

October 2019



The Aficionado

The official newsletter of the Winnipeg Sports Car Club

Photo provided by Corey Dyck



WSCC Autoslalom at SCCA Nationals

Awards Banquet
October 26, 2019
Details inside

Annual General Meeting
November 21, 2019
Details inside

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Club Information

The Winnipeg Sports Car Club is a non-profit corporation and at 67 years old is Canada's oldest continuously operating sports car club. Since 1952 the WSCC has organized motorsport events in and around Winnipeg and since the 1970's primarily at the Gimli Motorsports Park.

These motorsports events are sanctioned by the Western Canada Motorsport Association in affiliation with ASN Canada FIA and include road racing, time attack, autoslalom, track days, high performance driving education (HPDE) race schools as well as ice racing in the winter.

Winnipeg Sports Car Club website: <http://www.wsccl.mb.ca>

Winnipeg Sports Car Club forums: <http://forums.wsccl.mb.ca>

Mailing Address: WSCC Box 672, Winnipeg, MB, Canada R3C 2K3

facebook: <https://www.facebook.com/WinnipegSportsCarClub>

Twitter: [https://twitter.com/search?q=Winnipeg Sports Car Club&src=typd](https://twitter.com/search?q=Winnipeg+Sports+Car+Club&src=typd)

LinkedIn: <https://ca.linkedin.com/company/winnipeg-sports-car-club>

Western Canada Motorsport Association: <http://www.wcma.ca/new/>

ASN Canada FIA: <http://www.asncanada.com/>

The Aficionado newsletter is prepared by the Winnipeg Sports Car Club.

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Welcome

This edition of The Aficionado contains articles from directors and members and collects together information from our club forums. Thank you to everyone that contributes to and maintains the forums. Check them regularly for the most up-to-date information on club activities: <http://forums.wsccl.mb.ca>.

Our 2019 competitions are now complete and CONGRATULATIONS to all the competitors. Club members and guests are all invited to attend the awards banquet later this month to find out who won the championships.

THANK YOU to all the volunteers that spent their time running the club and our events this year. Please say thank you to them in person at the awards banquet and buy them a drink.

Also, THANK YOU to the sponsors that provided funding to help us put on our events. Please support the sponsors you see in the newsletter, on our website and at our events.

Please distribute this newsletter to anyone that is interested in joining, competing or volunteering with the Winnipeg Sports Car Club.

Club Sponsors

Thank you to all the organizations that sponsored the club in 2018, your support was very much appreciated!

In 2019 if you would like your organization to have direct access to hundreds of sport car enthusiasts by sponsoring the Winnipeg Sports Car Club then please contact:

publicity@wsccl.mb.ca

- \$ 250 - Website business cards ads
- \$ 250 - Booth display at an event
- \$ 600 - Title name on T-Shirts (per discipline)
- \$ 800 - Weekend Event/Banquet naming rights
- \$1,500 - Title Sponsor/Large signage
- \$2,000 - Racing Series Title Sponsor

Club Memberships

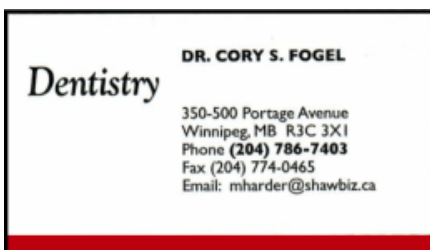
For membership applications and renewals, the following link will take you to the 2019 WSCC membership page at MotorsportReg.

This is the same website used by the majority of the clubs in our region for memberships and event registrations:

www.motorsportreg.com/events/wsccl-annual-membership-2019-winnipeg-sports-car-club-617935

If you have any questions regarding your membership, please email:

membership@wsccl.mb.ca



...TRY A DIFFERENT APPROACH

Race Track Workers Wanted

Get as close as possible to the racing action and volunteer as a track worker. Positions can include corner worker, starter, grid, gate, timing and scoring and many more.

If you have no experience, no problem, we will train you and usually pair you up with an experienced worker.

To volunteer at any of our winter or summer events check the club forums for the schedule and simply arrive in time to attend the workers meeting.

You can also pre-register on www.motorsportreg.com (search for WSCC events).



Photo provided by Ken Hilash

2019 Can-Am Cup Challenge

In 2019 the WSCC Vintage Committee worked with the Vintage Sports Car Racing group (www.vscr.org) to establish an annual Can-Am Cup Challenge for open and closed wheel vintage race cars.

