

# THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

NOV / 2021



## 2021 SEASON WRAP-UP!







*Eager Students lined up for the  
Figure 8 course during the HPDE  
school on May 1, 2021*

Photo by Brad Epp



## Contents

Welcome .....	4
Club Information .....	4
Presidents Message .....	5
Winnipeg Autoslalom .....	7
Time Attack .....	9
DirtX .....	11
HPDE and Racing School 2021 .....	13
2022 Ice Racing Season .....	17
Race Cars for Sale .....	20
License information .....	20
WSCC Meeting Dates .....	20
Club Sponsors .....	21

Cover Photos:

Top - **Rob Rurak** Bottom left - **rpt\_sports\_photography** Bottom Centre - **Rob Rurak** Bottom Right: **RPG**





Photo by r.thomson.photography@gmail.com

## 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 2021 is 295.

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.wscautoslalom.com](http://www.wscautoslalom.com)

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



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

*All content is copyright of the Winnipeg Sports Car Club and the respective article authors.*





## Presidents Message by Jay Funke

As I write this end of season address, I'm reminded how much our club has been through in 2021, what a strange and difficult year it has been, and how resilient and committed our members have proven themselves to be in the face of such adversity. Despite all the challenges it has presented, and there certainly were many, we have finished the year in a stronger position than we started, with nearly complete seasons under our belts across our various disciplines.

Despite a reduced number of events due to a late start to the season, we enjoyed nearly universal success. We were fortunate to be able to hold our annual HPDE in May before the worst of the Public Health restrictions were imposed, and as always, the level of professionalism on display and the calibre of instruction at our school never ceases to amaze me. Autoslalom continued to build on the strong support of their racers in the face of concerns regarding their existing venue, while Road Race saw an undiminished influx of new drivers joining our ever growing base of hot lappers, along with the strong support of our most stalwart racing drivers, all of whom continue to brave the deteriorating conditions at GMP. Time Attack also broke new ground this year with yet another season of strong results, after implementing some novel and innovative ideas designed to increase competitiveness and driver engagement.

And of course we witnessed the re-birth of Rally in our club, under the new branding of DirtX. For those who have not yet come out to drive or volunteer at one of these events, you have no idea how much fun you're missing. Mark my words, this is a future growth discipline and I see great things in its future. And the best news? There is still one more DirtX event this year, so you have time to come out and see for yourself. Be sure to mark November 27<sup>th</sup> in your calendars!

Most importantly, all of these results demonstrate our memberships' commitment to our numerous disciplines and their unflagging enthusiasm for grassroots motorsports.

Of course, COVID-19 has proven to be a more persistent and pernicious public health crisis than most of us could have imagined a scant 18 months ago when the virus was only just making inroads into Manitoba, and although it's spread has slowed considerably, the Public Health measures introduced by our Provincial government show no signs of disappearing entirely in the near term. That will of course continue to present ongoing challenges as we prepare for our upcoming season, but as we've seen recently, with the backing and support of our outstanding membership, we can overcome all of these obstacles.





This is also the time of year that we often undergo a period of change, and this year is no exception. We expect there to be a number of vacancies on both the Executive and on the Board that will need to be filled at our Annual General Meeting in November, and I'm excited at the prospect of seeing more of our membership coming forward to take on leadership roles as we press ahead with our commitment to improve our processes and strengthen the administration of our organization.

We are also keenly anticipating the return our annual awards banquet scheduled for November 20<sup>th</sup>, after last year's event was cancelled due to limitations imposed under the Province's Public Health Orders at the time. It will be fantastic to be able to meet with everyone again and celebrate all of the success we've had over the last two years. I hope to see as many of you there as possible!

I would also be remiss if I didn't address some of the most pressing concerns looming large over the Club's future, most significantly with respect to the fate of GMP and its potential sale. Based on the best information we have at this time, we are expecting a Request for Proposals to be released in mid-December, with a potential sale and/or management contract forecast for early 2022. We continue to prepare for that possibility, with the hope that the long-term future of the WSCC at our perennial home can be secured. We will of course continue to provide updates at our regular meetings, so attending those meetings remains the best way to keep abreast of further developments.

We are also looking forward to a strong Ice Race season coming up in a few months, after last year's season fell victim to the pandemic. Based on early reports, this promises to be an exciting season with strong turn-out following from some innovative and fresh ideas from our new Discipline Director, including an ambitious plan to provide our drivers with our own in-house developed studded racing tire. It's going to be a fantastic winter. I can hardly wait!

