



The Aficionado

The Official Newsletter of the Winnipeg Sports Car Club



Photo by Mia Schellekens



Photo by Brad Epp

2020 - What An Extraordinary Year !

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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.wsc.mb.ca>.

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

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. WSCC membership currently stands at 302.

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: www.wsc.mb.ca

Winnipeg Sports Car Club forums: Forums.wsc.mb.ca

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

Facebook: www.facebook.com/WinnipegSportsCarClub

Twitter: twitter.com/wsc_racing @wsc_racing

Instagram: www.instagram.com/wscrcracing/ #wscrcracing

WSCC Autoslalom Results: www.wscautoslalom.com

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



Presidents Message

Now that the WSCC 2020 season is over and in the books, we have an opportunity to look back on this past year and all the challenges and opportunities it provided.

At the beginning of the year it seemed impossible that the FIA's decision to strip ASN Canada of its national sanctioning authority in December would not be the biggest story of 2020. Little did we know what fate had in store for us all.

While we were still adapting to the uncertainty caused by the loss of our national sanctioning body, the news of a novel SARS virus was breaking in Asia. By mid-March, we began to fear that what initially appeared to be a localized outbreak in mainland China was instead threatening to develop into a potential global pandemic.

As our Ice Racing season was coming to close, the summer racing season was suddenly facing a very uncertain future.

However, by the end of April, the Groupe de Développement Sportif (GDS), had quietly been selected by the FIA as Canada's new national motorsport sanctioning body. Headed by François Dumontier (long time promoter of the Canadian F1 Grand Prix) and Ron Fellows (former SCCA Trans-Am, IMSA, and American LeMans Series driver, and current co-owner of Canadian Tire Motorsport Park 'Mosport'), the new ASN certainly offered a compelling resume, though their selection was not without some controversy. As was pointed out by Michael Kaerne, Grand Prix Steward and prior President of the Canadian Association of Car Clubs (CACC), the FIA's own ethics rules prevented a Grand Prix promoter from being named as the national sanctioning body representative.

Nevertheless, the selection of GDS to replace ASN Canada FIA had little impact on the WSCC and racing at Gimli as the new sanctioning body was preoccupied with the national professional series it was responsible for, and as a result opted to simply maintain the status quo for amateur racing in Canada. That decision at least provided us with a year of rule stability in an otherwise very uncertain summer racing season.

Due to the initial concerns surrounding COVID, and following the Province's strict prohibition on public gatherings, we were forced to cancel the HPDE event scheduled for May 2nd and 3rd, as well as a number of Track Day events and our first competition weekend. It was beginning to not look very good for summer racing in 2020.

In early May we were also contacted by the management at St. Andrews airport about their partnership with Motion Performance (MPR) to redevelop the decommissioned runway that has served as home to our AutoCross members for years. Following a meeting with the AutoCross Directors, the airport managers and MPR, it quickly became apparent that the die had been cast and a significant portion of the runway was no longer available for our use under our existing permit.



Photo by Mathieu Leveille

As the spring passed, the Province slowly began to relax restrictions on public gatherings, and by May 30th we opened the summer season with our first AutoCross event for 2020 at St. Andrews airport. I was in attendance that day and was amazed at the turnout. Shortly thereafter we opened the season at GMP on June 21st and 22nd with a Track Day doubleheader. Restricted to just hot-lapping, we were initially concerned about attendance and the overall success of the event. Fortunately, we had nothing to worry about.

It quickly became apparent just how enthusiastic and supportive our membership was. Everyone was eager to get back on the track following a long winter and the restrictions imposed during the initial pandemic response.

The Time Attack and Road Race seasons officially got underway in July and, with some adjustments to the schedule, we ultimately held four of the five originally planned events for the year.

Each Discipline provided their own reports with more specific details in this newsletter, but suffice to say, the WSCC actually had a very good year across all disciplines, all things considered.

We also finished the year in a better financial position than we started, thanks in large part to our racers and competitors across all our disciplines, our generous sponsors, and dedicated members who turned out en-masse for hot-lapping events. Of course none of this would be possible without our incredible group of volunteers, who never cease to amaze me with their endless passion and dedication.

