

January 2020



The Aficionado

The official newsletter of the Winnipeg Sports Car Club

Photo provided by Matt Leveille

2020 ICE RACING



2019 Wrap-Up

2020 Ice Racing

2020 Gimli HDPE and Race Schedule

... and More!

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Club Information

The Winnipeg Sports Car Club is a non-profit corporation and at 68 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, TDS rally, 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)

Instagram: <https://www.instagram.com/wscclmbca/>

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

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

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

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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.wscc.mb.ca>.

THANK YOU to all the volunteers that spent their time running the club and our events this year.

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 are sponsoring the club in 2020, your support is very much appreciated!

In 2020 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@wscc.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



ECH[≡]LON
WEALTH PARTNERS INC.



...TRY A DIFFERENT APPROACH

CJ 107
The Voice of the Interlake

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).



Make sure to apply for your license now!

Amateur -

<http://msreg.com/amateur-20>

Basic Ice Race -

<http://msreg.com/basic-20>

Endurance -

<http://msreg.com/endurance-20>

Race Official -

<http://msreg.com/official-20>

Time Attack -

<http://msreg.com/time-attack-20>

Annual Waiver Hard Card

<http://msreg.com/waiver-20>

Car Number & Classification -

<http://msreg.com/number-20>

DR. CORY S. FOGEL

Dentistry

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Winnipeg, MB R3C 3X1
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Fax (204) 774-0465
Email: mharder@shawbiz.ca



Welcome Executive Board 2020

We'd like to thank the outgoing 2019 WSCC Executive for a great season and welcome the 2020 WSCC Executive!

Winnipeg Sports Car Club Executive for 2020	
Position	Name
President	Jay Funke
Vice President	Jennifer Bell
Secretary	Brian Wiebe
Treasurer	Josh Peters
Road Race Director	Scott McDonald
Ice Race Director	Jordan Sharples & Stephen Leiding
Time Attack Director	Ian & Brooke Stecyk
Autoslalom Director	Corey Dyck & Tim Robinson
Rally Director	Jared Halpin
Drift Director	Open
HPDE Director	Open
Social Director	Shawn Wolk
Publicity Director	Mat Leveille
Membership Director/Chief Registrar	Josh Peters
Steward	Miguel Yetman
Sanctioning Body (WCMA) Rep	Dino Calvert
Quarter Master	Roland Hufgard
Webmaster	Johnny Van Dorp
Aficionado Editor	Mia Schellekens & Brad Epp
Past President	Ken Hilash
Volunteer Director	Dason Wowk



Ice Racing

So, how does all this Ice Racing work?

The race cars are separated into classes mostly by tire type. Studded and Rubber to Ice (RTI). The RTI cars run DOT winter ice spec tires commonly found on the family sedan. These cars have NO studs and rely heavily on the driver's skill and endurance. The other class of cars is called Studded and the vehicle is designed for a race studded tire which is not your normal street studs. These cars run faster and benefit more from a prepped car. This year there is an interest in AWD cars with the addition of Xa to the RTI class.

Generally, all Ice Cars are front wheel drive due to limited availability of light weight RWD cars.

Neither class is very expensive car to setup, compared to ones in other forms of racing. You can expect to get over an hour of seat time during a race weekend for a small entrance fee. There are specs that we have for building a car so contact us first before starting on your own as we can save a pile of work in the long run.

If you are interested in more information on building a car or on the classes please feel free to contact us at ice@wscc.mb.ca





PRESENTS THE

2020 FIRE ON ICE RACING SERIES

#wscrcracing #fireonice2020 #2020winterHPDE



January 11th - Winter Driving and Competition
Licencing School / Test and Tune / Open Lapping

January 12th - Race Event #1
Beausejour, MB CPTC Complex

February 1st - Open Lapping / Test and Tune

February 2nd - Event #2
Winnipeg, MB Lake Shirley Water Ski Pond

February 15th - Event #3 - Wonderful Winter Festival
Winnipeg Beach, MB Waterfront

March 7th - Event #4 - Gimli Ice Fest

March 8th - Event #5 Rubber to Ice Shootout / Studded Enduro Race
Gimli, MB Lakeview Resort Waterfront

Racers can register online @ wscrcracing.com

Location and dates are subject to change
Please check Facebook and Instagram for latest information.