In closing, none of this success, or these promising initiatives for the future of the club, would be possible without the tremendous commitment, contributions and sacrifices made by all of our racers, sponsors, volunteers, Directors, Board and committee members, and of course the deep well of support we receive from our families and loved ones. Each of you have contributed in your own unique way to what we've achieved this year, and what we hope to achieve in the years ahead.

For all of that, I say thank you. I could not be more proud of this Club or what we've accomplished together. Here's to all the memories we made in 2021, and to a promising 2022 to come.



# WINNIPEG AUTOSLALOM

## 2021 SEASON IN-REVIEW

The 2021 Season started with several unknowns. With issues around pandemic restrictions, and the possibility of losing our autocross home at St. Andrews Airport, it was beginning to look like we might not have a season at all. And yet, our fantastic volunteers and participants persevered and still put together an amazing 10 event season!

Our group consists of racers that normally travel to several Canadian and American events, but due to the pandemic and resultant travel restrictions, there was not as much traveling this year. Team Sawatsky did manage to get to Lincoln for SCCA Nationals this year. Here is to hoping more people can travel next year, in Canada and to the USA. One of the great things about this sport is the amazing people you meet when you travel to other regions to race.

The Winnipeg Autoslalom committee and volunteers are continuing to work on improvements for future seasons. During the off-season, we will be working on new initiatives and improvements to make 2022 a great race year.

As my time as the Winnipeg Autoslalom Director winds down, I would like to take this opportunity to thank all the volunteers that helped make this season as successful as it was. I am sure next season we will continue to welcome more and more new people to our amazing car community to get out and enjoy driving their cars the way they should be in a fun, educational and safe environment! – Tim Robinson, Director

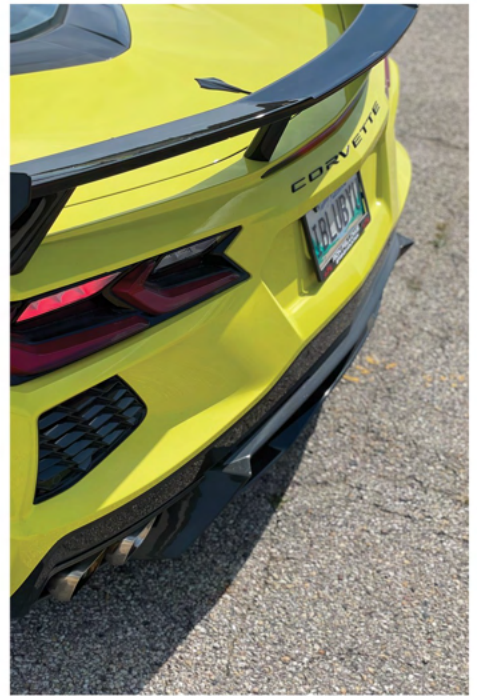
### 2021 CHAMPIONSHIP WINNERS

Position	Driver	Points
<b>Mixed</b>		
①	Louis Martin	5995.062
②	Mark Sawatsky	5994.733
③	Zach Halverson	5874.269
<b>Modified</b>		
①	Jason Tran	6000
②	Chris Taggar	5869.915
<b>Street</b>		
①	Rob Rurak	5999.001
②	Curtis Janzen	5996.967
③	Chris Deacon	5961.585
<b>Novice</b>		
①	Adam Gaber	5807.839

(A minimum of 6 events attended required for eligibility)









# 2021 TIME ATTACK

by Ian & Brooke Stecyk



Photo by Brad Epp

I just wanted to personally thank those that attended our time attack championship this year! Despite all the challenges Covid threw our way we had an extremely successful year. Our time attack championship is growing bigger every year . Huge congratulations to our top 3 finishers:

		Points
1 <sup>st</sup> place	Dason Wowk	299.82
2 <sup>nd</sup> place	Roland Hufgard	299.65
3 <sup>rd</sup> place	Russ Friesen	296.44

The Championship was so close with Dason just squeezing out Roland for first place. Russell Friesen took third place while also shattering the production car record at GMP in his 2017 Dodge Viper ACR running 58.962 second lap.