Due to a variety of factors, we were unable to complete any track re-surfacing work this year, but we have plans for major facility improvements as part of an ambitious strategy for GMP starting next year. We have begun initial discussions with the RM and we will be able to provide more details in that regard in the coming weeks.

Despite the indication that a second wave of COVID-19 is well and truly underway, a new Ice Racing season is right around the corner, and with an aggressive strategic vision for the future of GMP, I'm confident that 2021 has the potential to be even better than 2020.

For more information on all of the above, including the future plans for GMP, please join us for the WSCC Annual General Meeting on November 19th. Instructions for attending the teleconference meeting will be posted on the forums.

In closing, I want to thank everyone again for all their work and generosity in helping to make 2020 a giant success - against all the odds. What a remarkable group of people you are.

See you all again in 2021.

Jay Funke
President - Winnipeg Sports Car Club





Photo by Brad Epp



Photo by Wintink Photography



Photo by Mathieu Leveille



Photo by Brad Epp



Photo by Brad Epp



Photo by Brad Epp



Photo by Brad Epp



Photo by Brad Epp



Photo by Mathieu Leveille



Photo by Demitry Klimenko

Demitry Klimenko

Time Attack

Ian Stecyk and Brooke Tuchscherer

Now that the season is over, A huge congratulations goes out to our podium finishers:

1st place: Gary Cummins (3rd year in a row!)

2nd place: Russell Friesen (Rookie)

3rd place: Richard Coyle

Thanks to all our competitors and volunteers for making 2020 one for the books! See you all back next year!



Photo by Brad Epp



Photo by Brad Epp



Photo by Jay Funke



Photo by Brad Epp



Photo by Mathieu Leveille

CLASS WINNERS

TA-MOD3	Gary Cummins
TA-SGT1	Paul Hepworth
TA-SGT3	David Klassen
TA-GT2	Willard Popplestone
TA-GT3	Jim Antosko
TA-GT4	Roland Hufgard
TA-T1	Brad Epp
TA-T3	Andy Jordan

(participated in a minimum of three races in 2020)



Photos by Steve Carmichael



Photo by Mathieu Leveille



Photo by Brad Epp

Get ready to sign up for the next

HPDE and Licensing School!

After a sold-out HPDE/ Licensing School in Spring of 2019, the Winnipeg Sports Car Club was expecting a similar crowd in May 2020. About half of the available spots were already taken by the end of February.

Then COVID 19 entered our lives and changed so many things. Several ideas were tabled with the intent to adapt the School to the current situation; however, after a lot of discussions the Club Executives realized that there was

However, there is great news!

A date has been set for the next HPDE and Licensing School. Please mark the weekend of May 1st and 2nd in your calendar. We are very hopeful that by that time there will be no more restrictions, and we are planning to hold our HPDE/Licensing School just in time before the new racing season will begin.

Sign-up will begin in January 2021 through motorsportreg.com (look for WSCC, or search events near Winnipeg). This event is limited to 40 participants, therefore signing up early will help you getting one of those spots. As in the past, we will compile a waiting list if there are more than 40 interested persons; however, there is no guarantee that anybody from the waiting list will be able to take part in the event.

Go on motorsportreg.com after New Year, sign up early, and tell all your friends who might be interested!

Roland Hufgard, HPDE Director

ULTIMATE TRACK BATTLE

GIMLI MOTORSPORTS PARK
GIMLI, MANITOBA CANADA
AUG 29-30 2020



Photo by Brad Epp

We witnessed the 1:00.000 barrier shatter! Near record gate attendance!
Over 70 Registered drivers!

Paid out \$2000 in prize money, 60% of which was donated back to the club for resurfacing. Thank you so much to all of our Sponsors and to the drivers who paid it forward and gave their winnings back.



