



# The Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

**2021 SEASON IS HERE!**

**ARE YOU READY?**

**AUTO SLALOM**

**TIME ATTACK**

**ROAD RACE**

**DIRTX**



Damon Surzyshyn 

## GOING PRO!

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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.

**Aficionado Editors: Mia Schellekens and Brad Epp**

## Club Information

The Winnipeg Sports Car Club is a non-profit corporation and, at 69 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 in 2020 was 302.

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

Winnipeg Sports Car Club website: [www.wsc.mb.ca](http://www.wsc.mb.ca)

Winnipeg Sports Car Club forums: [Forums.wsc.mb.ca](http://forums.wsc.mb.ca)

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

Facebook: [www.facebook.com/WinnipegSportsCarClub](https://www.facebook.com/WinnipegSportsCarClub)

Twitter: [twitter.com/wsc\\_racing](https://twitter.com/wsc_racing) @wsc\_racing

Instagram: [www.instagram.com/wscrcracing/](https://www.instagram.com/wscrcracing/) #wscrcracing

WSCC Autoslalom Results: [www.wsc.autoslalom.com](http://www.wsc.autoslalom.com)

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





## PRESIDENTS MESSAGE

Jay Funke

I am opening this President's message with an apology. The second quarterly edition of the Aficionado for 2021 was due to be released at the beginning of April, but I asked our amazing editorial team to hold off on publishing the edition so that I could include a message, one which I hoped would include some encouraging news for our membership. As we are all acutely aware, 2021 has proven to be another difficult year, and I thought we could all use a bit of good news.

The last time I wrote to you, we were embarking on what promised to be a challenging period for our Club. Our Ice Race season was the first of our Disciplines to fall victim to the pandemic, and with it all the work that Mike Demchenko and the rest of the Ice Race Committee had spent developing an exciting Ice Race season, including our highly anticipated first ever Ice Attack event. However Mike has assured us that this just means next year will be even better!

Despite Mikes irrepressible optimism, I had hoped to share more substantial good news with our membership, not only for our upcoming summer season of events, but developments at GMP as well.

As the pandemic has evolved, so too has the Province's response, which has resulted in the government easing some restrictions on public gatherings. After careful review of the recent changes in Manitoba's Public Health Order, the Executive Committee is confident that we can proceed with what we hope to be a full, albeit modified, Road Race, Time Attack, HPDE and Autoslalom season, as well as our inaugural DirtX event. There is further and much more detailed information on what we have planned for those Disciplines elsewhere in this edition, so I won't try to cover those developments in this message, other than to say we are hoping to salvage a successful season of racing despite the changes the pandemic has forced on all of us.

But as it happens, I am sitting down to write this message after my first trip to GMP this spring, on the evening before our season opening hot-lapping event on April 24 and 25.

As most of you can appreciate, the first trip out to GMP every year is always a special thing. The promise of a new season lies ahead, and after a long winter away, it always feels good to be home again.

This year however, it was different. There is a unique resonance to the start of our summer racing season, with the potential sale of GMP looming and with so much uncertainty over its future, neither the fate of the track nor the future of the Club is entirely clear.

As part of preparing for the first event of the season, there is always organizing and maintenance work to be done, and on that cool brisk April evening I was walking the track to clear any debris left by winter's thaw. That gave me an opportunity to appreciate the specialness of this place, and the role our club has played over its 48 year history.

Most of the time we're at the track, it's a busy place, full of energy, speed and excitement. But on that Friday evening, I was alone with the circuit. It was oddly quiet, calm and peaceful, which only made the questions hanging over the future of the track that much harder to ignore.

I considered the many issues the Club's Executive and Board have had to wrestle with already in 2021. The uncertainty created by our insurance company's announcement in late March that they'd ended their relationship with their



underwriter, and at that point, did not have another partner with whom to renew our general liability or event insurance policies. The need to develop specialized health and safety protocols which would allow us to host our various events despite the challenges of a persistent pandemic, as well as the development of a new digital liability waiver, and it's seamless integration with our Motorsportreg.com on-line event registration and management system. The Club's application for matching funds through the Building Sustainable Communities Grant program to continue repaving the track as part of our ongoing development and revitalization plans for GMP.

The finalization of our now fully modern digital and cloud-based records repository. The continual development of training materials and micro-learning tools that allow us to reinvest in our volunteers' knowledge base, and recognize their incredible contribution to the success of our events, across all of our Disciplines. The announcement that our Autoslalom leadership had secured another year of competition at our traditional venue at St. Andrews airport.

And that is only a partial list of the challenges our Club has managed in the first three months of the year.

Of course the issue that dwarfs them all is the future of GMP.

As most of you now know, the RM of Gimli, who currently own GMP, has announced that Landmark Planning and Design Inc. has been retained to prepare an RFP for the anticipated sale of the property, which was extensively covered by Gimli's local newspaper, the Express Weekly News in their April 1<sup>st</sup> edition. I won't go into detail other than to indicate many of our concerns with respect to the processes followed by the RM and the Community Development Corporation were confirmed by a member of the Council quoted in that news story.

Notwithstanding those concerns, the Executive Committee had advised the Club's membership at our regular March meeting that we had been anticipating such an announcement, and as a result we were already preparing a bid to purchase the track once an RFP was issued.

Although we are not yet able to share the details of that plan, what we can tell you is that we are confident it puts us in a position to not only purchase the track, but also restore it to its former glory and launch the next phase of its development. It is an admittedly ambitious plan; however it is one that retains the essential nature of the park by ensuring that it remains, first and foremost, the home of affordable grassroots racing in and around Manitoba.

