



3124 GRAHAM AVENUE – WINDBER, PA 15963
WWW.MARHEFKAMOTORSPORTS.COM
814/659-6895

FOR SALE

1990 International Toterhome With 2004 United Specialties Conversion

If you've been debating getting a Toterhome to tow your Racecar & Trailer stop procrastinating – this is what you need. *We were apprehensive about buying something like this, but now, we don't know how we've raced without it!*

We are selling this to upgrade. Now that we've used it, we want even more! This Toter has performed flawlessly ever since we bought it back in 2015. It is the perfect entry level Toter, as it doesn't have a long wheelbase, making it easy to maneuver, and you DO NOT NEED A CDL TO DRIVE IT! It is only rated at 25,000 pounds, which is 1,000 pounds under the CDL limit (anything 26,001 and more requires a CDL). If you are legal to tow your trailer with your truck, you are legal to switch out your truck for this. It has both a gooseneck and standard bumper 2" receiver hitch. We used it for the first number of years to tow a standard 28' Haulmark tag trailer, then upgraded to a 40' Gooseneck.

The truck has 386,208 miles on it, which is a lot for a pickup truck, but not many at all for a "big rig". It is powered by a DT466 Turbo Diesel, which is the most common truck motor on the highway and one that ANY diesel mechanic can work on. It is also, "pre-electronics" so you don't have to worry about a computer going out and stranding you or needed someone with a computer degree to work on it. And when you are towing somewhere, you can go approximately 7-Hours without filling up! So if the track is 3-1/2 hours away, you can make it there and back on one tank. The tranny is a fully synchro'ed 6-speed, so it drives and shifts just like a car. Additionally, the Toter has a PA Inspection Sticker that is good thru all of this upcoming race season, as it doesn't expire until December 2024.

Below are some additional details:

United Specialties Conversion	Large Freshwater Tank
Built In 2004 – 12' Long Box	Black & Gray Water Tanks
Large Sleeper Bunk	12-Volt Water Pump
Foldout Sleeper Couch	Water Heater
Dinette That Converts To A Bed	Air Conditioner W/ Heating Element
Sink & Toilet In The Bathroom	New Tires Installed Just 9,846 Miles Ago
Kitchen Area (Microwave, Sink, Fridge)	Well Lit Interior
Plenty Of Closet Space	New LED Headlights & Fog Lites
Flatscreen TV & DVD Player	Power Steering
Aftermarket Leather Air Ride Captains Drivers Seat In Cab	Air Ride Suspension

Asking Price: \$44,500

This thing is clean inside and out – ready to hook your trailer to it and head to the next race!

Some additional notes: We had a generator in the trailer and purchased a used compartment mounted 7kw Onan Generator for it, however, never got it hooked up. It is included in the price.

The Cab has an aftermarket A/C unit that needs some TLC to get it working again. If you've got a mechanic who knows his way around automotive A/C units, you'll be in good shape.

There is a "shore power" connection for the truck to power up everything inside the body.

The motor was rebuilt and new clutch installed when the toterhome body was installed at just over 300,000 miles.















