



**2020 SUMMER
RACE SEASON
UPDATE**



Photos by Steve Carmichael

The Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

April 2020



**ASN/FIA Update
Behind the Pit Wall
2020 Ice Racing Results**

Photos by Steve Carmichael



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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. **2019 WSCC membership stood at 318.**

These motorsports events are sanctioned by the Western Canada Motorsport Association 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.wsc.mb.ca>

Winnipeg Sports Car Club forums: <http://forums.wsc.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/wscrcracing/?hl=en>

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/>



***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>.

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

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@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



...TRY A DIFFERENT APPROACH



COVID-19 Update

These are unprecedented times we are living through.

In light of the developing situation regarding the COVID-19 pandemic, and the decision by the Province to declare a state of emergency, the WSCC Executive took the decision to cancel the upcoming High Performance Driving Education and Race Licencing School (HPDE), scheduled for May 2nd and 3rd at Gimli Motorsport Park.

We knew that this decision would come as a disappointment to the students who were already registered for the event, but our priority must always be the wellbeing of our members, our students and our volunteers, and as a result, we felt it necessary to make this difficult decision.

A notice was sent out to the students on March 26th advising them of the cancellation of the HPDE and that everyone would be receiving a full refund.

We are currently working to reschedule the event for later in the summer, and further details will be provided as they become available.

At the same time, we have also made the decision to postpone the start of our Road Race, Time Attack, and Autoslam competition seasons. Although it is uncertain how long the Province will maintain the current state of emergency, WSCC is committed to ensuring that when possible, all of these events will proceed in a safe, secure and socially responsible fashion.

Additional updates will be provided to Club members via the WSCC forums.

Effective immediately, we have also adjusted the manner in which we are conducting WSCC Executive, Board and Club meetings, to facilitate social distancing and self-isolation. All Club meetings will now be conducted via video and tele-conferencing on the ZOOM conferencing platform until further notice. Members can attend meetings via video-conferencing by downloading the ZOOM app onto their computers, tablets or smart phones, and share documents, video and other rich-media via the built-in features of the program. Alternatively, members can simply dial in to the meeting on their phone. We have experimented with the program extensively and both methods have proven to work seamlessly. More information and specific detailed instructions for attending each meeting will be posted to the WSCC forums.

Despite this new shared reality, or perhaps because of it, we are also exploring new and innovative ways to remain connected and continue the spirit of competition. By the time you read this, Club members should have received an invitation to complete a survey assessing interest in the WSCC's first eSport sim-racing league. One of the centrepieces of the proposed series is the ability to race head to head with other members on a virtual version of our very own Gimli Motorsport Park. We are very much looking forward to the results of that survey and reporting back to you on our Club's possible entry into this exciting new area of our sport.

Let me close by thanking all of you for your patience and understanding while we work through these difficult circumstances. Be safe and stay well.

WSCC Executive

2020 Road Race Report

It's a little hard to predict when our season will be able to start this year. The serious virus pandemic prevents gatherings like ours and how long that keeping our distance will be needed is a bit out of our hands. I think we can consider April and May gone for now and if we're lucky we can use the May 23/24 weekend as our HPDE weekend. More likely we won't get the school on the track until the June 20/21 weekend. That would leave us with 3 race weekends, July 18/19, August 15/16 (Vintage) and August 29/30. September 26/27 is the Time Attack Western Canada Championships. As soon as this is more certain, or if it changes, we'll get a big announcement on the Road Race Forum and on social media.

We might be able to organize some club lapping days a little earlier but that would mean restricting the number of entries and being careful with space between pits. I notice nearly everybody likes visiting and "car talk" almost as much as they enjoy being on the track, so keeping our social distance may be a little tricky. The current rules say gatherings under 50 so, if no one brought passengers and we limited ourselves to under 10 staff, we could squeeze in 40 entries. We could even have a waiting list waiting at the gate to replace lappers who left early.

The shut down might even have some advantages as there are plans to extend our resurfacing this summer. May or early June might be a good time to do that as the track would have lots of time to cure.