So I end this message where I had planned to begin, with a message of hope and optimism for our membership.

We have a tremendous collection of people in our Club, not just on the Executive and our Board, but all of our organizers, our volunteers, our racers, our hot-lappers, our members, our sponsors, and our friends and families – both at home and at the track.

It is because of your support we have been able to overcome the tremendous number of challenges we've already faced in 2021, and which will enable us to continue that same success throughout the balance of the coming year.

I am looking forward to sharing more of our exciting plans for the future of GMP with all of you once we are able to do so.







Photo provided by Damon Surzyshyn

## 2021 WSCC Meetings

Until further notice all meetings will be held remotely. The conference call information will be posted prior to each meeting.

The 2021 WSCC meeting schedule is as follows:

May 20 – 7:00 pm

June 17 – 7:00 pm

July and August – no regular Club meeting scheduled

September 16 – 7:00 pm

October 21 – 7:00 pm

November 25 – Annual General Meeting – 7:00pm

December – no regular Club meeting

December 16 – Joint Board Meeting – 7:00 pm (incoming and outgoing Directors and Officers)





## 2021 Ice Racing Season Cancelled Reprinted from the WSCC Forum by Mike Demchenko on February 12, 2021

It is with heavy heart that I unfortunately am announcing the cancellation of our 2021 Ice Race season.

We were optimistically awaiting the formal wording of the new February 12th health guideline restrictions and unfortunately they appear more restrictive than earlier anticipated with regards to holding a gathering such as one of our ice race events. Despite the fact that the racers are all individually isolated within a car, and we could prohibit spectators, it takes many more people and volunteers to host a racing event and with a maximum organized gathering of 5 people there is no way we can adhere to the current restrictions.



Despite the cancellation, I would like to thank several other people that helped try and make this years season happen - Steve and Mat (for their logistical support), CLD Excavating (for their sponsorship support), Greg (tire building support), and many others who prepared their cars and helped spread the word for this years potentially awesome season. Much thanks!

Stay healthy and we will hopefully see everyone on the ice in 2022!



## ***Ice racing season cancelled, breaking decades-long Manitoba tradition***

*Reprinted from [CTV News](#) By Mason DePatie, Videojournalist, Published Sunday, February 21, 2021*

Ice racing, a decades-long Manitoba tradition, is being skipped this year due to the pandemic.

For the first time since the late 1950s, the Winnipeg Sports Car Club isn't hosting an ice racing season.

Veteran driver Tim Gordienko hasn't missed a season since he started racing in 1981. "It's the most fun, the adrenaline rush," he said. "You don't feel the cold coming out of the car. You're standing around there and it's -25 degrees and my wife tells me to put a jacket on and I go, 'oh yeah, it's winter.'"

This year, however, Gordienko's helmet and lime green Honda Civic will be collecting dust.

"A bit dejected, I always look forward to it when the weather starts getting cold," said Gordienko. "It's something we have to accept and we'll be ready for winter."

According to Mike Demchenko, the club's ice racing director, cancelling the season was a tough decision. Logistically, physical distancing in the pit lanes and planning the races proved to be too much in the end. "It was an unfortunate decision but one we had to make," said Demchenko. "We just have too many volunteers and organizers involved in putting on an event."

The ice racing season usually consists of six tracks in various Manitoba towns. The cancellation will be felt in Gimli, Man., which hosts the racers during its winter festival. "There's definitely an impact," said Lynn Greenberg, the mayor of Gimli. "We used to get quite a few people out for the ice festival weekend and we're not going get those kinds of crowds now."

The Winnipeg Sports Car Club was planning on using this year's season to launch some initiatives to attract new drivers to the sport. "We were looking at building up some of our racers and our numbers this year. We will just have to look optimistically forward for next year to do that," Demchenko said. The club will promote its IceX series in 2022, which encourages people to take their own cars ice racing in hopes of getting more people to try the sport. Until then, just like the club, drivers both new and experienced are waiting patiently for next year's season.

"Next year, yup, we'll be back," said Gordienko.





## GIMLI 2021 ROAD RACE / TIME ATTACK / TRACK DAY SCHEDULE

|                            |                                    |
|----------------------------|------------------------------------|
| April 24-25 <sup>th</sup>  | Early Bird Open Track Weekend*     |
| April 30 <sup>th</sup>     | Track Day #1                       |
| May 1-2 <sup>nd</sup>      | HPDE Competition Licensing School  |
| May 14 <sup>th</sup>       | Track Day #2                       |
| May 15-16 <sup>th</sup>    | Road Race / Time Attack Event #1   |
| July 9 <sup>th</sup>       | Track Day #3                       |
| July 10-11 <sup>th</sup>   | Road Race / Time Attack Event #2   |
| August 6 <sup>th</sup>     | Track Day #4                       |
| Aug 7-8 <sup>th</sup>      | Road Race / Time Attack Event #3   |
| August 27-29 <sup>th</sup> | Track Days #5, 6*, 7*              |
| Sept. 24 <sup>th</sup>     | Track Day #8                       |
| Sept 25-26 <sup>th</sup>   | Road Race / Time Attack Event #4   |
| Oct 9 <sup>th</sup>        | Track Day #9* (Weather Permitting) |

\*experienced WSCC drivers only





# 2021 TIME ATTACK

by Ian & Brooke Stecyk

Hey all, The Time Attack season is right around the corner and we are more than excited to start 2021!