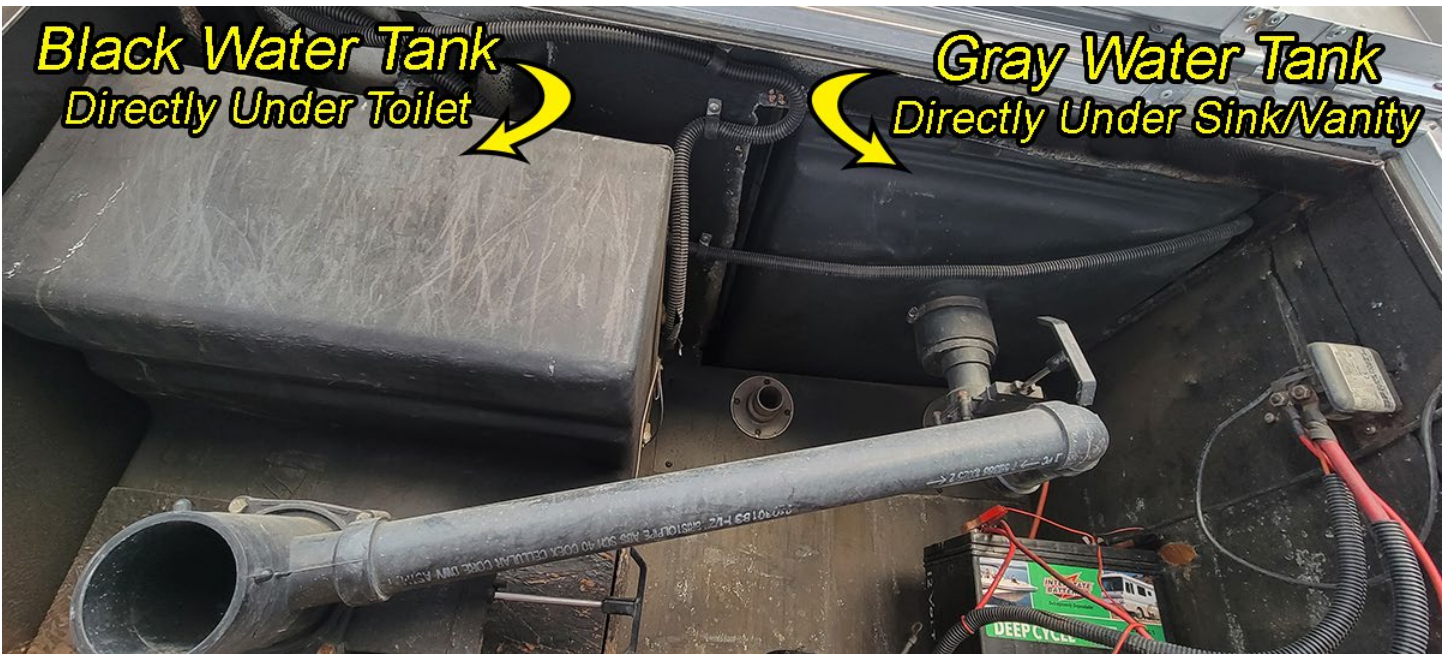




It appears that the bathroom was layed out and plumbed for a shower, but had a vanity and sink installed instead.

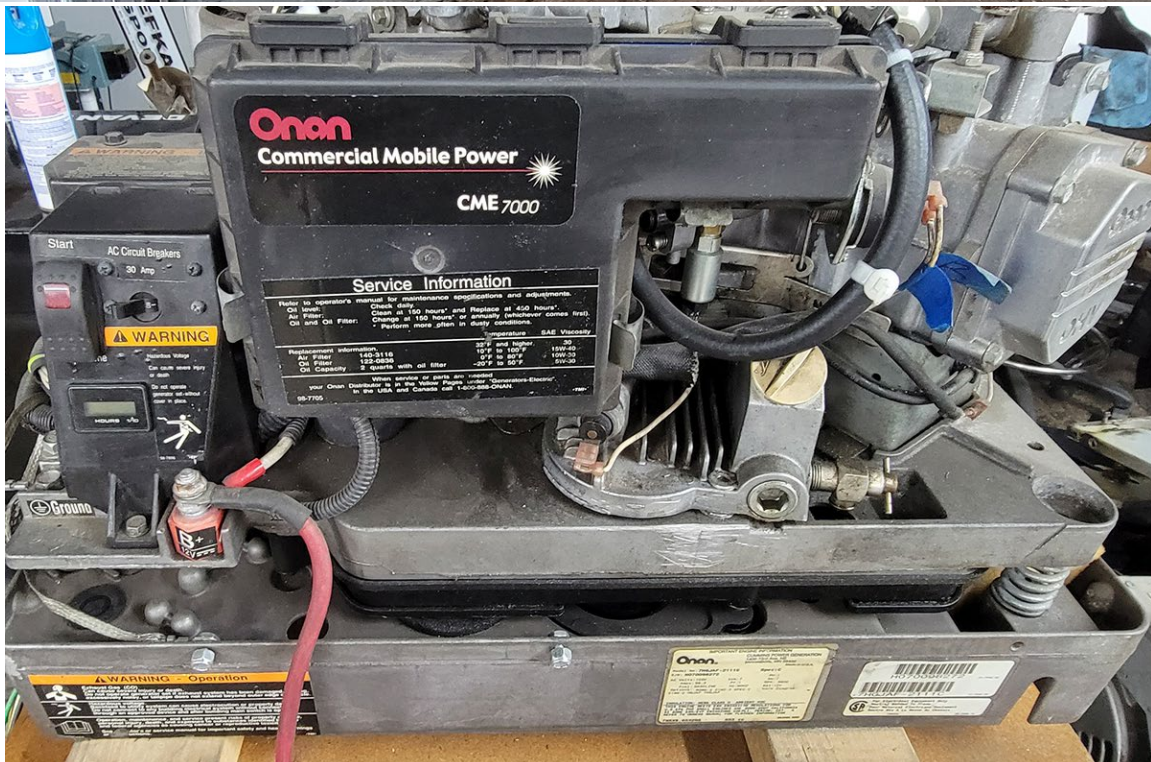
As you will see in the next pic, the Gray Water Tank is rather large, located directly under the sink, and is about the size of a shower base.