There are plans to create a solution for the lack of safe run-off room beyond Corner 3. We have permission from the RM to extend our lease area as far as we need beyond Corner 3 to the west. The plan is to haul out the tires we put in for a temporary solution and take down the section of fence and all the bushes that have grown around it. We would then level the berm and fill the ditch so it becomes smooth sailing well beyond the present limit. We also need to erect an extended version of the fence to enclose our track again. We might need to reform the tire barrier inside the new fence. We had been planning on organizing a racers' work party to do some of that work. More on this later when we know more about when we can start racing again.

I hope to have better news for our next report.

Scott McDonald, Road Race Director



Photo by Steve Carmichael

How Close Do You Want To Get To The Racing?

If you are reading this, you are probably into motorsports, at least a little bit. So I would like to say welcome, you are in the right place!

Maybe you have been out to a race event at some point, even just to hang back and watch the action. In the summer, hearing the screaming engines and squealing tires, or maybe kicking up a cloud of dust. In the winter, watching the cars get sideways, fighting for traction, and throwing up massive rooster tails of snow. You have to wonder, how do people actually get into this adrenalin rush? Maybe you have a car, and maybe you are the next great racer waiting to get started. Maybe you are already a racer, but you broke your car and you are done for the weekend, or maybe you just want to take some time off from racing. **But maybe, you just want to get a closer look at the action, and you don't know where to start. We can help you with that!**

When it comes to volunteering, there are a couple of things that are always guaranteed: There will be action; there will be cars flying around you on a challenging track; and there will always be volunteers needed. This is a major part of what keeps our club running smoothly at every event. So here is your chance to be part of our team.



Photo by Steve Carmichael

As a Volunteer Track Worker for the WSCC, the only major ask is that you are at least 16 years of age, and that you are willing to help out in any way needed, on any days that work best for you to join us. This is a very unique opportunity to learn about how our race events work behind the scenes. There are lots of important skills to pick up, and you will receive "on the spot" training for any of the tasks involved. You could be stationed on a corner of the track, learning the radio calls or communicating flags to the drivers. You could be working the Gate, smiling, welcoming our traffic and spectators and signing some waivers. You could be on the Grid, helping get everybody set up where they are

supposed to be, based on their race group. Last but not least, I want to say that this is the absolute closest you can get to the track, without being the actual race driver. **And it is 100% free!**

If all of that doesn't sound interesting enough, let me mention some of the perks of being a Volunteer. If you are helping us out, we will cover your lunch for the day. There are opportunities for some free time on the track in your own car, usually at the end of a race event. You could even get enough time built up that you could have your club membership paid for the next year. And you will get to meet many awesome, experienced, helpful people and race drivers as well. This is a very positive environment, and as a Volunteer, you are offered the best seats in the house for the action on the track, nobody is closer to the action than we are. We would like to see you out there, let us show you what we do.

If you are interested in helping us out, please send us your name and email address, and we will get you closer to the action than you thought you could get. Consider me your guy, I will help you in every way I can!

Dason Wowk, WSCC Volunteer Director, 204-291-7728, justaviperguy@gmail.com



Photo by Steve Carmichael



Photo by Steve Carmichael



ASN Canada Resigns from FIA

On December 6, 2019 the board of ASN Canada FIA wrote a letter to the FIA voluntarily resigning as their official representatives in Canada. An official press release followed on December 15th confirming that the FIA had accepted their resignation effective December 31, 2019.

In terms of how this development affects amateur racing in Canada (in other words, us), it's important to understand first of all what ASN Canada FIA is, and what their primary functions were.

Simply put, an ASN is the body accredited to act as the National Sporting Authority (ASN is the French acronym) by the FIA in any given country – hence ASN Canada FIA. In terms of their role in amateur racing, there are two primary functions that ASN Canada FIA served.

First, they were the FIA's accredited sanctioning body for motorsport in Canada. That meant that all motorsports and racing clubs in Canada were accredited through ASN Canada FIA, as were their constituent members. That accreditation meant that competition licences issued by sanctioning bodies under the auspices of ASN Canada FIA entitled licence holders to compete in events at the club, regional, national, and international level.