Its was an absolute joy watching Dason and Roland battle it out so closely. Here's hoping next year brings us even closer racing. Thanks everyone for making this year the huge success that it was.

Next year we will be adding a new championship line up to our time attack: **The Raw Time Championship**. This championship will focus on our most extreme cars battling out for the fastest raw times achievable. Competitors will receive points based on their finishing position on the their fastest lap vs competitors with no PAX factors applied.

See you all out in 2022!



Photo by @PHOTOSBY.SW







Photo by RPT\_sports\_photography

## The Little Hyundai That Could by Dason Wowk

In early March of this year, plans for a 2021 racing season still looked to be up in the air. But all I could think about was getting my car out for some Time Attack laps. I knew my daily driver wasn't going to break any records like the incredibly fast Group A cars and in all honesty, I wasn't even expecting anyone to notice me out there in the pack.

My 2019 Veloster Turbo was no stranger to GMP, spending most of its race days parked at a corner station or being crammed full of brooms, flags, cones, and whatever else needed to be set up or cleaned up. But every once in a while, I got to empty it out and put some laps in too. Other than very hard street tires, it was instantly very fun to drive and I knew just by some of the cars around me that I needed to get a transponder on it for some timed laps.

I picked up a set of wheels and sticky new tires, and after a tricky summer I was finally at Grid waiting to get out for the first TA event of the year in August. I had a number in my head that I wanted to meet, and nothing else really mattered other than staying safe and having a good time out there. When I saw my lap times later, I was pleasantly surprised, the car did better than I ever expected.

And then I saw Roland's times. He came out just ahead of me, and we actually finished 1<sup>st</sup> and 2<sup>nd</sup> overall for the whole event, based on PAX adjustment. The second event, I got him. The third event, he got me again. By Event #4, all eyes seemed to be on the little red hatchback and the screaming silver RX-8 in the T1 class. By lunchtime Saturday, I had almost given up. I was pushing, but he was just a breath ahead of me every time. For Session #3, I pulled out on track, said sorry to my little car, and wrung it out harder than ever before. The car held up, and it was enough to seal the deal.

We have some truly incredible drivers in this club, in every race class. If you watch closely, they start to stand out. They could be at the front of Group A in a high end, aerodynamic track monster, or the back of Group C in a quiet, 4 cylinder sedan. Or they can be anywhere in between... and they are. This season was an eye opener for me. There is not just one battle going on at the top, there are so many others in there too, and these drivers are giving their all, every single lap. With this new PAX system, while it may not be perfect yet, one thing is for certain - every single car is a competitor now. Even the little Hyundai that nobody saw coming.



Photo by @PHOTOSBY.SW



Photo by Brad Epp





## DirtX by Scott McDonald

So what's DirtX. It's our newest adventure in performance driving. Al and Mat discovered a farmer somewhere between Winnipeg and Gimli who had a field full of mostly imports and had beaten down a dirt course in his cow pasture where he played with them. He was very willing to share this track with us so we took it on.

With the aid of 75 cones, and some people with autoslalom experience, we made it a bit more challenging by adding a few chicanes. Current best lap times are around 48 seconds. We've been able to run a couple of weekends and are starting to draw a decent entry.

You wouldn't want to run a really nice car here but it is a great place for a beater. Some have doubled up on a car with a friend or two as you can have more drivers than cars and keep the expense down. You get a warmup lap, 3 hot laps and a cool-down lap with each cycle. So far, we've been able to guarantee every driver 4 runs per day.

The grid often includes ice racers and we've seen a bit of everything. I've wanted to run but shied away from risking the car I use for work as I'm a semi-retired old crock. Last weekend Mat handed me a hat, told me he entered me and brought a car, a 06 Subaru wagon. His wife's car. Thanks Cheryl. It was a hoot and I didn't even embarrass myself.

We've managed 2 weekends so far and are considering at least one more single day event this year. We could even run if it snows as the track would be easy to plow and Mat is willing to do that. Ice racers could use it as a test and tune. There is a thread in the forums that includes a bunch of videos if you want to check it out.

So thanks to everyone who helped create this, especially Al and Mat.

**Welcome to DirtX!**









## HPDE and Licensing School 2021 by Roland Hufgard

photos by R.Thomson.Photography

In the year 2020, Public Health Regulations put in place to combat the COVID pandemic nixed our plans to hold a HPDE/Licensing School at the beginning of that year.