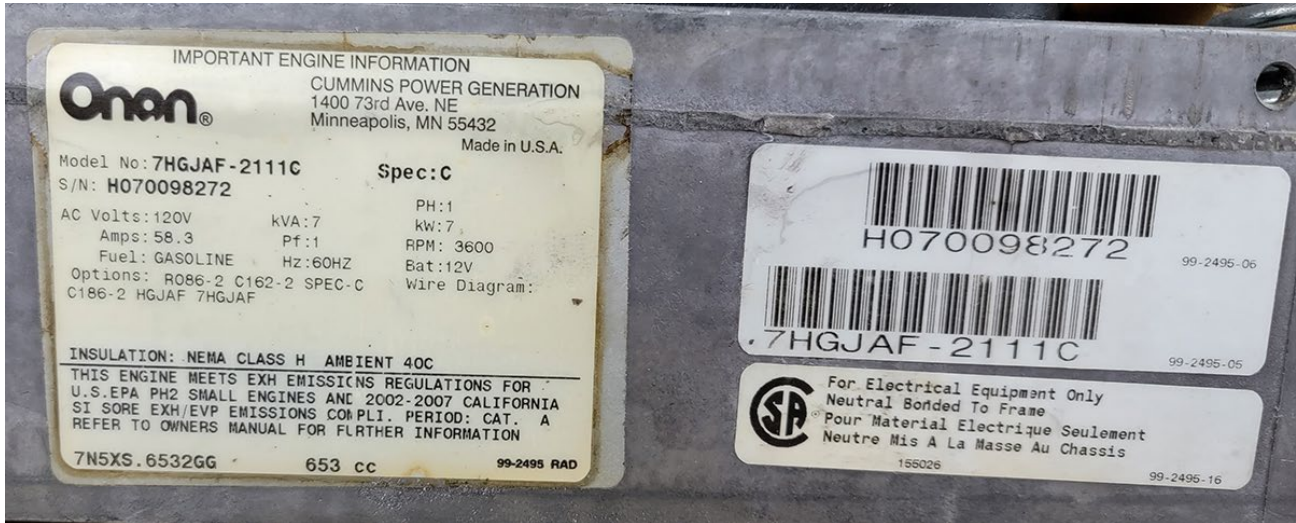
The guy we bought it off of, that had the conversion put on, said his Wife wanted the sink & vanity, so they didn't put the shower in, however, it still has the 110v Hot Water Tank installed under the dinette, along with the 12v Water Pump.