The first leg of the Challenge was held on the July 6, 2019 Mid-Summer Classic race weekend at the Brainerd International Raceway in Minnesota. After this weekend the Americans were leading with 100 to 84 points (based on the expected entries).

Then, the second leg was held on the August 16, 2019 Classic Motor Works Vintage race weekend at the Gimli Motorsports Park in Manitoba. The Americans won, they were so confident they never even brought the trophy to Gimli!



Annual Awards Banquet

All club members and guests are invited to attend the awards banquet to see who won this year's championships.

When:

Saturday, October 26, 2019, 6:00pm

Location:

Clarion Hotel, 1445 Portage Ave., Winnipeg, MB

Cost:

The price is still \$40 (\$20 for kids meal up to 12)
Payment will be cash at the door

The following is the Motorsportreg.com link for the 2019 WSCC Banquet Attendance. As last year, this is for reservations only to give us an idea of how many will be attending.

<https://www.motorsportreg.com/index.cfm/event/event.dashboard/uidEvent/455C218B-9811-91DF-13B3861B14C89158/uidMember/4B15D3CF-945E-4A1C-2433292AF97B99DE>



Annual General Meeting

The Winnipeg Sports Car Club invites all club members to attend the 2019 Annual General Meeting and election of Directors and Officers. Come and vote for the club executive or find out more and volunteer to be on the club executive!

When:

Thursday, November 21, 2019

6:00pm - Come and join us for dinner. Take food from the Aaltos buffet or order from the server in the meeting room.

7:00pm - The annual general meeting will start at 7:00pm.

Location:

Canad Inns, 826 Regent Avenue @ Plessis (not the casino) in the Annex room that is off the Aaltos restaurant

Cost:

No charge and a \$10 gift card is available for each member towards your dinner or drinks

Please plan on attending to ensure we have a quorum to conduct the annual club business and elect the 2020 executive.



SEPTEMBER FORMULA SHOWDOWN

Sanctioned by WCMA and affiliated with ASN Canada FIA inc.

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Friday - Test & Tune

Saturday & Sunday - Racing

Register at wsccracing.com



#wsccracing

Australian Pursuit Saturday

\$250 discount for ALL out-of-province formula cars

Double points for all participating formula cars



Road Race, Time Attack, Hot Laps September Formula Showdown Weekend



Photos provided by Mat Lévillé



SCCA Nationals Experience

By Corey Dyck, Autoslalom Director

So, you've fallen in love with autocross. Good people, fast cars, a highly-competitive event with low pressure, lower costs, and lower risk for a car that's likely your prized daily driver. Yes, we have all that and more with the Winnipeg Sports Car Club; but have you ever wondered what else is out there in the autocross world?

What would the perfect autocross look like? How about a pad of concrete, roughly 2000 x 560 meters (6560 x 840 ft)? Sounds like a pretty good start, doesn't it? Now add in around 1300 competitors from all over North America, making it the world's largest amateur motorsports event. Car shows are neat and all, but every car here is going to be flogged around the track in the coming days. To me, these cars have a singular purpose to them that makes them infinitely more interesting than 99% of cars in a show.

Then, add in two completely different courses located on the South end of that ludicrously large chunk of concrete. You get three passes on each course, with your best time from each being added together to give you a combined score. You can walk/run each course as much as you want (or as much as your feet can take!) in advance, but no wheeled vehicles until it's your first official run. Given the number of passes these courses will see over the week, the various classes are broken up into Tue/Wed and Thu/Fri groups. You drive one course on day one, then the second on day two. Half of each group drives the East course first, half drives West first. Cars are sent from the starting line about every 20 seconds from 8:30 AM until about 5:30 PM. This is a precision operation, just like the driving. The racing is so close that you almost need a smart phone connected to the live results to figure out who's winning, though an overly-excited announcer is a good hint that there's been a shake-up in the results.

Where is this?

It's the SCCA Solo Nationals, located on a former WW II US Air Force bomber parking lot located in Lincoln, Nebraska. You can still see the recessed tie-down anchors positioned all around. A short 10-hour drive almost straight South from Winnipeg. It almost feels like cheating for Winnipeggers when you hear of people that live in the US taking 20+ hours to get there.