Second, ASN Canada FIA also provided insurance coverage for affiliated motorsports clubs throughout Canada which it negotiated collectively on our behalf.

However, given recent developments, Canada has been effectively left without a national sanctioning body since the beginning of 2020. Nevertheless, regional bodies, such as the Western Canadian Motorsport Association (WCMA), continue to operate and sanction events and issue competition licences.

Despite the demise of ASN Canada FIA and the umbrella insurance coverage they provided for affiliated clubs, the insurance providers who previously underwrote that policy have extended the same coverage directly to affected clubs, including the WSCC, which ensures that our ability to operate and hold events, including Ice Racing, Road Racing, Time Attack and Autoslalom events, as well as our High Performance Driving Education (HPDE) and Race Licencing Schools, remains unaffected for 2020.

That's the good news. What is less clear is what the future holds.

The process currently being followed by the FIA to select a replacement for the board of ASN Canada FIA has been rather oblique, which is unfortunate given the criticisms of the previous board that were widely reported.

What has been reported is that following the resignation of the ASN Canada FIA board, the FIA extended calls for bids to establish a new ASN. The process of reviewing candidates for that role is apparently currently underway, though the FIA have not made any public announcements at the time of writing.

Initially at least, assurances were provided by both the FIA and the regional sanctioning bodies that a newly constituted ASN would be in place by April 1st. Those claims now appear to have been optimistic, as there is currently no national sanctioning body that has been appointed to assume those responsibilities, as that deadline has now passed.

Given this state of uncertainty, enquiries on behalf of the WSCC were made with other sanctioning bodies, most notably the Sports Car Clubs of America (SCCA), to canvass the potential interest in sanctioning our Club. Unfortunately those were largely met with disinterest, given the strong disincentive for sanctioning bodies to encroach across national borders - even in a vacuum created by the dissolution of a neighboring ASN.

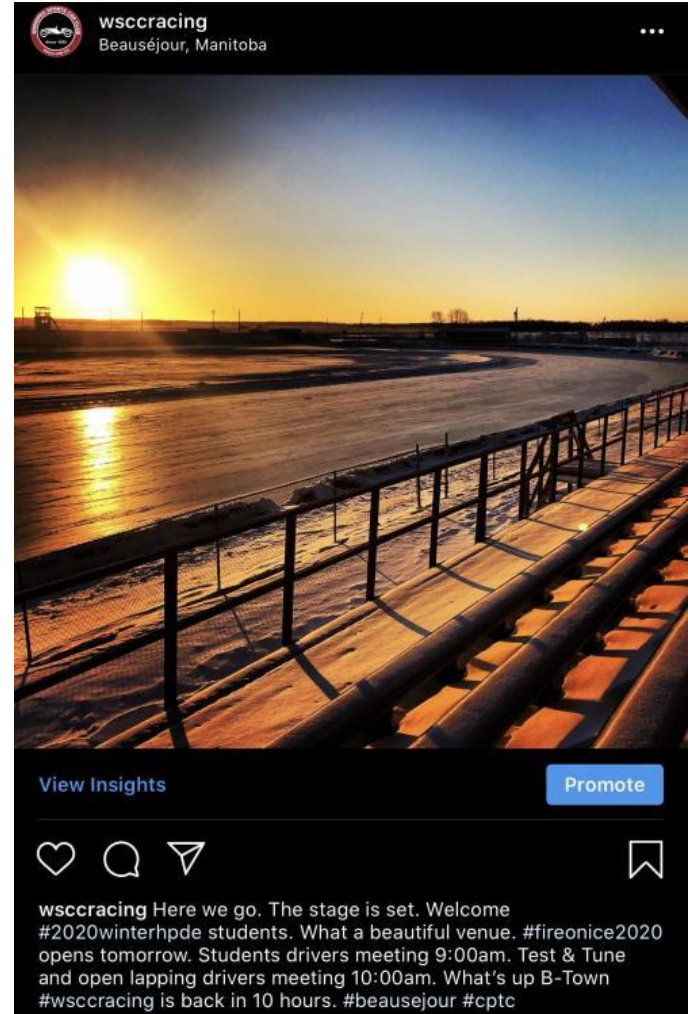
As it stands, there is a great deal of uncertainty and the future beyond 2020 is unclear. Nevertheless, the WSCC Executive will continue to keep the membership updated on all developments and assure you that whatever happens, we will continue to go racing.