2021 brings in two big changes to our time attack rulebook:

1. The first change is that all actual tire tread wear ratings will be used for classing purposes. This was a change voted upon by the Time Attack membership in 2020. The supplemental rules now states: *Contradictory to the CASC classing website, all tires shall be classed by the tread wear rating stamped on the tire.*
2. The biggest change by far though is the adjustment of our time attack PAX factors (Table below). For those who are new to time attack, we run PAX style classing and, in a nutshell, this promotes driving skills instead of car performance. Cars are assigned to a class based three factors: weight, horsepower, and a handling index. From there, any modifications done to the car are assigned Performance Index Points (PIPs) and the total of points place a car in a class from Open Mod to T3.

The final car class then has a PAX adjustment factor applied to the raw lap times. For a lower classed (lower performance) car this will result in reduced PAX lap times. As the classes and performance of cars increase this PAX adjustment factor is reduced. In theory, if a perfect driver raced a Geo Metro (T3) and a McLaren P1 (Mod1?) around the same track, the raw lap times would differ dramatically! But, after applying the PAX factor, the times should be identical. Our previous PAX factors were borrowed from Ontario's Time Attack program. However, in the real world at GMP, we found that the higher classed cars were gaining a points advantage compared to the lower classed cars. Our goal this year is to level the playing field for all drivers and have a tighter than ever points race for the championship.

For more on Time Attack and car classing please see the forum where I've put together everything you need to know:

[The Beginners Guide to Time Attack](#)

**Old PAX index**

| CLASS    | PAX FACTOR |
|----------|------------|
| Open Mod | 1.062      |
| Mod 1    | 1.052      |
| Mod 2    | 1.012      |
| Mod 3    | 1          |
| SGT1     | 0.988      |
| SGT2     | 0.976      |
| SGT3     | 0.964      |
| GT1      | 0.952      |
| GT2      | 0.94       |
| GT3      | 0.928      |
| GT4      | 0.916      |
| T1       | 0.904      |
| T2       | 0.892      |
| T3       | 0.88       |

**New Pax index**

| CLASS    | PAX FACTOR |
|----------|------------|
| Open Mod | 1.062      |
| Mod 1    | 1.052      |
| Mod 2    | 1.012      |
| Mod 3    | 1          |
| SGT1     | 0.98       |
| SGT2     | 0.962      |
| SGT3     | 0.943      |
| GT1      | 0.926      |
| GT2      | 0.91       |
| GT3      | 0.894      |
| GT4      | 0.878      |
| T1       | 0.862      |
| T2       | 0.846      |
| T3       | 0.83       |



I have to thank all of you for an awesome year back in 2020. I remember talks back in May, 2020 where we were hoping to break even and were prepared to lose money running Time Attack. I'm happy to say the exact opposite was true! We had a total of 37 competitors for Time Attack with 6 of these being rookies! There were 19 competitors that competed in 3 or more events making them contenders for the championship. We also had our first Sub 1:00 lap time ever in time attack by Russell Friesen in his Dodge Viper ASR which also makes the viper the fastest production car to lap GMP! I'm hoping 2021 will be another year to shatter some records. Most importantly, were looking for a safe 2021 in every aspect possible.

Unfortunately, the birth of our daughter is planned right in between the HPDE and first Time Attack event so we are hoping to see everyone when we make our return for event #2. Until then my main German - Roland Hufgard will be overseeing Time Attack at GMP.

P.S. You will notice that time attack finally has a real, properly written, excellently formatted supplementary rulebook. I have to thank Brian Wiebe for stepping up, rewriting the rulebook to add some professionalism to the WSCC Time Attack sanction.

Here's to a great, safe 2021.

Ian & Brooke & (TBA)



### Brooke Stecyk's 2013 Scion FRS

Engine: Stock with catless exhaust

Suspension: Fortune 500 coilovers with rear control arms

Wheels and tires: Enkei 18X9.5 wrapped in Nankang AR1's

Interior: Guttled with full 6 point cage done in house

Electronics: Racecapture datalogger system with canbus Shift light

Car # 71

Class: GT3

Fastest lap at GMP: 1:06.9

Brooke first bought this car back in 2014 with the intentions of having it as her daily driver. The car remained relatively stock until Brooke first took it to GMP in 2016. After how great the car performed on the track, Brooke made the jump into full race-car in the winter of 2017 by gutting the interior, welding a full cage into the car, and adding in bucket seats/race harnesses. In the 2018 season Brooke meticulously piloted her way to a 3<sup>rd</sup> place finish in the WSCC Time Attack Championship!

Brooke's FRS is a "easy to drive, hard to master" car that is low on HP but makes up for it tremendously in the corners. This car rewards smoothness and momentum. One mistake and your lap is gone.





# Winnipeg Autoslalom

THE SNOOZE BUTTON. THE BEST AND WORST INVENTION OF OUR LIFETIMES. You get to delay the start of real life and return to your state of slumber. It feels like you're pausing life, yet it continues on. That's a fairly apt analogy for the coronavirus pandemic; snoozing some aspects while time ticks on, relentlessly. No forward progress, just holding, waiting, delaying. Some are impatient and ignoring public orders, risking spreading the virus out of a core human need for face-to-face social interactions. Some are taking the public orders to the extreme, locked up in their homes with near zero human contact. It is a tense time in the world.