We were therefore cautiously optimistic when we started to plan for the 2021 event. Would the health orders be relaxed? And if so, how could we possibly conduct the training while ensuring the safety of students, instructors and workers alike?

Many discussions were held. Concerns about the washroom facilities had to be addressed, and hand sanitizer needed to be readily available and accessible. Previously utilized exercises had to be altered, and completely new ways of teaching and monitoring the students had to be developed and implemented. The classroom session had to be moved online. The flow of students during breaktime had to be changed to reduce the amount of people in the tent and lunch area.

It became obvious very quickly that Day 2 of the weekend would be the day that required the most revisions. Darin's and Jordan's experience really shone as they took every change in a stride, figuring out a way to separate the timetables of each group, while developing a lead-follow routine for the students. Monitoring of the groups would be done by the instructors watching from various points along the track, with coaching happening whenever a group pulled into the paddock area again.

In the meantime, registration of students rushed in. There were many persons who had wanted to take the school in 2020 and were eager to finally take it in 2021. And there were many new applicants – quite a few of whom resided in Saskatchewan. The 42 spots filled up rather fast, and I very soon started a waiting list. I could feel the disappointment of people who were placed on the waiting list, and thoughts of maybe having to hold a second HPDE/Licensing School were starting to cross my mind.

The closer we got to the first weekend in May, the more the focus of planning shifted from the large items to the smaller items. Will the t-shirts be ready? What about the face masks? Is the lunch arrangement confirmed? Who will be at the track to let the tent crew come in to erect the tent? Many seemingly unimportant details still took up a lot of energy.

And then the unexpected happened: The Government of Manitoba closed the borders to Ontario and Saskatchewan. Any person entering Manitoba was required to quarantine for two weeks! This ruling made it virtually impossible for any registered entrant from outside of Manitoba to participate in our event unless they had three weeks of time available.

The cancellation requests were coming in faster than I could keep up with. The club's executive allowed for a much more lenient refund policy of the registration fees. Unfortunately, this meant that some entrants were now unable to get their HPDE/License School for the second consecutive year! It did, however, allow for a lot of the people on the waiting list to now get a spot in the event...







May 1<sup>st</sup> came around, and a long row of cars was starting to come through the entry gate. After showing their electronic waivers, they were setting up pit in the paddock area. Breaking the students up into three predetermined groups and making sure that everybody emptied their vehicle of all loose items was done quickly and efficiently, and the driver meeting started almost on time. Very soon the groups started to disburse into the different exercise areas, and the sounds of engines howling and tires complaining came from three different areas of GMP. Workers and instructors kept the flow going even though the weather was quite cold. Every now and then, I was able to talk to some of the students, and everyone seemed to be happy to start getting to the limits of their vehicles during the exercises.

Day 2 saw the students taking on the racetrack in earnest. During the newly developed lead/follow concept they were able to see where the instructor placed his vehicle on the track, thus starting to learn the racing line. At the same time, they became used to the concept of Point-By and letting a competitor pass on the Main Straight, as the students kept changing their position behind the instructor. Eventually, speed limits were raised, and students were told to drive ahead of the instructors. This culminated in the afternoon when students were allowed to race around the track without speed limit under full Time Attack conditions. Simultaneously, during the lunch break, the students were writing their test paper - for many a welcome break from the physically and mentally challenging activity of keeping their car on the racing line.

When the Sunday ended, there were 41 students with big smiles in their face. Many commented about how much they had enjoyed the weekend, but also how much more exhausting than originally expected it had been. However, the biggest indicators of success to me are two facts: we already have people asking for the date of the next HPDE/Licensing School, and quite a few participants of the 2021 event have found their way into Road Racing and Time Attack. And that shows that they enjoyed what they had been doing during that weekend!

I want to thank Darin and Jordan for doing all the hard work that made this weekend flow so smooth. And to every instructor and worker – thank you! Not only are you the ones that allowed this event to happen, but your constant presence, great ambassadorship, smiling faces and never-ending willingness to help both students and other assigned workers cannot be overstated!

For those that missed it this year, registration for the 2022 HPDE will be opening soon - look for it in early January!