Jay Funke, WSCC President

Winter HPDE



The Winter Driving and Competition Licencing School kicked the season off in Beausejour at the CPTC facility. It was sold out with 14 drivers attending. The training started with ice driving basics on slalom and figure-8 courses, then graduating to the CPTC huge oval track. The open lapping, test/tuning going on at the same time gave the students something to aspire to! The training, facilities, volunteers, hot food and good company made for a great day!



 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 CFIC 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 Fezel

 **2019 Rubber Champion #11**
Damon Surzyszyn

 **2019 Studded Champion #55**
Al Marcoux

Sanctioned by WCMA and affiliated
with ASN Canada FIA Inc.

Photography by Mat Leveille
Design by ianpeters.ca

Ice Racing 2020

It was another great winter on the ice in Manitoba!

Five Events on four different courses: Starting in Beausejour, then Lake Shirley, Winnipeg Beach and wrapping up in Gimli.



Photo by Steve Carmichael

Winnipeg Sports Car Club

Photos by Steve Carmichael

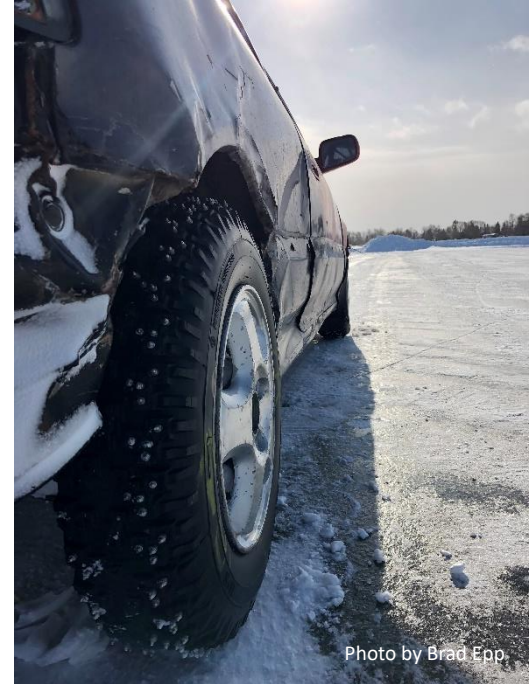


Photo by Brad Epp



Photo by Brad Epp



Photo by Matt Leveille



Photo by Matt Leveille



Photo by Matt Leveille

Winnipeg Sports Car Club

	Beausejour	Lake Shirley	Winnipeg Beach	Gimli		
<i>STUDDER</i>	Event # 1	Event # 2	Event # 3	Event # 4	Event # 5	Total
#44 Trevor Hudey/Dean Smith	17	20	13	15	13	78
#36 Peter Jakabek	16	15	19	14	7	71
#37 Marlene Jakabek	7	17	10	7	2	43
#55 Damon Surzyshyn	1	12	15	0	0	28
# 9 Lee McRae	0	0	0	0	8	8
#144 Dean Smith	0	0	0	0	2	2
#79 Tim Gordienko	0	0	0	0	1	1
<i>RUBBER</i>						
#09 Lee McRae	34	42	37	37	16	166
#79 Tim Gordienko	31	31	21	26	25	134
#88 Mike Demchenko	38	21	7	34	20	120
#40 Morris Drysdale/Stephen Leiding	38	20	26	13	15	112
#20 Jim Antosko/Greg Eastwood	14	2	20	27	10	73
#08 Manuel Fetzal	7	8	22	14	11	62
#80 Jim Shaw	0	0	0	12	4	16



