester, a beautiful city with history back to US colonial times. The downtown is a cobble stone paved street mall with great shops, restaurants and (wait for it..) bars! The track area was on the front lines of the US Civil War—the town of Summit Point changed hands many times over the course of the war. So lots to take in around the area.”



“The weather at the track was typically + 5C during the day, -6C at night, so the cars needed some help getting going in the morning. Daytime was sunny, no wind, almost pleasant...

Once I was able to get some heat in the car, it ran extremely well. (At left, will it start?)”

Larry Smith: “With VRG you always have someone to race with. For me, much of the weekend I was racing nose to tail with Dave Good in his MGB who made the trip across the border seeking warmer weather which he did not find. Dave made the trip down with racer friends Alan Weller and John Orell. No matter which of my MG Midgets I am racing, and whether Dave is in his MGA or MGB, our lap times are never more than a second apart. It usually takes a slight mistake from one of us that lets the other of us by! “

“There were 14 MG’s entered (6B’s; 5A’s and three Midgets) plus some other closely matched cars, so I had some great racing and was able to take the MG bragging rights in a few of the sessions! Unfortunately, we had an engine issue late Saturday, which we couldn’t clear, but I do need something to do this winter! All in all, a great weekend and a great way to end the season!” Dave Good.



Happy Motoring!





PIT SIGNALS CLASSIFIED



1972 Mazda RX2

Very competitive and well built Mazda Rx2 for sale. 12a engine, five speed, well developed car. Extensive SCCA history. Would be legal in VARAC or CVQ.



For more information Randy +1 (334) 549-2164



PIT SIGNALS CLASSIFIED



Lola T-440 HU92 \$15,000

Complete car with Britain West motor. With spare chassis and two sets of body panels, various suspension pieces, and three sets of wheels. This is a great way to get into Historic racing with VARAC at relatively low cost with a supportive and growing Formula Classic class. Car located in Waterford, Ontario.

Please Contact: Mike McGregor 519-759-8097 jo.mike@rogers.com



PIT SIGNALS CLASSIFIED



1989 Porsche 944 2.7 \$19,100

Immaculate car, 100% original, you know my standards. Only 125,000 km. All services up-to-date, needs absolutely nothing. Was my summer daily driver. I bought a mediocre S2 model which I will make perfect over the winter, so this one has to go at an end-of-season price of \$19,100 with the Fuchs wheels, (original telephone dial wheels included in sale).

For more info, contact Stefan at
(416) 527-2211 or skfwiesen@gmail.com



PIT SIGNALS
CLASSIFIED



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.



PRICE
REDUCED!

\$9000.00 CDN. OBO

FOR SALE

Call or text Doug Switzer, Cell: (416) 885-7949

1970 Lotus Elan Roadster

Right Hand Drive Parts for Sale!

I have a long list of Elan road car parts for sale that were removed when the car was converted to a race car. Some engine/drivetrain, body parts, windows etc. To get a list and photos as required, contact

Ted Dobbie at tedatmhp@hotmail.com

ALSO! Looking to buy a Lotus Elan TwinCam Stromberg head with good valve seats and exhaust and intake valve guides. Need the cam caps with the head.



PIT SIGNALS CLASSIFIED



1973 Porsche 914
\$3,500

Or best offer!

Twin Webbers, 2L engine.

It's a fixer upper! Don't
delay, call today!

Traci Christensen [905-329-2597](tel:905-329-2597) tracichristensen@yahoo.ca



1970 Hawke DL2A Formula Ford \$30,000 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





Mallock Mk 8b 1970



Restored with a fresh period Ford Pre Crossflow, all steel/forged internals, New JE pistons, 145 BHP, SCCR Quaife internal synchro gearbox, stronger Ford rear end with disc brakes, 8/10's with wets, choice of similar CX2 wheels or modular wheels for slicks. New Odyssey battery with boost battery plug. This ex-Richard Fry car has the low drag nose with the laid down alloy radiator and the extended "Chevron" like rear wings. Plumbed in fire system just serviced, belts are out of date. Car is located in UK. The Canadian dollar is favourable vs pound sterling and I'm happy to take it to the docks and load it. Would consider interesting part exchange.

£17,500 or \$27,163 Cdn.

Robert Yarwood. yarwoodeng@btinternet.com

More pictures here:

<https://racecarsdirect.com/Advert/Details/131189/mallock-mk-8b-1970>



PIT SIGNALS CLASSIFIED



1961 Nash Metropolitan. \$25,000

Immaculate condition!
Vintage plates included.
Contact Colleen or Ivan
Samila.
905-640-4085 or
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)

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 robcvmcrae@hotmail.com.