2019 Rookie of the year #8
Manuel Fetzl



2019 Studded Champion #55
Al Marcoux



2019 Rubber Champion #11
Damon Surzyshyn



What I Learned: 2019

By Matt Corrie



After the dust has settled on the 2019 season, the trophies have been handed out and the snow just might be here to stay, I find myself like many others, reflecting on the season past. I hate to get philosophical, but I am what I am...

For me, each season has had a theme, a recurring lesson that was to be extracted from the events of each track day during the summer. These lessons can slap you in the face, (like put the damn hood pins in BEFORE you put the seatbelts on!), but they can also be sometimes hard



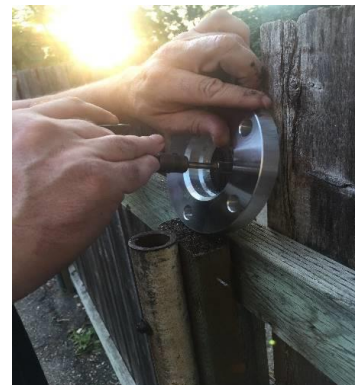
to grasp or even lost completely if not for the long cold Prairie winters that give us time to reflect.

I did not get on track nearly enough this year, spending more time completing upgrades on the car than anything else – that combined with family and work commitments made for a challenging season, all 2 days of it! I was at the 1st event in May and the August Vintage weekend. A great benefit of our T/A rules is that they grant clemency to brake upgrades as they are considered a safety item – so they are ‘free’, no points added. Tire size is also a good one for me, the tires have to be inside the OEM bodywork. With a big American Pony car, I had a lot of real estate in there to fill up – so I took this to heart and started the upgrade plan. 2 years later I made it on track with the new parts in search of a competitive time. With that in mind, the following

observations/lessons have been realized:

1) It's never just a 'bolt on' - no matter what the guy tells you!

Ok, this may sound slightly bias, and that's because I spent over a month cutting spindles, drilling and tapping holes, machining spacers, calipers and the list goes on, all to “bolt on” new brakes. I know there are some true bolt on solutions that are just that, really easy, with no other parts to install – but sometimes it's not that easy – bear with me; When the mechanical work is done, there is the next part, learning how to use that ‘bolt on’ solution.





The next step is learning how the car has changed and how you can optimize that investment. This is typically done through the tuning process, and this can take time – so don't rush it!

With road course competitive driving, if you changed a complete system like power, suspension or brakes it can take a while to a) get back to where you were before and b) get better than you were before. So sit down, think about what's happening, and make yourself responsible before the car. That is to consider that you have change how you drive to maximize the upgrade you just did. And this can take a bit of time so just stick with it and trust

yourself!

2) You may think you are in control, but it's all an illusion.