The Cars/Classes:

From economy cars that barely made it there to purpose-built race cars, there's something for everyone. My favorites to watch:

E Street - Miatas and MR2s from the early 90's with very few modifications on 200-treadwear street tires – the cheapest way to go surprisingly fast.

SSR - Corvettes and Porsches on Hoosier R-compound tires. Heavy, powerful cars driven with the precision of a surgeon's scalpel.

C Prepared - you might see a bald eagle saluting the oversized American flag with a single tear rolling down its cheek as these high-strung American cars make all the V8

noises, leaving hilariously-wide black streaks on the pavement as they roar around - when they're not being pushed/dragged off the course in various states of unplanned disassembly.

CSP - Miatas with the later 1.8L VVT engine swaps and 285 Hoosiers. Why brake when you can just turn?

SSC (Solo Sports Coupe) - a gaggle of Scion FRS, Toyota 86, and Subaru BRZ cars with a small and specified set of mods and a spec tire. Close racing!

A Mod - tube frames with wings and turbo snowmobile engines with CVT transmissions. They don't even bother with bodywork around the driver as it's too heavy, so you see this person rocketing around the course strapped to an undertray with side skirts. Add in a Tinkertoy-set of a roll cage around them, with a 4-plane wing at their feet and another 4 or 5-plane wing above the engine that's somehow bolted to their back, all sitting on four steamroller-sized slicks. These cars seemingly violate physics when they're on track. Hey congrats, you put down a 65-second run and it felt really fast! Then one of these things puts down a 52-second pass on the same course, with odd dragging plastic/aluminum side skirt noises and a screaming 2-stroke engine. Simply astonishing. I don't understand it, and I LIKE it. These cars are literally the measuring stick against which all others are compared, with PAX score of 1.0.



Photos provided by Corey Dyck



The Courses:

There's room for almost anything the course designer can imagine. They must stay within the Solo rule set, ensuring peak speeds resemble highway speeds for the fastest street-legal cars. If you've ever taken an autocross school, you've heard of the importance of looking ahead. Here, sometimes you are looking 90-degrees to your current heading to find that next element you're trying to line up. Oh, and you're doing this while threshold braking into a high-G corner on that grippy concrete. Glorious. My hands were shaking so bad from adrenaline after my first run that I couldn't unstrap my helmet.

The Surface:

Lincoln concrete is renowned for its grip. The oddest part is that rubber doesn't stick to it, so the racing line doesn't get 'rubbered-in' like every other racing surface you've seen. Instead, it gets cleaned. Any slides that leave tire marks are practically vacuumed up by the following cars' tires. You end up with a clean grey racing line with black debris

dust and chunks (clag) outside it. Between some of the concrete joints is a tar-like seam sealer. Mix that with the fine tire shavings and you have a compound that's lovingly referred to as OPR (Other People's Rubber) that builds up on your tires if you slide wide in a corner. These black snakes stick to hot tires like crazy but ironically don't have much grip on the concrete, so oscillating scraper multi-tools are a common sight/sound between runs as people shave these OPR chunks off their tires for their next run.



Photo provided by Corey Dyck

The Event Management:

Everyone is there to have fun. Seeing friends (old and new) is fun. Winning trophies is fun. Moving from 25th to 23rd in class of similar cars on your final run is fun. But this event is a serious kind of fun given the tight schedule and the need for everyone to get an equal chance at the course. Pay attention, ask lots of questions about what you need to do as a worker, and help ensure everyone has as much fun during their chance to drive as you do. I learn something about how to run events every time I go. This is big-time solo racing!

The Evening Non-Racing Events:

Four-square tournament. Yes, these are grown adults playing a schoolyard game. How about a Big Wheel Pro-Solo competition? Yes, head-to-head autocross racing on mirrored course with plastic tricycles. The Talent & Tacos competition. Blenderblaster - when an electric blender doesn't make strong enough drinks for you - add internal combustion. Numerous BBQs. Beer exchange. The list goes on and on. I get the feeling some people don't go to Lincoln for the car racing.

Photos provided by Corey Dyck



The Weather:

Come equipped for +35°C heat, 100% humidity, 0°C cold, sideways rain, 5" deep rivers, hail, lightning, tornadoes, etc. and you're almost ready. You never know what you'll get. I haven't seen snow accumulate during Nationals ... yet.