In the face of all this, behind the scenes, the WSCC's dedicated group of volunteers are communicating regularly by virtual means, planning around the ever-changing current scientific best-practice recommendations and rules for a return to life as we knew it. For the Winnipeg Autoslalom group, we also had issues around our primary site in St. Andrews and the surrounding community that disliked the loud noises that some other users of our site emitted, leading to petitions and heated council meetings. It truly was darkest just before dawn

It is with great excitement that we can announce that our partners at the St. Andrews Airport have given us the green light to continue autocross operations at the airport for 2021! A special thank you goes out to Shawn Clarke (former Winnipeg Autoslalom Director) for his exceptional diligence in working so with the St. Andrews Airport! His work, combined with our decades of complaint-free events at St. Andrews, all added up to the council being very receptive to us returning in 2021. Our current working schedule is as follows:

|               |             |               |             |               |                      |               |              |
|---------------|-------------|---------------|-------------|---------------|----------------------|---------------|--------------|
| <b>MAY 8</b>  | AUTOCROSS 1 | <b>JUN 12</b> | AUTOCROSS 6 | <b>JUL 24</b> | AUTOCROSS 10         | <b>SEP 11</b> | AUTOCROSS 13 |
| <b>MAY 15</b> | AUTOCROSS 2 | <b>JUN 13</b> | AUTOCROSS 7 | <b>AUG 14</b> | EMILY'S LADIES DAY / | <b>SEP 12</b> | AUTOCROSS 14 |
| <b>MAY 16</b> | AUTOCROSS 3 | <b>JUL 17</b> | AUTOCROSS 8 |               | AUTOCROSS 11         | <b>SEP 25</b> | AUTOCROSS 15 |
| <b>MAY 29</b> | AUTOCROSS 4 | <b>JUL 18</b> | AUTOCROSS 9 | <b>AUG 15</b> | AUTOCROSS 12         | <b>SEP 26</b> | AUTOCROSS 16 |
| <b>MAY 30</b> | AUTOCROSS 5 |               |             |               |                      |               |              |

Note that this is highly subject to change as the situation fully develops. Stay up to date on [www.wsc.mb.ca](http://www.wsc.mb.ca) and our Facebook and Instagram pages for all incoming event details.

We will follow the current public orders at all times, including physical (social) distancing and limiting event participants to the maximum number permitted. We have our fingers crossed that conditions will improve enough for us to return to holding our well-loved performance driving schools, but until then, we certainly will be able to offer outside the car driver coaching and mentorship at every event. We are fortunate that auto racing is physically distant by its nature, so it is relatively easy to adhere to the public orders.

With all that, we are entering into another exciting year of racing, learning, and generally having fun with cars. Come experience our safe closed-course environment where you can push your vehicle and skills to the limits. Car people are the best people; we can't wait to see our old friends, and all the new men and women coming out for the first time to have fun and get racing.

Autocross is for everyone!



Photo by Rob Rurak



Photo by Rob Rurak

As always, we are looking to add eager volunteers to keep amateur motorsport alive and well in Manitoba! We need a diverse group of people, from expert to amateur, to help make our events happen. People experienced in any and all fields; from computer systems and hardware experts, to mechanical experts, to those eager to try their hand at announcing race results live! Join our fun and fast-paced team to help run our events, chip in, or anything in between. And tapping into the behind the scenes workings of our club always leads to growing a richer connection to the car community we all care so much about.

See y'all at the track!

**WSCC Winnipeg Autoslalom Team**



## Mind the Gap, the transition from Karting to Formula Racing

By Mia Schellekens

*"The transition from karting to formula racing is an uphill battle and right now I'm stalled in the middle of it, but I don't plan on staying down there."*  
- Nicole Schellekens

Thanks to my dad's love of racing, Nicole (my sister) and I have had the unique opportunity to grow up around the GMP track. This sparked an early interest in racing and, once we were old enough, we started Karting. Karting got us hooked on the unique thrill that is bumper-to-bumper racing and the millisecond battles to first place. It also taught us racing basics like how to counter-steer, apex a corner, and analyze race lines. Unsurprisingly, these useful skills transfer almost seamlessly when applied to nearly any vehicle, which lead to some interesting moments when first driving street vehicles and taking in-car driving lessons (I was scolded a few times for accelerating through the yield's apex).



The only thing karting doesn't teach you, though, is how to drive a standard transmission. Learning standard proved to be quite a challenge and, from personal experience, it can be frustrating beyond belief stalling the car for the fifth time in-a-row. Though being only 16 at that time, I tried not to take it to heart. Now that Nicole's going through driver's ed and is also learning to drive standard for the upcoming HPDE at GMP, I asked her for her experiences being a novice driver with racing skills. "It's been a rocky road and is definitely more difficult than automatic; I'm regretting not learning how to drive initially on standard. Driving standard has presented some unique challenges like sore arms and legs from shifting and using the clutch. Though I've only been out practicing shifting 7 times, I'm slowly making progress, focusing on start/stops since it's the hardest part. I'm nervous but excited to test out these skills on the track."



Nicole also notes the not-so-subtle differences between the track and the street, especially as a novice. "People on the streets tend to see novice drivers as roadblocks or hazards and can be not-the-most supportive. In contrast, 95% of the racers you run into at the track will give you tips and often offer to help with anything from repairing your vehicle to showing you the proper race line. The track is a safe and controlled environment, so as long as you have a positive attitude, are respectful to others, and want to get better, then you're already halfway down the path of being a racer, you just need to get a racing license, get a vehicle, and then get out there."

Though Nicole has yet to apply these skills to the track, I can speak from personal experience that the best feeling is the moment you start becoming comfortable with your car and hit that perfect rhythm of rev matching.