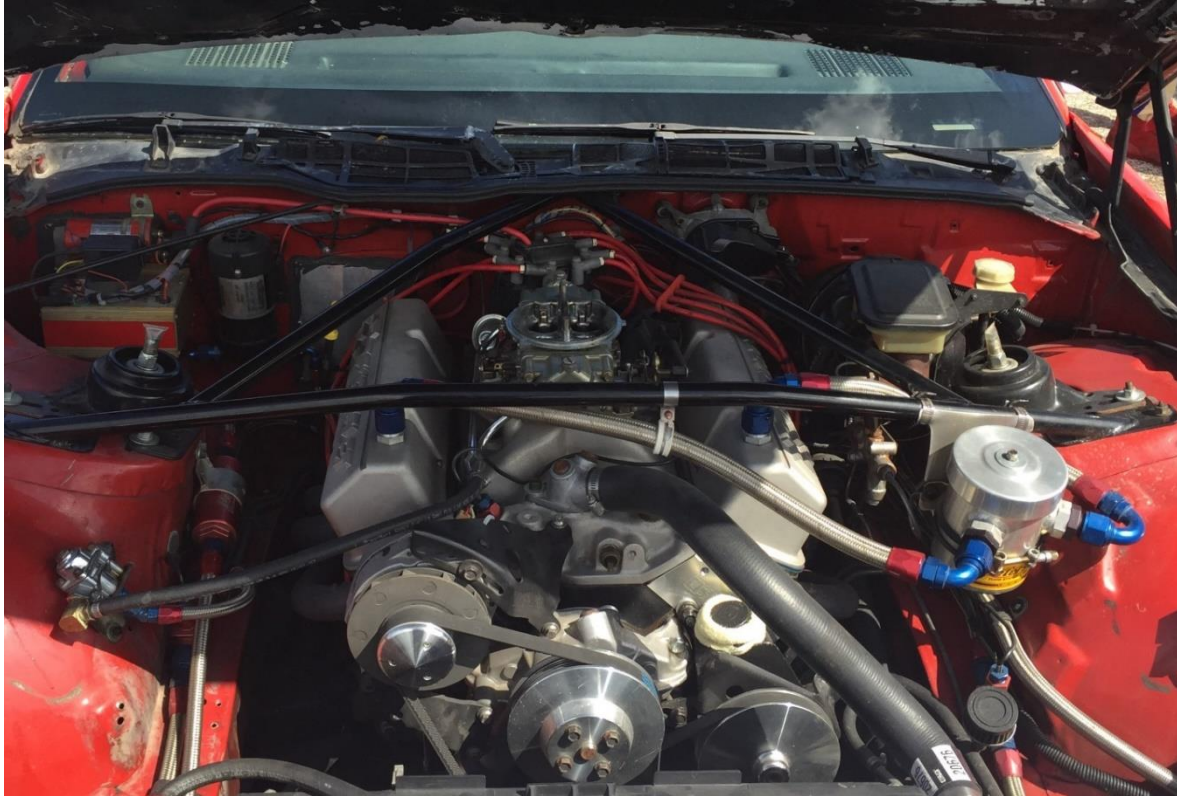
Robert Burns wrote: "The best laid plans o' mice an' men often go awry". Burns was just plowing his field and he destroyed a mouse's nest. The mouse had no home for winter, Burns didn't want to ruin the mouse's home...and legendary verse was written from an obviously negative accident. How many times do you get the track after extensive panning only to have something out of the blue ruin your weekend? Everybody should have their hand up! Did something good come from it? I hope your hands are still up!



In racing, I try my best to live by the philosophy of "Cheap, fast, and reliable: choose 2." It's not a skillfully crafted verse that will win a Pulitzer, but it's thought provoking, in its own right. This reminds me to focus on reliability because that's the most important thing to me; So my choice is Fast and Reliable, and that's not cheap. But sometimes there are exceptions. First time out with the new set up was Vintage weekend. On Friday I went out to bed-in the new brakes. I was super excited to feel the car's increased stability and couldn't wait to start pushing, but on the cool down lap I never made it back in under my own power. I put a very good fuel system in my car, it only had 7 weekends on it; Yet it failed. There is no way

that should have happened, but once again clearly, I am not in control.

Johnny gave me his back-up pump and said “just drive it, you’re already here so you might as well have some fun” ...Fun – that’s why we’re supposed to be here in the first place, right? Ok, this rang a chord...The pump was radically undersized, but it was either that or go home, normally I would go home, but this time I went outside my comfort zone and ‘rolled with it’.



Resigning to not being able to drive the car to its limits (normal fun), I settled for a different kind of fun. I stayed and drove the car in a limited capacity – under 4000rpm, waiting at least 5-6 times per lap for the pump to fill the float bowls as I coasted around the track. I didn’t even use those new big brakes and bigger tires I spent all summer installing – talk about irony! For a laugh I walked over to check times and found I had run the same time I did at the first event of the year! I was quite surprised; in fact, I looked again to make sure. It was the low power condition that forced me to use smaller slower inputs and change my line just enough to carry more momentum through the corners.