The People:

What kind of person drives 20 hours in a stiff/sporty car, or tows a race car, to drive for three laps around two courses each? Someone who appreciates competition, cars, and the event as much as you. The racing is tight; the personal bonds formed are tighter. You can be chatting with someone only to find out that they're a multi-time National champion. Guess what? They're still running to pick up cones knocked over by that guy you met from Texas! If a car breaks, hordes of people appear to help fix it. I witnessed a carb rebuild next to me between runs last year, and an F Mod (F500) car tipped up on its side by a group to make an underbody repair this year. If it's unrepairable, co-drive offers show up in droves. These are some of the best examples of car people in the world (of course, we have the same kind of people in the WSCC, which is why you're getting this newsletter).

The SCCA Solo Nationals happen early in September every year. Registration opens in June and usually fills up within a week, but cancellations mean that everyone always makes it in. If any of the above sounds interesting, you owe it to yourself to make the pilgrimage to the autocross mecca in Nebraska. I'll see you there!



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 [speedfactorracing](https://www.facebook.com/speedfactorracing)

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HPDE: A Year in Review

By Darin Wach, HPDE Director

2019 consisted of three events that included the spring High Performance Driving Education (HPDE) and Race School that's held each May; the first-annual winter HPDE and Race School, and a smaller, private event for Birchwood BMW.

High Performance Driving Education and Race School:

Our annual HPDE and Race School was sold out once again that included 42 students piloting their street machines around Gimli Motorsports Park (GMP). Their entry included an evening of classroom theory and an exhausting two-day, track session with one-on-one instruction!

With only a handful of those entries being repeat customers for 2019, we have introduced road course racing to at least 35 new students this season.

Of the 42 students, 10 have become regular participants in Road Racing competition events. Two of which became full-season road racers! If this trend continues, we can see consistent full grids in our future!

Winter High Performance Driving Education and Race School

Similar to our spring HPDE, students can sign up to push their winter driving skills to the limit...and sometimes beyond! Sliding their way around a course of cones over a clear sheet of ice, students learned to control their vehicles in extreme situations while experimenting with weight transfer, proper tire setup, and the Scandinavian flick!

The first winter HPDE started out small with only six entries and wasn't without hiccups, but all the students left with big smiles on their faces, a better sense of winter car control, and enthusiasm to partake in future open lapping events on ice!

Birchwood BMW Customer Track Days:

Birchwood BMW retained Winnipeg Sports Car Club to provide a safe environment for their valued customers to stretch the legs of their highly capable BMW M-Series machines.

This closed, private event was held over two days and saw over 20 customers bring their cars out and work through exercises at GMP. This event has been evolving over the last four years and we continue to look forward to working with Birchwood BMW in 2020 and beyond.

Photos provided by Darin Wach



WINNIPEG SPORTS CAR CLUB'S FIRE ON ICE RACING SERIES

CLICK HERE TO LEARN MORE!



2020 Ice Racing

By Stephen Leiding, Ice Race Director

Attention drivers and race fans, with summer racing complete for another year, days getting shorter and nights colder. Soon we'll hear the crackle of ice forming on the lakes and ponds. It's time to think about 2020 Ice Racing Season.

So... you want to race on ICE?

Excellent, what a fantastic way to improve your winter driving skills and have a ton of fun at the same time. Let's get you started, as there's a lot to cover...

The WSCC runs five events per season beginning in January, ending early March, with events every two weeks. Typically venues are five different locations, giving drivers and fans an opportunity to experience a variety of configurations. Each is different, and that's part of the challenge. Race days are Sunday with open lapping and testing scheduled for Saturdays most weekends. For open lapping, you do not necessarily need a racecar, lapping is a non timed event, with no wheel to wheel racing. Many of us started with our streetcar, a helmet and a good set of winter tires.

There are two separate race classes. Rubber To Ice (RTI) and Studded. RTI uses the same winter tires that you would purchase for your road car. Drivers have the option of "tractionizing" the tread surface to increase grip. This involves cutting extra sipes in the rubber to create traction edges that grip the ice surface, much like tiny rubber fingers. Studded class uses a European "spec" rally tire with an aggressive stud pattern, larger and more numerous studs than a typical studded street tire, combined with large tread blocks. Studded cars have an impressive amount of grip, resulting in equally impressive speeds for a car maneuvering on ice.