**WSCC's High Performance Driving Education and Licensing School sold out again!**

*Good luck to all the students, instructors and volunteers - Have fun in May!*





# GOING PRO!

Interview by Brad Epp Photos by Damon Surzyshyn

In March I caught up with Damon Surzyshyn following his first GT race of the season - Sonoma, California.



**BE – How did you make the transition from WSCC ice racing champion to racing in SRO with a major team?**

DS - I have a TV production company (NOMAD DIGITAL) and in 2018 we started shooting ice racing stuff, experimenting filming something halfway between YouTube and a TV show. We shot a whole bunch of episodes for YouTube and shortly after, MAVTV (now RevTV) was looking for Canadian motorsport content and turned those into half hour TV shows. People seemed to like them, so we found US broadcasters and started making more. We shot 9 or 10 at Gimli and at Al Marcoux's shop working on cars, basically showing what it takes to get people to the track, do some racing and have some fun. We ended up shooting 32 episodes, they're called [Grassroots Racing](#).

DS - At the same time I was in a couple of World Challenge races - 2014 and 2017. After the 2017 race, I went to the banquet and met some racers, team owners, and a guy named Kevin Anderson (Tech Sport Racing). I continued to reach out to teams looking for drivers and pitched that I was making a TV show. The best way to make a TV show is to have something unique and the TV show helped me get access to something unique so it was the perfect opportunity wrapped up in one.

**BE - Now you are racing in an SRO Motorsport series. What is SRO?**

DS - The World Challenge series ran for over 30 years and then in 2018 SRO (Stéphane Ratel Organisation) merged or took it over. They (SRO) run GT races all over Europe and Asia, including the 24 Hours of Spa. They took over the World Challenge to bring SRO to North America and converted the series into the more standard European classes like GT4 and GT3. They also created a TC America class which was like the Touring Car A/B which including spec cars like the Honda Fit, Mazda 2, Mini, Chevy, Fiat etc. It was a pretty big class in World Challenge. I raced the last TCB race in the 2017 World Challenge before they got rid of the class. For 2018 the entry level became TCA and included **cars like Subaru BRZ which I drove**, and Honda Civics, Mini JCW, Hyundai Velostors, and MX5 cup cars.



**BE - You did a lot of racing in 2020, were there any races that stood out to you?**

DS - I guess there were a few. The first race was at COTA (Circuit of the Americas, Austin TX) and that weekend was a disaster! We had two engines fail and then I took out my team-mate! Coming into a heavy breaking zone we had a brake failure! I went for the brakes and there was about half of what I was expecting **so I drove right into his door!** It took both of us out and blew-up another engine too because it crushed the rad and it overheated. At VIR (Virginia International Raceway, Alton VA) the next weekend we had reliability issues as well. Everyone on the team had car failures so it was another rough weekend.





DS - Later on in the year, we were to race at Watkins Glen but it was shut down because of COVID, so they moved it back to COTA. The first race was going really well, I was up in 4th place chasing a Mini, when they went wide going into turn one. I said "Ya I got this, I'm going to pass him, move up into the top three, its all good!" It would have been my first podium but then just as I started coming up the hill I went deep on the brake, and the steering got heavy; something was wrong with the car! I looked down on the dash, all the lights were out, everything was dead! So I pulled it over to the side of the track trying to restart it, but everything was dead. Turns out the wire between the kill switch and a relay broke which was basically like pressing the kill switch! It was frustrating because it was such a good race up to that point. The second race I started toward the mid/back of the pack, which wasn't as good as the first race, but I ended up finishing 4th. It was the best race of the year. I also had a couple of 4th and 5th place finishes at Road America. But COTA was fun, I had really good pace there, and was only 8 seconds out of 3rd so it pretty good.



DS - It was a really rough season for reliability unfortunately. Those cars were getting to be five years old and pro-race cars lead a hard life! The TCA is the entry level class so the maintenance schedules aren't to the level of GT cars. The problem is that you can buy a Honda Civic Type-R or a BMW 240i from the factory as a race car. But the other cars are built and developed by the teams - kind of what you see at the Club (WSCC) except they are doing it with new cars. So if you build up a 91' Civic as a race car, no problem: no ABS, no traction control, no lane change assist, and all the electronic systems that basically don't work on the race track. It is very hard to get rid of all the street car electronic problems, even ABS (we had a lot of ABS problems). Like at Watkins Glen, we're hitting almost 2g's on the back corners and with all the hills, the little gyro inside the stock ABS couldn't handle that so we got many errors and it basically shut down the system! It's one thing to take an old Civic that never had or was never meant to have ABS, but if you take a car that is supposed to have ABS and turn it off, it is really, really hard to manage the brakes. **The era of building your own race car from new cars is done.** You need to have the factory getting involved in the electronics.

**BE - Do you ever travel with the team or do you come home between each race?**

DS - I almost always come back. There was only one time we had two races back-to-back in California so I stayed in the hotel for a few days in between the events and caught up with some down time. If I have an internet connection I can work anywhere, and FaceTime with the Family to keep in touch with the kids, but it's a little rough that way. I find that the hardest part, being away from my family. Traveling back and forth just took longer last year. Instead of seven hours it was 16 hours to Austin TX.





## GOING PRO continued

### BE - You must put a lot of work into preparing for each race?

DS - The 1<sup>st</sup> year was really tough because I hadn't been to any of the tracks. Before they get into that class (TCA), a lot of the guys race a year or two in spec Miata which goes to all the same tracks. This makes it so they would only be learning the differences in the car and the tires.