It felt like I was running 1:30’s but actually ran the same as I did with full power earlier in the year, albeit with smaller tires at that time. Slow is indeed fast – duly noted!! This was a positive spin to a sour start to the weekend.



3) Listen to the Universe, have a plan despite what I just said!!

Being aware of things around you is hard, even harder when you're younger. We all have a routine and a schedule that oftentimes does not allow us to pick up on stuff. For some of us it's not 1 thing or 2 things, rather it's a pattern of events and recurring themes that we can see, combined with the often welcome and unwelcome commentary of friends, family, and co-workers. I am not completely certain what 2020 holds for me, since I have put the car up for sale; if it sells, I know what I'm doing. If it doesn't sell, I still know what I'm doing. I have a plan and the confidence to know there is a positive message at the end - whatever that may be - but I'm going to roll with it once again. I will be at the track in one capacity or another. There is so much to learn and reflect on, so many great people and so much time to spend with my kids that otherwise would be lost. Win or lose, pass or get passed, break down or finish - if you look closely at each of these race days you will find all the lessons are there regardless of how you may initially see it. So listen to the universe, roll with the punches and you'll never lose sight of why you're there in the first place.



Bonus Wisdom: Make Incremental Changes

"Many 'bolt-on' solutions make big changes and should be done incrementally. Many folks make two or three changes at once and can have a huge impact on the vehicle. Perhaps to the point where it's not drivable in its new configuration. Now you need to work backwards to see what the culprit was." (Darin Wach)

The hardest part of this is the self discipline required to make only 1 change at a time!! This is the scientific process that must be adhered to in order to isolate the effect of the change. It was hard to have 3 upgrades sitting on the shelf - I wanted to put it all on and go - but I needed to know the effects of each change individually to properly make an analysis of its effects. For 3 years now I bring a single change to the track and work with it. Not once have I arrived at the track with the same set up - not once. All in the name of improvement and quite frankly, that's the fun for me - did I make it go faster? When I combined upgrades - like I did this year, something else went wrong! But that's ok, I'll figure it out!! - Matt

Fall Drive 2019

By Robbie & Weebly

The club has been organizing regular fall drives for several years now, which have included some interesting destinations in Manitoba and now, this year - Minaki, Ontario!

The group normally gathers in Winnipeg on a Sunday morning and then heads off for a day of sightseeing and socializing, with some spirited driving thrown into the mix. This year was no different as we gathered at Kildonan Place on a wet, misty morning.

It was encouraging to see a large group of 16 cars assembled and some with friends or significant others riding shotgun. This is a family event, after all, even if it means squeezing the kids and belongings in the back seat of a Porsche 911 Turbo. Speaking of cars, we had a good mix including Honda Civics (5), Subaru WRX, Miata, Mini-Cooper, BMW, Chevy Cruz, Focus RS (3), Integra Type R, and the requisite Porsche (2).

After some introductions and a little chit-chat, we roll out at 9:30 AM and proceed North on Highway 59, through Bird's Hill Park, east on Highway 44, then onto Provincial Road 307. The weather for the day's drive varied from mist to downpours but was broken up with some intense sunny moments that illuminated the backdrop of storm clouds and autumn colours, creating a photographer's dream.

First rest stop was at Seven Sister's Falls. Always good to plan rest stops so we can discuss itinerary, take on some snacks and fuel if necessary, and answer nature's call. Rob, as our leader, showed us the proper sprinting technique to be first in line for the washroom.

Next section of the drive along 307 has lots of curves, undulations (whoopie-doo) and a few bumps thrown in for fun. Didn't seem to bother even the lowered, stiffly sprung cars. However, be careful not to get too close to the shoulder (rough edges and sharp drop-offs) and be mindful of other traffic and wildlife. Not sure if a massive turtle in the middle of the road counts as wildlife – but it did happen on a previous drive. Rob tended to drive this section a little slower – maybe a case of turtle-phobia?