WSCC PRESENTS
MANITOBA SUBARUS
ALL WHEEL DRIVE
WINTER TRACK DAY



SUNDAY, FEBRUARY 23, 2020
LAKE SHIRLEY WATER SKIPOND 365 MURDOCH ROAD

GATES OPEN AT 9:30 AM

REGISTRATION AT 10:00 AM

ORIENTATION AT 10:30 AM

TRACK CLOSED AT 4 PM

WINTER TIRES AND SUITABLE HELMET REQUIRED. RENTALS AVAILABLE \$10



REGISTER AT WSCCRACING.COM

Even with a busy race schedule the club managed to squeeze in an extra Subaru track day!

All Photos by Steve Carmichael



Behind the Pit Wall by Kevin Mazur

As with any self-respecting car nut, my passion for anything with wheels started at a very young age. I had decided early in my engineering degree that I wanted to pursue opportunities that would combine my engineering background with the world of motorsports. I am a Winnipegger and recent alumnus of the University of Manitoba, graduating with my B.Sc. in Mechanical Engineering this past June. While I was still completing my degree, I was able to start my career in professional motorsports that over the past 2 years, has taken me around North America, to Barcelona and even to the Macau Grand Prix.

Many people are often curious about what it takes to become involved with professional racing. In short, the answer is that you must know someone on a team who trusts in your abilities to execute your assigned tasks. *Through some luck and targeted networking, I was able to secure a position in 2018 working as a Data Analyst with Speedstar Motorsport in the Porsche GT3 Cup Challenge Canada series.* That series was and currently is still run by the International Motor Sports Association (IMSA). The position was my first experience working in a racing series run by a professional organization. I was still able to live in Winnipeg while working with Speedstar, as I was only required to be present while the car was running on-track during race events and tests.



Photo by Nick Busato

The Porsche 911 GT3 Cup cars are relatively basic vehicles with minimal adjustments available to teams in search of performance gains. Porsche Motorsport North America (PMNA) always had at least one customer support specialist present at each event, to offer advice and diagnose any electronic or engine issues that could not be solved by customers. The series is more focused on driver development, so when combined with the support from PMNA, it was a perfect level for me to gain my initial experience in the professional racing world. Due to the Cup series not having professional drivers, we were



Photo by Nick Busato

often support races for top-tier classes of racing including F1 in Montreal and IndyCar in Toronto. At these races, we would share pit lane space with the top-level teams and have access to spaces and equipment not commonly reachable by the general public. The most significant example is that we were able to use Ferrari's pit wall stand to monitor timing and scoring during our event at the Montréal Grand Prix.