DS - The tires are a big learning curve: you've got to learn to heat them up, how quick they get up to temp, how much slip angle you can drive them with, etc. Once you get a handle on the tires, then it's track time. In pro racing you don't get a ton of track time, especially if you have a mechanical issue. Sometimes I've raced with only 20 min of practice time before the race. Like at VIR in 2019, it rained and the practice was red flagged. VIR is a very scary track. So that was tough to get up to speed in handful of laps. Its very hard to get the track time but the second time you go to a track it's way different.

DS - It was even tougher when you're also shooting a TV series. They call it

**Drinking from the Firehose!** You learn what you can the first time, then the second time is much better. Honestly if I wasn't shooting TV show the first year I would have had better results. While I was out there interviewing guys and keeping track of the next shot, those (drivers) that aren't working on TV shows are with coaches, going over data, practicing, watching videos, etc.



### BE - You're in a new series this year that looks even more competitive?

DS - Yes, still SRO, same weekends as TC but its called GT4 Sprint X. It's now an hour long race (vs 40 min in TC), with one pit stop to change drivers half way through the race. We don't change tires or fuel. There are 33 cars, and it can be really busy at tracks like Sonoma which is not very big.

DS - The cars are quite different from TC - our BRZ had 200 hp and now our GT4 Supra has 430 hp! It's a little bit heavier, like about 500-600 hundred pounds more. But it has a lot more tire! We're running 305 wide slicks at all four corners compared to 245s! It has a little more down force with a big splitter, probably 100s of pounds of down force. We are limited to 2 sets of tires per race, including qualifying, so you can burn up tires quick, depending on the track. At Sonoma where you are always turning, tires are pretty much shot after that hour. One corner leads into another corner, while at a track like Road America you have long straights then a corner.



### BE - Is it more difficult driving the GT4 car?

DS - Not really but the car is a bizarre, weird mix of light throttle, light power steering, but then to brake **you need 200 pounds of pressure!** GT4 don't have brake boosters, making it unbelievably harder to press on the brakes. When in the car, while in the garage, try to get the 100 bar of pressure you need to get full brake force - I can barely do it! On track you don't notice as much because you have a couple of g's making your leg heavier.

DS - One thing I found difficult in this car, is I'm always shifting with a paddle shifter so you can't let go of the wheel. After the first race my whole right arm was numb! But then I figured out some spots like coming out of turn 7 there's a small straight where I could let go for 2-3 seconds, wiggle my fingers and get going again. The cars cockpit can be set up pretty good: the pedal box moves and the wheel is tilt/telescoping, but the seat doesn't move. My teammate and I take advantage of the wheel's adjustability as since my teammate is taller he likes the wheel all the way back while I like it close.



**BE - Last weekend was your first race of the season, How was the race and your new team?**

DS - Yes in Sonoma. It's a new team, and it was put together in 90 days! Everything from buying a hauler, wraps, scales and tractors, finding mechanics and all the people. Its pretty phenomenal! **The team is called Forbush Performance, it's very impressive!** They have some awesome people on the team like Tom Long (Mazda factory driver), since Mazda canceled their Prototype program this year so he was available. He has a lot of experience so he can take our feedback and turn it into setup changes. It's very serious.

DS – He (Tom long) also helped with strategies for driver changes/pit stops. Little things like putting magnets on the roll bar to catch the shoulder belts, same with bungees on the lap belts. We have a minimum of 40 seconds to pit and change drivers. We practiced and got our stops down to 35 seconds. We don't fuel or change tires but there are a lot of other things that go into the stops that are complicated. You have to hit your marks, put the car into neutral, power it off, etc. all while someone is back timing the release and how many seconds from pit to the box exit. These little things that seem simple but are tricky. We got a drive through penalty in the first race because we didn't turn the car off in the pit. We did pretty good on the second race. We'll get it down by the second event and we'll be good.

**BE - This year you share the driving. How do you decide who drives first?**

DS - There's definitely strategy like looking at our qualifying times, positions, who's groupings we're in. We also have a lot of data on the other teams. We get a PDF book of timing with top speed, sector times for every lap to see how consistent they are, their long-run pace verses qualifying pace. There's a lot of data and it becomes a question of who can make the best use of the data. **As a driver there isn't enough time to go through it all, that's what you rely on your team for.**

**BE - What's next for 2021 and beyond?**

DS - GT4 is more than enough competition for the next few years. I am quite enjoying GT4 and still have a lot of learning to do. I feel this is the year to get adjusted, get up to speed, and maybe have some good results. Then next year should be a much more consistent year and we can really start pushing at the front.



Check out Damon at:

[dsracing.ca](https://dsracing.ca)

YouTube: [Going Pro SRO America](https://www.youtube.com/GoingProSROAmerica)

Facebook: [GRRacing](https://www.facebook.com/GRRacing)

Instagram: [going\\_pro\\_tv](https://www.instagram.com/going_pro_tv)