This section of the Whiteshell is very scenic with Mother Nature displaying her best fall colours. I tried to count the lakes that make up "seven sisters" but, unless Nutimik is a girl's name, I counted only six. Next rest stop was Rainbow Falls, located at the northeast tip of White lake. This has always been a "must stop" on previous drives for good reason. It is a very scenic spot that also features a turnout that can easily hold our group of 16 cars. Good time to socialize and take pictures, including overhead shots with Roberto's skillfully piloted drone.

We continue down 307 past Brereton Lake, back onto Highway 44 and toward West Hawk Lake. Still a lot of cottagers at Brereton, so we make sure to tiptoe through this section.

Being “leader of the pack” comes with a lot of responsibilities, like knowing where you’re going. A split-second hesitation led our leader to take the wrong exit, but that’s okay because there was an eager RCMP officer itching to have a few words with said “leader” after following us for a couple miles. Luckily, this officer was stand-up guy who had our safety in mind along with that of the local residents and the environment. He helped get the train turned around and pointed in the right direction to Falcon Lake and our lunch break.

Time to refuel ourselves and the cars at Falcon. Judging from the “ka-ching, ka-ching” of the gas pumps, it appeared that the 3 RS’s were in competition for the gas guzzler award. As for people fuel, the pulled-pork sandwich comes highly recommended. Weebly’s wife bumped into the officer that pulled us over and found out that he used to Autocross with the club at the Red River Ex grounds several years ago. Small, small world.

And now, with a rejuvenated respect for the rules of the road and the local constabulary (phew!), it’s time to head off to Minaki via Highway 17A and turn off at Highway 596. Highway 596 is smooth with lots of high-speed curves and rolling hills. Upon entering Ontario, it’s amazing how the roads instantly become a perfectly ironed blanket of asphalt.

Driving in rain showers taught us a lesson in aerodynamics. Driving a Porsche with the top down in the rain is doable, as long as you don’t drop below 80 kph. Did I mention that a lot of the curves are posted at 60 kph?

Time to grab some group pictures at Minaki and check out the townsite. It’s unfortunate that the majestic Minaki Lodge burned down several years ago, but we were able to see the guest cabin, mess cabin, and the marina building. A new condo project is in-process and the fishing camps and lodges are still thriving.

Time flies by quickly and it’s time to head back home. Kenora will have to wait for another year. One of the “Foci” and a WRX decide to scout Highway 641 on the way back to Highway 17A. We would most definitely recommend Highway 641 – hard-surfaced with tight turns and lots of dips and dives.

We regroup at the Nite Hawk Café in West Hawk Lake to grab a coffee and a bite to eat and a chance to say our goodbyes. Nice return drive down Hwy 44 with the sunset/showers forming an eerie backdrop through the cloud formations.

Return home, unwind, hit the pillow and let my mind replay the drive over and over again. Nice.



The three RS Musketeers



Who called this meeting?