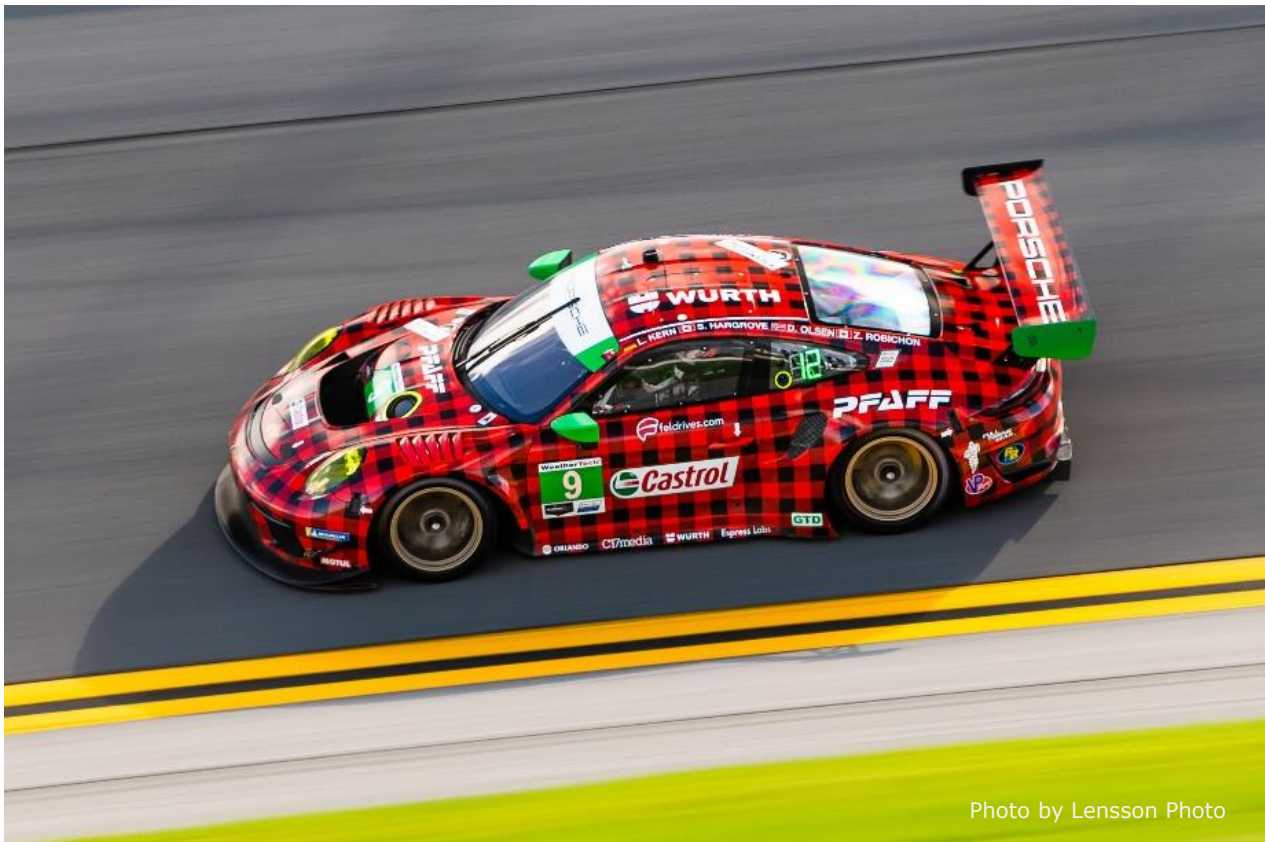
Thankfully I had attended a few events as a spectator prior to working in the racing world, or else the sensory overload of being at the track would have been a massive distraction. ***In order to succeed in racing, you must be competent at controlling your emotions and maintaining focus.*** This is no easy task given the near-constant roar and scream of engines that only subside during scheduled lunch breaks for track and safety personnel. It is often unanimously agreed between race team members that the best sound of every race weekend is the rear gate of the race transport trailer closing after packing up.



After a whirlwind first season of work, I secured a position as a Data Analyst with the Pfaff Motorsports team competing in the GTD class of the IMSA WeatherTech Sports Car Championship for the 2019 season. My role of working as a Data Analyst enabled me to gain insight in the racing world from nearly every possible angle. During on-track sessions I was responsible for monitoring the live telemetry data feed from the car and verifying fuel usage calculations. After each session, I would sit in on the driver debriefs, create data reports for



drivers and refine sensor calibrations loaded to the data-logging system in the car. These simple responsibilities led me to close working relationships with decorated PMNA customer support engineers and well-known Porsche drivers. One driver, Lars Kern, is Porsche's go-to expert for crushing Nürburgring track records with machinery from Weissach. Lars was one of our endurance drivers, joining the Pfaff Motorsports team in January, March, June and October. It was an incredible opportunity to work with him and get to know him on a personal basis. Professional drivers (such as Lars) have personal lives too; many are married, have children and lives outside of racing. Similar to celebrities, these drivers are often only known for their fame and we forget that they are human too. As one can imagine, getting to know a Porsche test driver led to the sharing of some tantalizing stories and information that never made official news releases.