1972 Full Race MGB GT \$19,000 Includes 16 foot tandem trailer!

Back in 1995 this car started as a street car restoration project but turned out to be a Vintage racer. After 26 years of racing this trouble free car with no DNF's I have to sell it. Car has a full cage per CASC, VARAC, VSCCA, etc. Car meets full criteria to race in the U.S. and Canada. Engine is a 1840c.c. Big valve cylinder head by (Classic Motor Works Manitoba) 12.5:1 compression ratio, Cosworth flat top racing pistons, Carrillo rods, Nitrated balanced crankshaft, Kent variable timing gear, H.D. Oil pump, Kent 718SP camshaft, Kent super duty cam followers, Kent high ratio roller rockers, ARP performance fasteners, Weber 45 DCOE carb, Manifold exhaust manifold, Pertronix ignition system, 16 row oil cooler, electric fan, Canton accusump. Close-ratio gear box, Fidenza aluminum flywheel, Borg-Beck competition clutch, rear Banjo axle with Quaife (3 different diff. Ratios) front 1" sway bar, competition front shocks, Spax rear adjustable tube shocks, rear panard rod, Target front competition coil springs, ATL fuel cell 2017, OMP on board fire system, OMP racing seat. Set of brand new Falken RT-660 tires purchased this year 1 Race old, on Miniator wheels. Price includes spares. Optional 1 complete stock engine could be negotiated.

Price includes 16 foot tandem trailer, with equipment box, winch, electric brakes, spent \$2,000.00 last year for new brakes, bearings, wiring, hubs, etc. For more details please contact me. Dan Di Cesar. Cell/text 514-754-2643 e-mail cesarracingteam@gmail.com



PIT SIGNALS CLASSIFIED



Kastner Tribute Triumph GT6

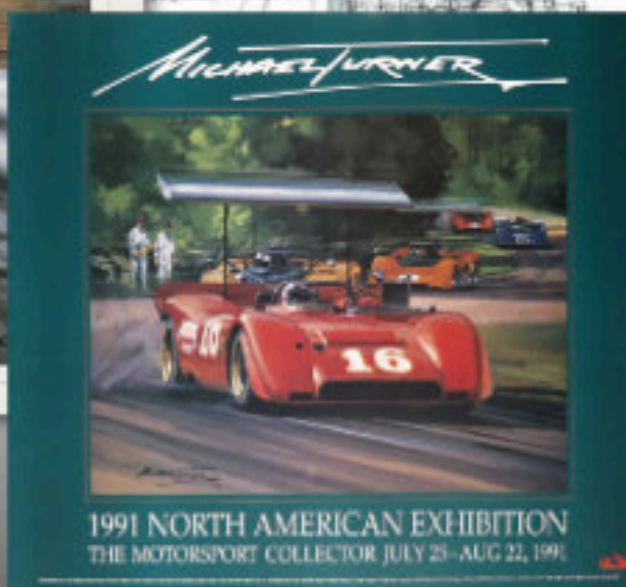
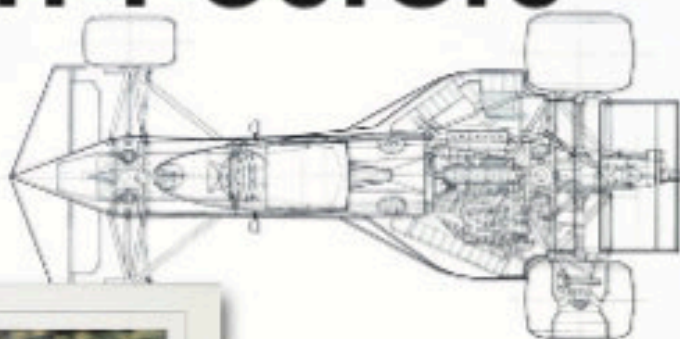
This is a very reliable well sorted car. 1972 Triumph GT6 MK3 Signed and approved by Kas himself. Has an Ontario Registration / SCCA # and CASC tag. Modified 2L inline 6, car has many, many upgrades. Build sheet is available via email.

\$20,000.00 Cdn

Please contact Andrew MacLaurin 613 293 6590

Email amaclaurin123@gmail.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>

GLADIATOR
ROAD RACING





PIT SIGNALS CLASSIFIED



COMING SOON FROM VELO STAK...

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.**

christopher@custompolycast.com

519-949-7889



PIT SIGNALS CLASSIFIED



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
 John Hawkes 416 890 3992
Johnhawkes@rogers.com

PDRWORX

PAINTLESS DENT REPAIR

KAWARTHAS
&
DURHAM

SHANE FIGUEIRA
905-432-4466
FREE ESTIMATES



HAIL DAMAGE

MINOR DENTS

DOOR DINGS