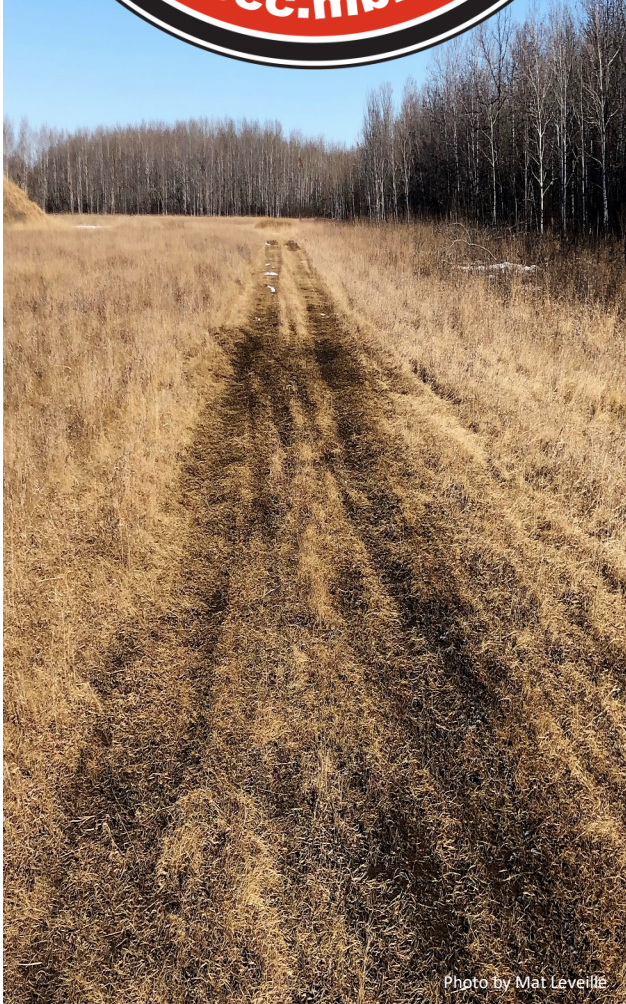


Photo by Mat Leveille



## DirtX by Mat Leveille , Al Marcoux

The WSCC is excited to announce a new activity for 2021. DirtX will debut as a demonstrative discipline. The intention is to garner some interest while keeping the requirements and costs for participation to a minimum. We recommend using extremely low cost, stock vehicles for the time being.

|                |                 |
|----------------|-----------------|
| June 19 - 20th | DirtX Event #1  |
| July 24 - 25th | Tentative Event |
| September TBA  | Tentative Event |

Daily Registration \$25 + Annual or Daily (\$10) WSCC membership

### Car Classifications

AWD - Open

FWD - Open

RWD - Open

Race cars (caged) will need all proper safety equipment. Please see Al Marcoux if you are planning on racing a caged car.

All vehicles need to be complete ie. Doors, Hatches, Bumpers etc.

Cars without glass require window nets and full face helmets.

Vehicle must be dimensionally wider than tall.

### Safety Inspection

All cars must pass Safety Inspection before admittance to the track. All drivers must present personal safety equipment to the Tech Inspector. It is the responsibility of the competitor to fill out the Tech Inspection Sheet at or prior to registration.

SA2010 Helmet or newer & OEM 3 point harness in good condition are the minimum required safety equipment.

For all the Regs and information go to [DirtX on the forum](#)