One significant thing that I learned about endurance racing, was ***the importance of saving fuel as a strategy to gain track position***. In the top classes of GT racing, driver talent is nearly equivalent. Unless there is a biased performance advantage given to a certain manufacturer or track conditions are not dry, it is very difficult for drivers to pass for position and build significant leads. When drivers save fuel while following a car for position on track, less fuel is required during the next pit stop. This equates to a shorter fill time and increased likelihood of passing your competitors in pit lane. The ability to save fuel while also setting competitive lap times is one of the biggest differentiators between professional and amateur drivers. In my experience of the recent 2019 season, fuel saving was achieved through releasing the throttle early while entering braking zones after high-speed straights. Aerodynamic drag force is equivalent to the

square of velocity so releasing the throttle early when the vehicle is close to its maximum speed for the lap produces significant fuel saving while not adversely effecting lap times.

There is a running joke that working in racing is nearly identical to a traveling circus.

Teams roll into town in a convoy of transporters, put up their tents, bring out their toys to put on a show, then pack it all up and move on to the next town just to do it all over again. I learned very quickly that working in the racing world is not for everyone. Friends, family and fans alike often exclaim their jealousy of working in such an exciting industry. The first race weekend that I worked with the Speedstar Motorsport team was in Sebring, FL. We had an early start on our first day; arriving at the track by 6:30am, followed by a full day of on-track sessions while simultaneously setting up our paddock area which resulted in not leaving the track until 3am that night. That was our first day of the race weekend and there were still 3 more to follow. An additional example is how the infamous 24 hours of Daytona is more

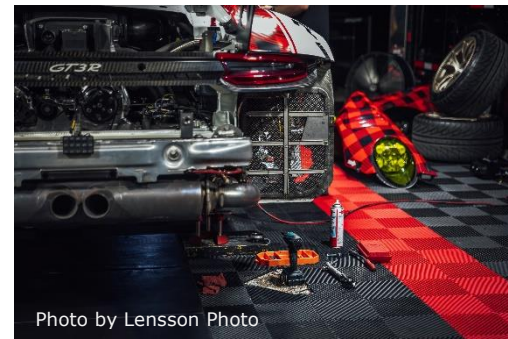


Photo by Lensson Photo



Photo by Lensson Photo

like the 36 hours of Daytona for any crew members involved. The race starts at 2:35pm EST on Saturday, but team personnel arrive at the track that same morning around 6:30am. Once the race is finished on Sunday, pitlane and garage setups need to be torn down and packed into the race transporter, which is required to be completed by 6:30pm EST on Sunday. I

have spoken to a few fans who do not believe that crew members stay awake for the entirety of the 24-hour race. ***I can assure you that at a minimum, all engineering and strategy staff are awake for the whole race.***

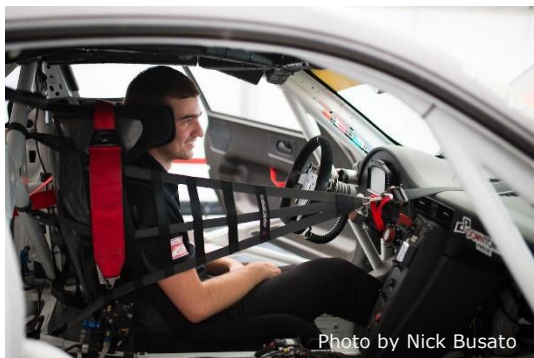
At the beginning of December 2019 I started a new job as a Data Engineer with the Dale Coyne Racing IndyCar team. Taking the step from an IMSA GTD team to an IndyCar team, I knew there would be differences to adapt to. Unlike my previous positions, this one requires me to be in the team shop minimum 5 days a week. ***The attention paid to every detail at the IndyCar level is mind-blowing.*** Prior to a car leaving the shop to be run on-track, full sensor checks and calibrations are performed, even if the car has only been in the shop for a few days. The accuracy of the data recorded can never be questioned because it is used for simulations and shaker rig “track playback” testing. While the car is running on track, I still am monitoring the live telemetry data, but also simultaneously checking data that has been downloaded from the car. These

checks need to happen to see if any changes need to be made to the data logger setup when the car comes to the pit box next.