Out for a cruise in the Cruz



2020 RACE SCHEDULE

APRIL

April 25th - Track Day #1 Season Opener & Work Party

April 29th - HPDE Classroom Session

MAY

May 1st - Track Day #2

May 2nd / 3rd - HPDE Competition
Licensing School

May 22nd - Track Day #3

May 23rd / 24th - Race Event # 1

JUNE

June 19th - Track Day # 4

June 20th / 21st - Race Event #2

JULY

July 17th - Track Day #5

July 18th / 19th - Race Event # 3

AUGUST

August 14th - Track Day #6

August 15th / 16th - Race Event # 4

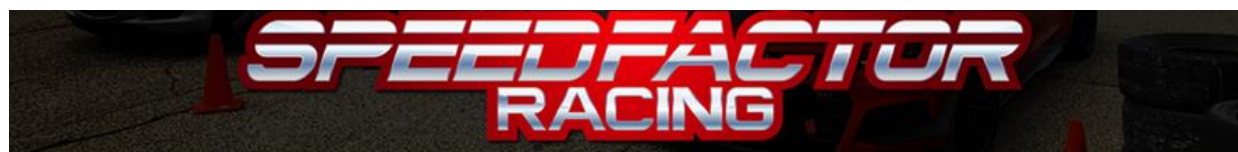
August 28th - Track Day #7

August 29th / 30th - Race Event # 5

SEPTEMBER

Sept 25th - Track Day #8 & WCTAC Test and Tune

September 26th / 27th - Inaugural Western Canadian Time Attack
Championship Race Weekend



GMP Asphalt Resurfacing Project

Our home of Time attack, Road Racing and Solo activities is Gimli Motorsports Park. The facility has been in need of major improvements and the work done to date is greatly appreciated by all of our members. Portions of the track have been re-surfaced with assistance from the Community Places Program. The program provides funding and planning assistance to non-profit community organizations for facility construction, upgrading, expansion or acquisition projects. Eligible projects are those which provide sustainable recreational and wellness benefits to communities. The program essentially matches what our organization has committed to the improvements. Our first project was the repaving of Turn 1 and Turn 3. The total cost of this effort in 2018 was \$126,624.99. We received \$30,489.00 from the Community Places Program. This completed phase 1 of the plan developed by Ken Hilash.

Since 2018 we have asked our membership for donations to continue with our efforts with phase 2 and phase 3. To date the donations received total \$27,120.00. The donations from our club members to date have been provided by 27 individuals for an average of \$1004.44 per donation. The donations have ranged in value from \$100.00 to \$5000.00.

A big thanks to all the individuals that have contributed to this effort (in no particular order):

- 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 Gordon
- Paul Hepworth
- Richard Coyle
- Brooke & Ian Stecyk
- Dan Gagnon
- Garry Cummins
- Tom Dwyer
- Roland Hufgard
- Mike Demchenko
- Graham Hill
- Judy and Dino Calvert

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, Josh Peters, 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 braided 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/fix 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

This car must go!! \$1500 Firm !! Race ready and fully set up!!!
 A solid starter car to start racing in either rti or studded class and is also ready to race in Wpg beach or Gimli. Has current sfi belts, legal roll cage, black rockets, rpm chip adjuster, efi fuel curve adjustment, and all new front-end parts. Fuel system chipped, adjustable rev limiter, and has 2 seats for passengers can sell with studs for extra \$ Contact @ 204-228-5115



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



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



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 further information and contact info:

<http://forums.wscc.mb.ca/index.php?/forum/73-race-cars-currentcompleterunningincomplete/>

GT Racecar. Ex Nascar Pintys Car

Ex NASCAR Pinty's 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 driver's 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



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



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 (SHORTEN WORDS)

Car is located in Calgary, AB and will be available at or after SCCA Solo Nationals (September 2-6th, 2019)
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
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>



2020 WSCC Meetings

Below is the schedule for WSCC regular club meetings for 2020. Please note we have moved the start time back from 6:00pm to 7:00pm. Members are still encouraged to come join us for dinner at Alto's before each meeting. We will also be considering a possible venue change for future meetings, which is why the schedule currently indicates location TBA for every meeting other than the first meeting on January 23rd.

The 2020 WSCC meeting schedule is as follows:

January 23rd – 7:00 pm CanadInns Transcona – 826 Regent Ave W. MB
204.224.1681

February 20th – 7:00 pm location TBA

March 19th – 7:00 pm location TBA

April 16th – 7:00 pm location TBA

May 14th – 7:00 pm location TBA

June 25th – 7:00 pm location TBA

July and August – no regular Club meeting scheduled

September 17th – 7:00 pm location TBA

October 22nd – 7:00 pm location TBA

November 19th – Annual General Meeting – 7:00 pm location TBA

December – no regular Club meeting

December 10th – Joint Board Meeting – 7:00 pm location TBA (incoming and outgoing Directors and Officers)



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

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