BIRDSHILL

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(204) 891-0233

Nick Khinda
(204) 999-1611

ULTIMATE TRACK BATTLE WINNERS

Mod

- #1 Russell Friesen
- #2 Martin Wasik
- #3 Richard Coyle

SGT

- #1 Gary Cummins
- #2 Paul Hepworth
- #3 Phil Duaduadua

GT

- #1 Brian Wiebe & Matt Corrie
- #2 Dave Cummins
- #3 Willard Popplestone

T

- #1 Brad Epp
- #2 Roland Hufgard
- #3 Andy Jordan

Cone Killer - Richard Coyle
Rookie - Kaycee Coyle



Photo by Brad Epp



Photo by Brad Epp



Photo by Mathieu Leveille

*This weekend we saw Gimli's Modern Track Record smashed
by Aran Cook!*

54.670 seconds !!!!



2020 Road Race Report

I wanted to write something for the *Aficionado* now that we have finally finished our 2020 Road Race season. Our final event, Track Day #7, was done by 4pm today, October 17. I am still a bit afloat on the good vibes that echoed pleasantly around our heads all day; and it didn't snow.

The event in a way was typical: Everyone had a good time, the weather (surprisingly) wasn't an issue, and a number of spouses and/or friends came along for the first time. I noticed how much we all manage to get along, some got a ride in someone else's car and will probably have a new itch for speed; it all-in-all looked like it was a positive occurrence. Many people commented to those of us that were (sort of) running things that they would be back next year as they felt very comfortable amongst us and had a lot of fun. Quite a few even sought information about Ice Racing, showing interest in coming and maybe even helping out by working a corner.

The whole season has been memorable and enjoyable, just this final event even more so. A few of us lingered as if we didn't really want to leave. Somehow (semi-deliberately) we have managed to find a small group of people who do the volunteer work which enjoy one another's company so much so that we have trouble tearing ourselves away to return to the rest of our lives. Our foolish delight in one another seems to me be attracting like minded people. Throughout this season, we've gained a group of amazing individuals who are both enjoyable to work and hang out with. A couple of people have told me that it is the company, as well as the activity, that attracts them to the track and keeps them coming back.

The volunteers weren't the only ones having fun, the racers also had their share too! We had just under 30 cars, which showed us lots of really good laps. We even did well enough to put another bit of money toward the track renovations we're looking forward to doing next year.

I have been really fortunate as Race Director to have so many wonderful people to do all the work. I am finally getting too old to do most of the jobs, but every time I age out a bit, another person shows up to take another task off my hands. I'm down to the point where about all I have to do is work at the gate as an official greeter of sorts and do the financial report at the end of the weekend. Oh yeah, and write silly bits like this for the newsletter. And the reason I get away with this is because of the kind people who have taken over parts of the job. Who are these people? Those of you who come here to race know exactly who they are. They're all the people who have been there for you at the track and helped you have a better time, all while looking like they were having fun doing it. They are now my friends and I want them all to know how fortunate I feel to know them and get to come and race around with them.

See you at Ice Racing this winter.

Scott McDonald



Photo by Mathieu Leveille



Photos by Mathieu Leveille



Photos by Mathieu Leveille



Photo by Brad Epp



Photo by Brad Epp



Photos by Mathieu Leveille



Photos by Mathieu Leveille

Formula Cars; a Look Behind the Wheel

It was great to see more formula cars this year as well as a Formula Libra! Aran showed off his high horse-power car with amazing downforce. Alberta's Brian brought out his continental for the last weekend. Sadly, Mia's engine was still being rebuilt, and we could not participate in the final race of the season.

Keith and I had a lot of fun this season, including one race where they raced side by side through most of the track. As I always say, if this were any more fun, it would be illegal (cue a mischievous chuckle).

It was unfortunate that Mia's car decided to misbehave for the majority of the races this year, but despite not being able to participate in many of the points races there was a impromptu practice-turned-race where it became a father-daughter stand off. Start/finish, along with the rest of the volunteers, watched intently during an amazing 10min practice which showcased the competitive nature of this racing team, including alternate lines into corner one.

Driving a Formula car is the ultimate thrill, you don't need to brake at the 3rd, 2nd, or even the 1st braking marker, but rather a few feet just before the turn in cone; further and later than your average sane sedan would ever brake. The real trick is to trust completely in your car's braking ability (something Mia has achieved this year), and angle your wing just right to create enough down-force to hold your car on the track throughout the turn.