IndyCar is a “spec” racing series, with the only real freedom for design being in damper development. Dale Coyne Racing has a dedicated damper technician who is constantly building and testing different damper constructions and designs which are nearly unrestricted by the series. There are also dedicated mechanics who solely work on gearbox assembly and brake/upright/axle assembly. With engine power output being nearly identical across the field, reducing friction losses in rotational assemblies is one of the few ways teams can gain competitive advantages. The mechanics who work on the gearboxes and subassemblies have their own techniques and methods to ensure the power losses are as minimal as possible.



Despite working in a higher level series now, the fundamentals of being a team member in racing are still the same. The hours are long, complacency is never present, the quest for perfection never ends, the people working are doing it out of passion. In my experience, these fundamentals transcend all levels of racing and are what make it so appealing to me.



Check out updates and insights from Kevin on the WSCC forum:

<http://forums.wsc.mb.ca/index.php?/topic/11441-imsa-behind-the-pit-wall/>

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. I raced this car at GMP from 2007 - 2011. Car was running in IT3 after the rule changes at that time. Since then the vehicle has been stored.

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

Things that will need to be replaced/fixed 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...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

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

Toyota Echo Ice Racer

After letting it sit for a few years, I've finally acknowledged that I just don't have time to use this anymore.

The car runs and drives without any issues. It has a new battery, newer brakes and clutch (used 1.5 seasons), tein lowering springs, welded diff (done by Jackson), roll cage, sparco sprint seat. The only thing it will need to compete is belts. It will come with a full set of blackrockets on steel wheels + 1 spare (5 total), and a full set of hand siped Michelin X Ice on alloy wheels. It's obviously being sold as-is since it did see competition and does have cosmetic blemishes, but it's an absolute steal at the \$1500 I'm asking for it. I've priced it very aggressively to sell it quick.

Send me a DM on here, or facebook messenger. Car is located in Stonewall



#11 Honda Civic Ice Racer

Multiple Championship winning Rubber to Ice car, including the last 3 seasons in a row. Low mileage JDM D16A6 engine, welded diff, caged with FIA bar. Ready to win another championship! Comes with a bunch of hand cut tires including last years set that will do another season competitively. Maintained and stored by Al Marcoux.

\$2000, no seat.

Call Damon @ 204-471-4495 or email damon@nomaddigital.ca



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-currentcomplete/runningincomplete/>

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 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



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

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 tentative schedule for WSCC regular club meetings for 2020. Until further notice the meetings will be held remotely. The conference call information will be posted prior to each meeting. The 2020 WSCC meeting schedule is as follows:

- April 16th 7:00 pm
- May 14th 7:00 pm
- June 25th 7:00 pm
- July and August – no regular Club meeting scheduled
- September 17th 7:00 pm
- October 22nd 7:00 pm
- November 19th 7:00 pm – Annual General Meeting
- December – no regular Club meeting
- December 10th 7:00 pm – Joint Board Meeting (incoming and outgoing Directors and Officers)

License Applications

Go to MotorsportReg.com to get your 2020 licenses and to register for WSCC events:



WCMA 2020 Amateur License



Western Canada Motorsport Assoc
Wednesday, Jan 1 — Thursday, Dec 31, 2020
WCMA Licenses, Edmonton, AB



Registration ends in 11 months on December 31, 2020 11:59 PM MST

Amateur - Race / Historic (Road Racing)



WCMA has been delegated authority for amateur motorsports in Alberta, Saskatchewan and Manitoba by ASN Canada FIA. WCMA is affiliated to ASN Canada FIA.

License fee: \$100
Late fee: \$35

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>



Previous editions of the Aficionado can be found on the WSCC forum and website:
www.wsc.mb.ca/wsc-afficionado/

FRACER

JDM IMPORTS



WCTA.CA
GO RACING!



INAUGURAL WESTERN CANADIAN
**TIME ATTACK
CHAMPIONSHIP
RACE WEEKEND**

GIMLI MOTORSPORTS PARK

GIMLI, MANITOBA CANADA

SEP 25-27 2020

#wsccracing
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