Best to start planning early, gathering everything you need. Memberships for 2020 are normally available in November. To compete in wheel to wheel racing, you will need the following:

- A realistic budget
- WSCC Membership www.motorsportreg.com
- WCMA Ice Race License

www.wcma.ca/new/racing/competition-licenses

- Race Car
- Required safety gear
- HPDE, winter race school. One evening classroom (typically late November), one day on ice track (January).
 - Car Control
 - Cornering
 - Basic Car Prep
 - Appropriate Driver Gear
 - Flags and Related Visual Aids

Seems simple right? Well it is, but how about we have a closer look...

If you haven't already, come check out an event. It's an excellent opportunity to see how the events are run, what kind of cars are on the track for each class and how they are built. You just might even score a ride! Or sign up as a volunteer marshal, it's the best view, you'll be trackside, part of the action and make a bunch of friends.

Now that you have decided that you want to give this a go and get your own set of wheels, you'll have to decide what wheels you want and which class to run in. Some items to consider:

- Does your budget fit the class and ideal car choice?
- Is there a car already built and for sale by another racer that fits your taste and budget?

Often a more cost effective option, saving time and money is to purchase a used race car. Typically there are several options for sale locally. Check the for sale section of the WSCC forum for the latest list, our ask the membership. Perhaps share a car with another racer. Many of us have a partner to share

Winnipeg Sports Car Club

expenses, co-drive events or alternate weekends. It's also a great way to "try it out" for a year and rent a seat from another competitor.

- c. If you're building your own car do you have the means to do it correctly?
- d. Have you reviewed the pertinent regulations and documents?
 - i. Technical Regulations – WCMA
www.wcma.ca/new/racing/racing-forms
 - ii. Supplemental Regulations
forums.wscc.mb.ca
 - ii. Roll Cage Specifications – WCMA Tech Regs "Appendix A"

If you've answered all of those questions and have decided to move along with building your own, you'll need to find one to build. Since you've read the supplemental regulations, you'll know what type of car you need to find. Maybe it's in your own back yard! Or a buddies back yard! MPI auctions are also an excellent source of inexpensive blank canvases that tick the boxes of ice racing. Wherever you locate your ice race machine, make sure it's the cleanest, least rusty example that you can reasonably find.

Avoid biases when choosing your machine. Choose a car that fits: your budget, the class you intend on racing and a car you can physically live with as a race car. The car should also tick the three boxes of grassroots motorsports: cheap to buy, cheap to maintain and ease of locating parts!

Now that you have your wheels, there are a couple choices you will need to make...

- a) Do you dive with both feet into door to door competition? Or do you take advantage of the test and tune days on the Saturday prior to the race day?
- b) Do you build your car for Rubber? Studs? Or both?

"a)" is ultimately up to you. Practice makes perfect and utilizing the test and tune days to get a feel for the car and how it drives on ice prior to rushing door to door is always a good idea. You don't want to try a new move and end up facing into the headlights of another racer!

"b)" comes with a bit of restraint. Many new racers want to dive into the speed, grip and flare of studs but it takes less skill to master! Rubber is where we recommend that new racers start. It's easier on the car, it's easier on the pocketbook and definitely builds your skill level! If you intend to one day go to studs, then what mods you do to your car will change. For example, the differential in your transmission has 3 options: open, limited slip, or locked (welded or spool). For rubber, a limited slip or locked diff works well, where an open diff or limited slip works best for studs. Open or limited slip will work in both scenarios with obvious advantages over the other. A locked diff in studs eventually results in a tow due to either a broken trans or axles! Engine builds are much the same. Higher HP works for studs but makes rubber class driving a little more difficult. Find some middle ground to be able to do both classes. It would be a good idea to introduce yourself to the scrutineer for tech inspection to help you along with your build to make sure that it will meet the requirements before you weld or bolt something in and then you need to re-do it!

Ok...Now that you've built your car using the specs listed above; you've built or bought a cage, installed the correct tires, met the requirements of the supplemental regulations and generally have the approval of the scrutineer...now what?

...now it's time to drive!

Get out there and get that all important seat time! Practice, learn, practice, but most important, have fun!

See you on the Ice! - Thank you from your Ice Race Management Team



GMP Asphalt Resurfacing Project

In 2018 the Winnipeg Sports Car Club initiated a project to resurface the asphalt at the Gimli Motorsports Park road race track and completed the repair and resurfacing of corners one and three. In 2019 the feathering of the new asphalt was lengthened to ensure the transition from the old asphalt to the new asphalt is as smooth as possible. We also applied for but did not receive any government grants this year however this fall we are still planning to add concrete curbs to the apex and track out of the corners that have new asphalt. The amount donated by club members so far totals over \$27,000!