You have to really trust your aero to plant your car through the corner. If you enter the turn too slow, there is not enough downforce and you will slide off the track in a spectacular fashion. I had a couple of these excursions this year, one which resulted in using my front wing as a shovel to smooth out the field just outside of the car wash in turn 1, and another when I was right behind Aran and tried to take corner one at a similar speed to the Formula Libra. With only 0.75 inch of ground clearance, you tend to lose steering in the grass, but it's oddly fun to experience. If you look closely at his Aran's car, you can see that the diffuser and wing are almost double in size, allowing him to corner at speeds which defy the laws physics.

We hope our small open wheel group continues to grow. We know of a few more continentals that are being prepped, and hope to see the Formula Fords join us next year to show off their competitive nature.

Wayne Schellekens



Competition vs. Cooperation

The people of the WSCC have always been friendly and helpful on and off the track. If you've got a problem with your car you can always find someone or several people to lend you their tools. Sometimes if you've got the same car, other competitors may even share a spare part with you to keep you racing. However on the last Road Race weekend of 2020 this cooperative attitude was taken to the extreme!

Derrick Pelletier #6 and Mike Demchenko #88 were battling for the 2020 championship with 50 and 46 points respectively. The last races would determine the winner. But before it could even begin, during Fridays Test n' Tune, Derrick's motor had a catastrophic failure to say the least! So it looked like Derrick's season was over and there would be no battle for the top spots... then an unreal offer and effort was volunteered by Al Marcoux!

After years of competing and winning, Al was taking the year off but still had his car at the track. After considering the options and wanting to help his friend compete and his friends race, he offered the engine from his own car to Derrick! Wow what a selfless offer! So after the shock of the turn of events wore off, they (with Mike leading the charge) got to work removing the destroyed engine from the # 6 car, pulling the engine from Al's Honda and then installing it into Derricks! For most of us this sounds like a winter project that would take weeks of long nights to get it right.



Photo by Brad Epp

It was done in 3 HOURS!



Photo by Darlene Strain

After some tweaking and tuning on Saturday morning, Derrick's car and Al's motor were lining up for the final race series! Later in the weekend Al and his car were giving again as other suspension parts were harvested to keep Mike's car competing. It was back and forth for the weekend with Derrick finally taking the checkered flag and the Championship.

Al's generosity was very very special but is just another example of the caring and support that you'll find from WSCC members every race day!

"I don't really know what to say to Al and Mike, other than Thank You!" Derrick Pelletier



Photo by Brad Epp



Photo by Brad Epp



Photo by Brad Epp

WSSC AUTOSLALOM



Photo by Wintink Photography



Photo by Wintink Photography



Photo by Wintink Photography

2020 AUTOSLALOM CHAMPIONS

SCCA Mixed

Mark Sawatsky

Modified Street Tire

Jason Tran

Novice

Rob Wiggins

Street

Jeff Janzen



Winnipeg Sports Car Club

2020 threw us all for a loop, to put it mildly. Every turn tested our resolve and ability to cope with a highly-variable situation. For our whole lives, we've casually ignored the phrase "subject to change without notice," but this year has brought that idea to the forefront!

What did we learn from these challenges thrown our way? Autocross racing is alive and well in Manitoba! A small team of passionate volunteers worked diligently to hold 12 events, putting 148 unique and smiling entrants on a closed track in a safer form of motorsport. While COVID restrictions may have prohibited high fives after runs, they certainly were present in spirit all season long. Our final event on September 20th capped off an amazing racing season with 58 competitors and great fall weather.

We did lose a substantial part of the St. Andrews runway to the 1/8-mile dragstrip, but our course designers rose to the occasion and made fun courses, despite the reduced pavement. Efforts to locate alternate venues continues, but none have been secured to date.

As I locked the gate for the last time at St. Andrews, I looked back at the runway with a mix of emotions. Sadness over the end of a race season, but also complete satisfaction at how an amazing team beat all the challenges of this year. Our volunteers worked together to pull off what should have been impossible without their dedication. Everyone loved playing with cars, expanding their abilities, and enabling others to do the same.

Here's to 2021! **Corey Dyck**



Photo by Brad Epp



Photo by Wintink Photography



Photo by Wintink Photography

OPEN LAPPING TRACK DAYS

This was one the most successful year for open lapping! The club held 7 Track days!