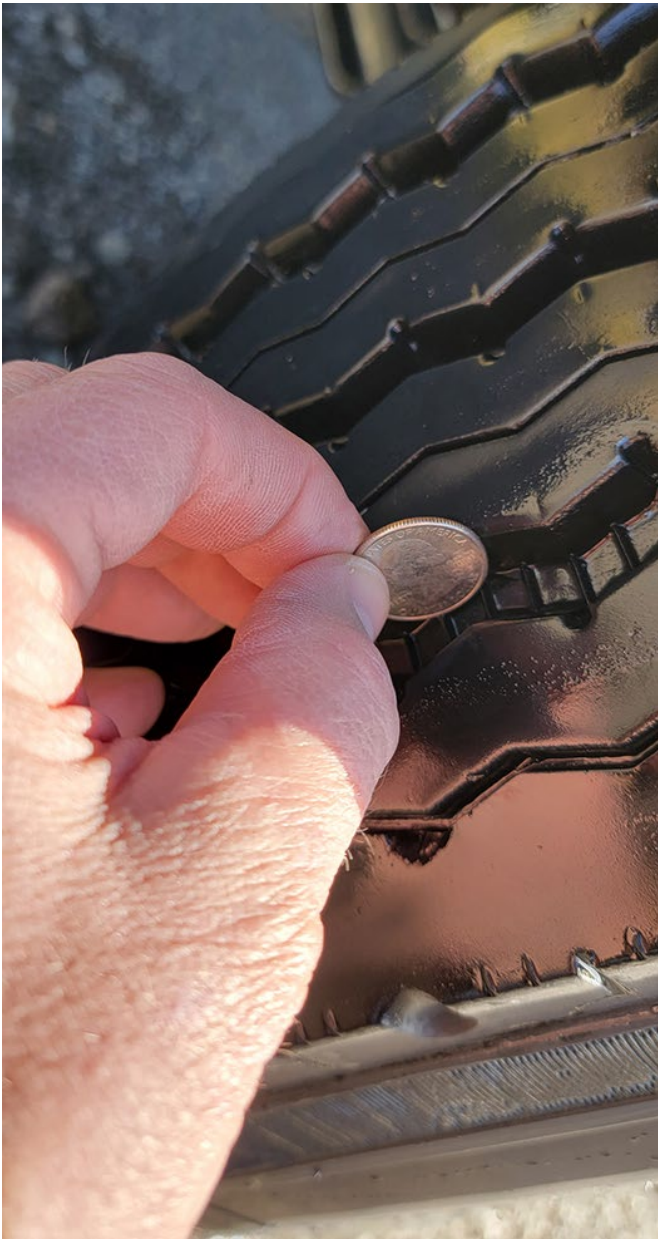


Generator Compartment
Power Hookup
Wired In











COMMONWEALTH OF PENNSYLVANIA

CERTIFICATE OF TITLE FOR A VEHICLE

253

150933427030731-001

1HTSDTVN6LH212641

VEHICLE IDENTIFICATION NUMBER

1990

YEAR

INTERNATIONAL

MAKE OF VEHICLE

TITLE NUMBER

MTRH

BODY TYPE

0

DUP

SEAT CAP

NJ

PRIOR TITLE STATE

4/03/15

ODOM. PROCD. DATE

EXEMPT

ODOM. MILES

4

ODOM. STATUS

8/01/06

DATE PA TITLED

4/03/15

DATE OF ISSUE

17,680

UNLADEN WEIGHT

25,000

GVWR

GCWR

TITLE BRANDS

ODOMETER DISCLOSURE EXEMPT BY FEDERAL LAW

REGISTERED OWNER(S)

ROBERT J MARHEFKA JR

Department of Transportation

ODOMETER STATUS

- 0 = ACTUAL MILEAGE
- 1 = MILEAGE EXCEEDS THE MECHANICAL LIMITS
- 2 = NOT THE ACTUAL MILEAGE
- 3 = NOT THE ACTUAL MILEAGE-ODOMETER TAMPERING VERIFIED
- 4 = EXEMPT FROM ODOMETER DISCLOSURE

TITLE BRANDS

- A = ANTIQUE VEHICLE
- C = CLASSIC VEHICLE
- D = COLLECTIBLE VEHICLE
- F = OUT OF COUNTRY
- G = ORIGINALLY MFGD. FOR NON-U.S. DISTRIBUTION
- H = AGRICULTURAL VEHICLE
- L = LOGGING VEHICLE
- P = IS/WAS A POLICE VEHICLE
- R = RECONSTRUCTED
- S = STREET ROD
- T = RECOVERED THEFT VEHICLE
- V = VEHICLE CONTAINS REISSUED VIN
- W = FLOOD VEHICLE
- X = IS/WAS A TAXI

FIRST LIEN FAVOR OF:

SECOND LIEN FAVOR OF:

FIRST LIEN RELEASED

DATE

BY

AUTHORIZED REPRESENTATIVE

MAILING ADDRESS

ROBERT J MARHEFKA JR

SECOND LIEN RELEASED

DATE

BY

AUTHORIZED REPRESENTATIVE



pennsylvania
DEPARTMENT OF TRANSPORTATION

DEPT DOCUMENT WITHOUT VERIFYING THE PRESENCE OF THE LIBERTY BELL WATERMARK



You won't be disappointed. This rig drives so much better than a pickup truck towing a trailer. And when you get to the track, you have a nice place to relax, get out of the heat (*or rain*), grab a bite to eat, get dressed and **use your own bathroom** – the Wife will love the last part.

A pickup truck is made to haul some 2x4's, drywall, sand, mulch & gravel --- not fully loaded racecar trailers. In most cases, the trailer, with the racecar in it, out weighs the truck, which means the trailer pushes the truck around and you constantly have to fight it when going around a corner, down a hill, when hit with a gust of wind, or when being passed by an 18-wheeler.

Most trailers are rated for 10,000 lbs, because that's what they're designed to haul and end up weighing. The 28' Haulmark (*top pic*) when disconnected from the truck, sitting on a truck scale, fully loaded on the way home from a race, weighed 11,460 pounds – way more than the weight of any pickup truck or dually that are only in the 7,000 to 8,000 pound range.

At an empty weight of 17,680 pounds, this rig far out weighs the trailer. Therefore the trailer goes where you tell it, not the other way around. Any of the crew guys who ever got behind the wheel couldn't believe just how easy it was to drive. Unlike pickup trucks that sway back and forth, keeping your anxiety level high to & from the track, this thing just goes where you point the front end --- **with ZERO swaying!**

And again – because it is rated at 25,000 pounds, you don't need a CDL to drive it. Your Wife could get behind the wheel with her standard Class "C" License, that everyone who drives on the road, has in their wallet.

Any Questions: **Call Rob Marhefka @ 814/659-6895**