## 2022 WSCC Ice Racing Season by Mike Demchenko

Photos by Steve Carmichael

With the unfortunate cancellation of the 2021 season due to covid, our event coordination team of volunteers, ice racers and fans are all anxiously and optimistically awaiting the 2022 winter racing season. The Old Farmers Almanac predicts both an early and cold winter this year and this is music to the ears of ice racers! Currently we expect to be racing in early January and as per similar plans developed last year we will run a single class of door to door racing utilizing our newly developed studded tire specs. By running a single class of spec studded cars we can expect a larger group of cars running together which will provide a lot of excitement for both the racers, pit crew members, volunteers and fans. We do expect the return of the "rubber to ice" class hopefully in 2023 as we work towards increasing the overall number of entries.



### IceX

The newly designated "IceX" class of racing will be hitting the ice in between each of the studded races for lots of drifting action. This class of racing allows for "stock" streetcars (with or without a rollcage) and is focused on people that want to race on a purpose built ice racetrack without the potential of door-to-door racing contact. We are still developing strategies to provide some form of timed IceX competition to the events similar to the summer DirtX series and more info regarding this will likely come out as this series gets up and running. The key requirements for entering into this class are a helmet and the desire for adrenaline packed sliding and drifting action on ice! Show up with your daily driver, winter beater or backyard junker and hone your ice drifting skills!



### Schedule

The 2022 schedule of race dates and event locations are still being confirmed and we expect to be able to post this information soon. Please note that due to both weather conditions and Covid restrictions the dates and venues are always subject to change. As usual our first planned event will include a full day Ice Race School in order to provide newcomers an opportunity to receive hands on instruction from experienced ice racers. Race event locations planned for this year include the fabulous Beausejour CPTC oval racetrack along with our self-designed ice racetrack on the Winnipeg Water Ski Pond and possibly even a return to racing at Winnipeg Beach. As well, we are planning to close-off the season in Gimli with our traditional double-header race weekend as part of the Gimli Ice Festival.

### Covid Safety

As with all things related to Covid, the only certainty is that currently the pandemic is still with us and therefore there is uncertainty with how the evolving provincial health guidelines will affect our future racing plans. The WSCC is committed to providing both a safe and respectful environment for our volunteers, racers and fans. At the time of this publication the current public health guidelines allow us to operate racing events with specific safety protocols in place. As we get closer to the race dates please check the WSCC forum for any restrictions imposed by the latest provincial health guidelines.

If you are looking for more information regarding how to start ice racing or would like to join our fabulous group of volunteers please feel free to email us at [ice@wsc.mb.ca](mailto:ice@wsc.mb.ca). **See you all on the ice!**





Photos by Steve Carmichael

The following is our tentative ice racing schedule for this winter. As with all things scheduled during the pandemic this is considered a tentative schedule and we encourage people to check back on the forum for the latest information regarding potential changes, cancellations and restrictions. Having said that, we are very optimistic that we will be racing this winter!

- Jan 8 - Ice HPDE/Race School      Beausejour CPTC (snowmobile racetrack in Beausejour)
- Jan 9 - Fire on Ice #1 & IceX      Beausejour CPTC (snowmobile racetrack in Beausejour)
- Jan 22 - IceX      Lake Shirley Water Ski Pond (365 Murdock Rd. Winnipeg)
- Jan 23 - Fire on Ice #2 & IceX      Lake Shirley Water Ski Pond (365 Murdock Rd. Winnipeg)
- Feb 5 - Ice X      Lake Shirley Water Ski Pond (365 Murdock Rd. Winnipeg)
- Feb 6 - Fire on Ice #3 & IceX      Lake Shirley Water Ski Pond (365 Murdock Rd. Winnipeg)
- Feb 19 - IceX      Winnipeg Beach Winter Festival (Winnipeg Beach)





Photos by Brad Epp



## 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-currentcomplete/runningincomplete/>

### 89 Civic SI Caged Race Car

Holds lap record in PTF (Al Marcoux)  
Started and Finished one race 2021

Low mileage (100k) Stock Engine

- Fully built tranny
- 4.9 FD
- Quaife
- Carbon Syncros
- Koni Yellow
- H&R Springs
- ST Rear Swaybar
- Straight Pipe

**\$6500**

\*Does not include seat, steering wheel or rims



≡ **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.

## 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:

- 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)



## 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.wscc.mb.ca/wscc-aficionado/](http://www.wscc.mb.ca/wscc-aficionado/)



THANK YOU TO ALL OUR SPONSORS!



...TRY A DIFFERENT APPROACH