237 registered Lappers I in total and 55 were rookies!



Photos by Mathieu Leveille



Photos by Mathieu Leveille



Photos by Mathieu Leveille



MARSHAL STATION BUILD by Jim Antosko

Build Team: Jim Antosko, Greg Eastwood, Mike Demchenko

Paint Team: Kyle Antosko, Jim Antosko

Transportation: Randy Morash

Build Time: 4 days including paint

During one event I was watching volunteers standing out in the sun between sessions and thought the destroyed marshal station #4 at corner 8/9 should be replaced. I set out to draw up plans for a replacement marshalling station. Now, I am no-where near a builder, engineer, or even a practiced home builder. How hard could it be? (insert chuckle here). Well surprisingly the plans got finished and presented to the executive for consideration. Nothing was confirmed during the meeting so I left it at that.



Photos by Jim Antosko

Months later I was having lunch with Greg Eastwood and we discussed the need for a replacement station for the one lost at GMP. It was decided Greg and I were going to take this on. Greg went out and purchased the material, supplies, gathered up some tools for the build, and dropped everything off; I also had a bunch of tools, so we were all set. Greg also convinced Mike Demchenko to join us. Not too sure if Greg actually told Mike what he was in for or if he just asked him if he wanted to go for a drive one day and ended up at my shop.

With the limited experience of us three old guys, we got going and things seemed to fit without too many fubars. Being an active worksite not too many refreshments were consumed, perhaps that is why the floor was straight, level and square. A good foundation made the rest of the structure easier to build.

After the structure was assembled and loaded onto a farm wagon, I had my son Kyle and I set about to paint the station in the north yard of my yard. After the addition of some corner trim pieces, painting began. We used an airless sprayer so it went on quite thick but was done (almost) faster than a Nascar pit stop. I think we had to as I had one eye on the painting and one eye on the ominous looking rain clouds.



Photos by Jim Antosko



SoloSnapshots



Photos by Jim Antosko



Photos by Jim Antosko

Marshal Station Build continued....

Once painted (seconds before the skies really let loose) it was moved back into the shop, awaiting pick up by Randy Morash to transport it out to GMP. After placement and some final location adjustments it was ready for use by our wonderful group of volunteers.

Of course Mike, feeling he had put so much effort into building the structure, decided he just had to "mark his territory" a wall after doing a world class Mikhanna drift around the entire structure to tag the last wall possible during an event this summer. Seems we built it strong enough to with stand a few barrier tire strikes and a love tap from a Honda race car.

We had a great time. Nobody fell off any ladders and we built something for that should serve the club for years to come.



Photo by Brad Epp

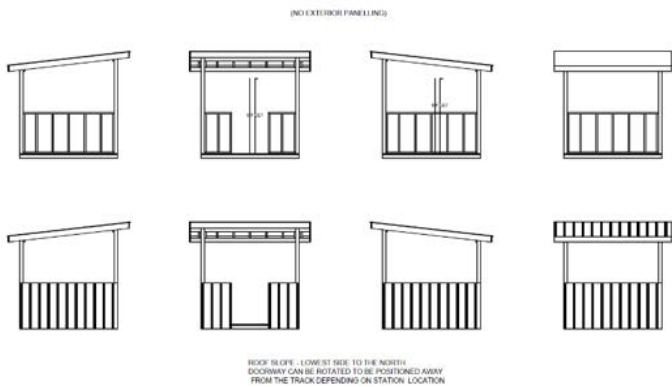


Photo by Mathieu Leveille

TRACK IMPROVEMENTS

Significant track improvements were planned in 2020 however for many reasons, the track surface work could not be completed. This work and more is planned for 2021 however so much else went on in 2020 to improve GMP! Volunteers replaced guard rail barriers (from non-club damage), racers and sponsors donated funds and winnings to our Track Fund and the most significant change was at Corner 3. The berm (put in place decades ago to protect spectators) was leveled late this summer to improve driver safety. Thank you to the RM of Gimli and everyone that helped move the old tire barrier to make the track safer.