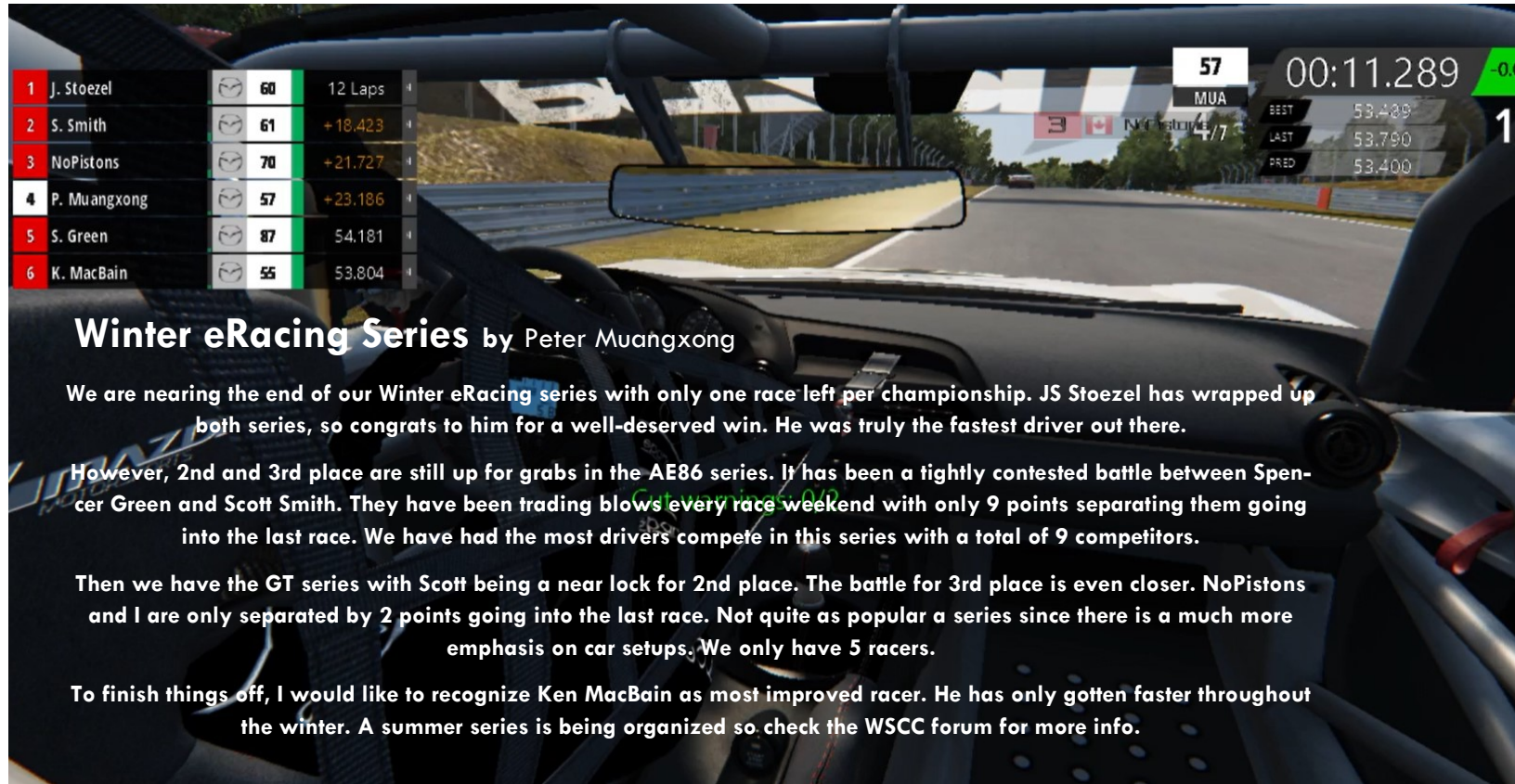
## Welcome to DIRT X



Think this... but one car at a time!

Photo by Bold Temuujin





## Winter eRacing Series by Peter Muangxong

We are nearing the end of our Winter eRacing series with only one race left per championship. JS Stoezel has wrapped up both series, so congrats to him for a well-deserved win. He was truly the fastest driver out there.

However, 2nd and 3rd place are still up for grabs in the AE86 series. It has been a tightly contested battle between Spencer Green and Scott Smith. They have been trading blows every race weekend with only 9 points separating them going into the last race. We have had the most drivers compete in this series with a total of 9 competitors.

Then we have the GT series with Scott being a near lock for 2nd place. The battle for 3rd place is even closer. NoPistons and I are only separated by 2 points going into the last race. Not quite as popular a series since there is a much more emphasis on car setups. We only have 5 racers.

To finish things off, I would like to recognize Ken MacBain as most improved racer. He has only gotten faster throughout the winter. A summer series is being organized so check the WSCC forum for more info.

### Toyota AE-86 Championship Standings

|                       | Points |
|-----------------------|--------|
| 1 JS Stoezel          | 273    |
| 2 Spencer Green       | 205    |
| 3 Scott Smith         | 196    |
| 4 Willard Popplestone | 104    |
| 5 Ken Macbain         | 94     |
| 6 Peter Maungxong     | 67     |
| 7 Ian Stecyk          | 45     |
| 8 dswach              | 22     |
| 9 George Abrahams     | 12     |

### GT Championship Standings

|                   | Points |
|-------------------|--------|
| 1 JS Stoezel      | 240    |
| 2 Scott Smith     | 196    |
| 3 Peter Maungxong | 166    |
| 4 NoPistons       | 164    |
| 5 Ken Macbain     | 100    |



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## Race Cars for Sale

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.wscc.mb.ca/index.php?forum/73-race-cars-currentcompleteincomplete/>

### 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

### 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](mailto: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



### 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



## 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

## License Applications

Go to [www.motorsportreg.com](http://www.motorsportreg.com) to get your 2021 licenses and to register for WSCC events. Click to get your license:

[Amateur License](#)

[Basic Ice Race](#)

[Race Official License](#)

[Time Attack](#)

[Annual Waiver Hard Card](#)

[Car Number & Classification](#)

Previous editions of the Aficionado can be found on the WSCC forum and website:

[www.wsc.mb.ca/wsc-afficionado/](http://www.wsc.mb.ca/wsc-afficionado/)

≡ **HAGERTY.** | MotorsportReg

## WCMA 2021 Amateur License



**Western Canada  
Motorsport  
Assoc**

Tuesday, Dec 1, 2020 —  
Friday, Dec 31, 2021  
WCMA Licenses,  
Edmonton, AB



Registration ends in a year on December 31, 2021 11:59 PM M.S.T.

Amateur - Race / Historic (Road Racing)



The Western Canada Motorsport Association is the authority for amateur motorsports in Alberta, Saskatchewan, Manitoba, the Northwest and Yukon territories.



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## **SCHEDULE / ST. ANDREWS AIRPORT**

|               |             |               |             |               |                      |               |              |
|---------------|-------------|---------------|-------------|---------------|----------------------|---------------|--------------|
| <b>MAY 8</b>  | AUTOCROSS 1 | <b>JUN 12</b> | AUTOCROSS 6 | <b>JUL 24</b> | AUTOCROSS 10         | <b>SEP 11</b> | AUTOCROSS 13 |
| <b>MAY 15</b> | AUTOCROSS 2 | <b>JUN 13</b> | AUTOCROSS 7 | <b>AUG 14</b> | EMILY'S LADIES DAY / | <b>SEP 12</b> | AUTOCROSS 14 |
| <b>MAY 16</b> | AUTOCROSS 3 | <b>JUL 17</b> | AUTOCROSS 8 |               | AUTOCROSS 11         | <b>SEP 25</b> | AUTOCROSS 15 |
| <b>MAY 29</b> | AUTOCROSS 4 | <b>JUL 18</b> | AUTOCROSS 9 | <b>AUG 15</b> | AUTOCROSS 12         | <b>SEP 26</b> | AUTOCROSS 16 |
| <b>MAY 30</b> | AUTOCROSS 5 |               |             |               |                      |               |              |

\*Some vehicle restrictions may apply.  
Dates subject to change due to COVID-19 pandemic



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