THANK YOU to the following people that have already donated!

- Jim Antosko, Winnipeg Truck Exhaust
- Al Marcoux, A.M. Service
- Andrew Cobb
- Randy Morash, Randy's Towing and Roadside Assistance
- Ken Hilash, Resultra Project Management Inc.
- Don Phillipow
- Wayne Schellekens
- Chris Boettcher
- Peter Loewen, Gould Manufacturing
- Johnny Armatas, Armatas Painting & Decorating
- Myles Kraut, Karma Development Corporation
- Murray Burkett
- Carlos Cordeiro
- Frank Mancini (member # 4)
- George Chapman (member # 25)
- Brian Wiebe
- Glenn Gould
- Paul Hepworth
- Richard Coyle
- Brooke & Ian Stecyk
- Dan Gagnon
- Garry Cummins
- Tom Dwyer
- Roland Hufgard
- Mike Demchenko
- Graham Hill
- Judy and Dino Calvert
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Donors will receive a framed certificate of appreciation suitable for displaying at home or work:

Donations to the Gimli Motorsports Park Asphalt Resurfacing Project can be made by cheque and mailed to:

**Winnipeg Sports Car Club
Box 672, Winnipeg, MB R3C 2K3**

Or give them to the club Treasurer, Chris Boettcher, at any of our events or meetings

Please make all cheques payable to "Winnipeg Sports Car Club"



Race Cars For Sale

1985 Toyota MR2

It's a sad fact that I have been dreading for years however this car deserves to be on the track and not stuck in the garage.
 1985 Toyota MR2 - 1.6L DOHC 4AGE
 Full vehicle log books
 Complete role cage
 Recaro racing seat
 Removable steering wheel
 Full coil over suspension w/camber plates
 Racing header, shorty exhaust w/Borla racing tip
 TRD Limited Slip Differential
 Racing Clutch & Pressure Plate
 Steel breaded brakelines
 lots of extras
 Vehicle will come with plenty of spares:
 3 sets of wheels (2 sets with used RA1s - always stored indoors)
 2 new RA1 tires
 .040 bored engine block
 .040 Wiseco pistons on rods
 engine internals
 transmission internals
 Miscellaneous other extras
 I raced this car at GMP from 2007 - 2011. Car was running in IT3 after the rule changes at that time.
[time.imageproxy.php?img=&key=527153877355f597](http://imageproxy.php?img=&key=527153877355f597) Since then the vehicle has been stored.
 Things that will need to be replaced/fixd to get back on the track:
 Updated belts
 Updated window mesh
 Manual transmission repair - Stuck in 3rd gear
 New Battery
 New Fluids
 Asking \$5,000 o.b.o.



1984 Reynard F 2000 Hayabusa swap

Still available I listed it last year...1984 chassis 1999 hayabusa engine all mounted aluminum box built off engine for chain drive.. drive set up built....just needs to be finished..Gord was my right hand man on this deal and I don't have it in me anymore to go through with it ... life changes... 1 306 561 8069 5k Kyle

1991 Honda Civic SI #55 Ice Racer

1991 Civic SI
 BC Shell D16A6 SOHC 1600CC
 Fully Caged Bottom end rebuilt two years ago
 Fresh Head Midway through Season 2019
 Stage 3 Clutch Lightened Flywheel
 Carbon Syncros
 Quaife LSD not included
 This car handles EXTREMELY WELL!!
 Car has been extremely competitive and in the championship hunt since day one.
 2019 Studded Championship Car with A. Marcoux behind the wheel.
 Many spares, seat and Black Rocket Tires negotiable.
 Asking \$4500 depending how you want it.



Formula Vee For Sale

1975 Lynx B Caracal. Ex championship car from Gimli track. Originally from the US. Many spare parts and info to get started. May need trans work. A bargain at \$4500.00 Call 204-291-4056

Mazda 323 Ice Racer

Mazda 323 ice racer current sfi belts, legal roll cage , black rockets , rpm chip adjuster, efi fuel curve adjustment , all new front end equipment 2 seasons ago , awesome sold starter car ready to race in Wpg beach or gimli Price lowered \$2000 with non studded or \$2500 with black rockets.