Winnipeg Sports Car Club

Race Cars for Sale

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

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

68 Chevelle drag car

513 Merlin - Just Rebuilt - Drag Mark Winnipeg. \$25,000 on the motor 860 HP just motor. Only one run on motor 9.69 - 1/4 mile Gimli AFR. Aluminum Heads Runs on C12 Fuel 400 Turbo. Trans w/ 4000 stall Torque Convertor Trans. Brake Line Lock Progressive Nitrous 456 Gears

Includes new Hoosier tires 33X22-5X15LT. New coil shocks. All setup for the 1/4 Mile. *Looking to trade for heavy equipment, skidsteer, semi tractor, etc of equal value, otherwise asking \$45,000 obo. Contact on WSCC forums.



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

2011 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.

Asking \$2000, no seat.

Call Damon @

204-471-4495 or email

damon@nomaddigital.ca



Ford 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. Asking \$3000 to \$4000 depending on how you want it. Sean @ 1-204-461-3946



Honda CRX Road Race Car

Honda CRX road race car , fire system , 4 corner adjustable suspension, anti roll suspension, 1.5l with amazing power have dyno sheets, racing seat , adjustable rev limiter, super nice car for someone starting out and handles like a dream, way too many things to list.

204-228-5115 \$10,000



An easy 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.wsc.mb.ca/index.php?forum/73-race-cars-currentcompleterunningincomplete/>

Winnipeg Sports Car Club
Race Cars for Sale

Ice Racer—1991 Suzuki Swift GT— Parts or Fix

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. 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

1994 Civic Road Racer

Car is ready to compete in ST5/6. Interior is stripped, giant tach strapped to the dash, legal cage, etc. Weight should be in the 2,300 range with your average driver. This car ran in ST6 last year and at the last event developed a slight off-throttle knock in the engine. Car runs and drives fine but will require a new engine to race.



I have a B18 with Crower cams that is ready to be dropped in and this car will be good to go, making a touch more power than it does now. This should put the car into ST5. Other items include Acura Legend dual piston front calipers, adjustable front A arms, KYB adjustable coilovers, rear brace, strut tower brace, aluminum half rad and a sickening wing that will make your pants tight.

Passed tech last year without issue and comes complete with all safety gear you'll need - valid camlock harness, window net, etc. The only safety item you'll require is a seat as I would like to keep the one currently in the car.

Asking \$2,000 obo. Contact on WSCC forums

2021 ICE RACING!

Here's an update on some of the key changes we are planning for this year's ice racing:

Caged car class - due to the low number of caged cars running door to door we are proposing running a single "studded" class of cars. This class would be expected to run either Black Rocket tires or a new spec bolted tire design. So far it looks like about 7-9 cars are expected to compete in this class

Hotlapping - we plan on running RTI cars and cageless cars in between the studded races similar to how the Time Attack groups run with the Sedan Racing during our summer season. We are excited about creating this new "Ice Attack" group and hope it entices many newcomers.

Spec Studded Tire - we are looking at making a bulk purchase order of hardware (bolts/washers) and tires. We are still determining the tire however using a spec tire will keep everything consistent since the club doesn't own a tire shaving machine. Estimates for the tires and hardware look to be around \$500 for a set of 4. Time is running out on this so please notify me asap at either mikedemchenko@yahoo.com or through the Ice Director email on our website with any questions you have and what size of tires you run (13, 14 or 15")

Events - with Covid and the impact to the Winter Festivals we are looking at potential races at both the Winnipeg Ski Pond (Lake Shirley) and Beausejour (CPTC snowmobile track) and likely a double header race weekend at these locations to help with the budget. There is one special event race weekend that is being explored that will also hopefully be a huge step forward (and a surprise to many if we can make it happen). As well, we are strategizing how to deliver some form of an ice school in this crazy new world we are now living in.

A draft of the event schedule will be shared soon once it is sorted out. (Check the Forum, Website or Social Media)

Mike Demchenko, WSCC Ice Race Director



Photo by Steve Carmichael

2020 WSCC Meetings

Below is the schedule for the remaining WSCC 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:

November 19th 7:00 pm – Annual General 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>

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-aficionado/



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