Ice Racer For Sale

01 Ford Focus

Complete, running Zetec Twin Cam, 2 litre, 5 Speed Has being raced on both dirt and ice 2 parts cars included roll cage not up to current specs Call or text Tim at 204 782 4710



Focus For Sale

2001 Ford Focus 2.0 Zetec. Was raced at RRCS. Amazing build quality, ultra safe cage, all new parts, tons of spares. 2015 build. 2016 Championship car. Will discuss details with buyer. Turn key. \$3000 to \$4000 depending on how you want it. Sean @ 1-204-four six one-3946



Ice Racer - 1991 Suzuki Swift GT - Parts or Fix

The swift is up for sale. Many of you know the car, and many of you were in Gimli yesterday to witness me put a rod through the block - what a way to go! 1991 Suzuki Swift 1.3L DOHC GT Engine - was torn down and rebuilt by Bill Langner a few years ago Bottom end is blown - I threw a rod and theres a hole in the block. Head is still in excellent shape, engine ran very well prior to blowing New spark plugs, new cap/rotor/plug wires. MAF cleaned, has cone filter adapter, brand new K&N cone filter GT 5-speed transmission - newly rebuilt by Asperline Transmission (over \$750 last fall) - new synchros, gears, etc. Only has 4 race days on it, and is in excellent shape Tons of other new parts: New front CV axles New front and rear brakes (calipers, pads, lines, etc.) New e-brake cables Newer battery New Oxygen Sensor New PCV Valve New HPDE Shifter bushings - nice and tight! Has 5 tractionized winter tires on rims, plus 1 non-tractionized. Front and rear push bars, full lexan windows (windshield is OEM Glass), new blue paint job (has marks from a full season of door to door action). Rear fog light, all lighting, wiper, and fan circuits on individual toggle switches in the cockpit. Car has a good roll cage, built by Bill L. Very light car, and very competitive. Was a previous winner before I bought it just over a year ago, and I had many podium finishes in the car. 1st place finisher with the right driver. Car will need an X-brace fabricated for the front end - common Swift problem. Comes with tons of spare parts - 2 transmissions, axle shafts, newer aluminum radiator. Can include a new Sparco 6-point Harness (2017 dated, FIA, good until 2022) for additional cost. No racing seat included Price: \$1500 Contact: Jared Halpin @ (204) 294-0286



Formula Vee \$4500

With a heavy heart, I am selling my Formula Vee!

This Vee was purchased as a fully disassembled car, everything is here. I have spent several thousand dollars on getting a brand new rebuilt engine and transmission for it - built by Vallis Motorsport in Ontario. This car has won championships in its previous life, and when assembled with the right driver, will do so again.

While coming with the parts to complete the kit, included is a ton of other part which includes 6 rims, another complete engine that has been disassembled, extra brake parts, and the list goes on. The chassis is solid and requires no work to be race spec. This Vee is also fitted with a bladder style fuel tank which is an expensive upgrade.

Only thing I can think of that you will need to get is a motorcycle battery to get the vehicle going.

I am taking a large loss on this project, so please only reasonable offers; looking to send this car to someone looking to get racing! Call or text for more information! Vas - 204-230-0221



A quick way to get into racing is to start with an existing race car. Check the club forum for updates: <http://forums.wscc.mb.ca/index.php?/forum/73-race-cars->

GT Racecar. Ex Nascar Pintys Car

Ex NASCAR Pintys series car. 500hp pumpgas drysump Windsor motor, Richmond Trans, Goldtrac diff. Car has Wilwood 6 piston calipers up front, and Howe calipers in the rear. I have Wilwood 4 piston calipers for the rear that I just haven't installed yet. 3 piece swaybar, diff cooler, fire suppression system etc. I have installed a passenger seat. It also has mufflers to pass sound tests at CMP. The car works really well. I just ran it last week in the Platinum series at CMP. Finished second in class and 4th overall with a serious lack of driver!!
Car comes complete minus drivers seat. Asking \$19,000. For a deposit, I will get it Casc certified and get a logbook. All it should need right now is a new window net, and a recharge of the fire system. Price drop to \$16,000



4 Cylinder Ice Racer/Dirt Track

1995 Ford Escort GT 4Cylinder/hornet 1.8 DOHC 5speed W/ parts car Many feature wins and always a front running car. Races at Red River Coop Speedway (winnipeg), ALH Motor Speedway (Morden), Lake of the woods speedway, and various tracks in the states, would also make for a wicked ice racer. - Welded tranny -Comes with spare head plus the motor and tranny in the parts car -102L tote full of parts (intakes, injectors, distributors, suspension parts, etc) -Newer injectors, new spark plugs, new struts, new harness belts -Spare doors and bumpers - Full containment seat not included -Comes with 6 hoosiers and a bunch of spare wheels/tires -Aftermarket fuel cell, fuel lines and fittings \$2,000 obo



FS: 2016 Scion FR-S SSC

Car is located in Calgary, AB and will be available at or after SCCA Solo Nationals (September 2-6th) Price: \$23,000 (no trades please) Odometer: 22,500 km (assumes round trip for Nationals) with at least 9,100 km from highway road trips Transmission: Manual Color: Asphalt Grey Includes the factory upgraded head unit with bluetooth connectivity and a backup camera Original owner, car was purchased as a new vehicle in October 2017 (three-year warranty expires September 2020) No accidents, clean car fax, no claims and comes with full service/maintenance history Car fully built to SCCA autocross class rules for the Solo Spec Coupe (SSC) (<https://www.scca.com/pages/solo-spec-class>), which includes:Koni® Sport (Yellow) struts/shocks w/ tamper-proof seal Eibach® PRO-PLUS Performance Handling Package (springs and adjustable anti-roll bars) SPC Performance® Adjustable Alignment Kit (camber bolts, adjustable lower control arms, and toe arms) Toyota OEM Crash Bolts (front) Tires: Falken Azenis RT615K+ (225/45R17) (currently have two sets, with 65 and 32 autocross laps accumulated respectively) Wheels: 17"x8" ET45 Enkei TS10 Exhaust: Nameless Performance® Muffler Spacers: H&R Trak+ 5mm (front and rear) Studs: Extended H&R Trak+ (front and rear) Brakes: Ferodo DS2500 pads (front and rear) Lug Nuts: Project Kicks R26 Gun Metal (SCM) Car comes with all factory parts, original wheels, OEM summer tires and a set of barely used studded winter tires Paint received a professional polish and protection of XPEL film on front bumper, full hood, full fenders, front headlights & side mirrors, and Opti-Coat ceramic coating on all painted surfaces (all work done by the Porsche Center of Calgary) Interior is in showroom condition, carpets are protected by Husky Liner floor mats Photos here: <https://photos.app.goo.gl/zMz4ADgnJLmicLRg8>



1989 Honda Civic SI

BC Car
Fully Caged and raced from 2015 - current
(Blown Motor - JDM ZC SOHC 1600cc), Stage 3 Clutch and 6 puck disc Quaife LSD, Gear X 4.9 Final Drive, H&R Race Series Springs, Koni Yellow Shocks, ST Suspensions Rear Anti-Sway Bar, New Battery, New Starter, New Alternator Many Spares, belts Negotiable
Car holds the lap record for Performance Touring F with A. Marcoux behind the wheel.
Super Competitive car with the right driver.
This car has ALL THE RIGHT STUFF.
Comes with a spare 88 SI engine (d16a6) and tranny. Odometer showed 120000km. Also a d16a6 longblock.
\$5555.55



2019 WSCC Meetings

The Winnipeg Sports Car Club meets monthly except for July, August and December. The following are the remaining 2019 meetings (please note that even though these are executive meetings, all club members are welcome to attend):

Location: Canad Inns "Annex" (the room off the Aaltos restaurant)
826 Regent Avenue (at Plessis, not the casino), Winnipeg, Manitoba

Time: 6:00pm to 8:00pm
Come early for dinner as we have the room beginning at 5:30pm. Take food from the Aaltos buffet, a server will take drink orders and then pay for your meal before you leave after the meeting.

Dates: Thursday, October 17, 2019
Thursday, November 21, 2019 (**Annual General Meeting**)
No meeting in December

Other non-competition club events in 2019 include the following (please check the club forums for additional details including costs and any updates):

Annual Awards Banquet, Clarion Hotel, 1445 Portage Ave., Winnipeg, MB
Saturday, October 26, 2019, 6:00pm



Previous editions of the Aficionado can be found on the club forums and website:

<https://www.wsc.mb.ca/wsc-afficionado/>