



THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

April / 2022



BACK ON ICE!



Photos by  COLBY SPENCE



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Welcome

The Aficionado contains articles from club directors, members and information from our club forums. 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 70 years old, is Canada's oldest continuously operating sports car club. Since 1952 the WSCC has organized motorsport events in and around Winnipeg. By the 1970's, Gimli Motorsports Park became the WSCC's "home base." These motorsports events are sanctioned by the Western Canada Motorsport Association and include road racing, time attack, autoslalom, rally, track days, drift, and ice racing. High performance driving education (HPDE) schools are also coordinated to license new racers into the sport.



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Forums.wscc.mb.ca



wsccautoslalom.com



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'FRACER
JDM IMPORTS

 **COLBY_SPENCE**

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PRESIDENTS MESSAGE Jay Funke

As I write this message to the membership, with the first event of the summer schedule on the horizon, I look out my window and see the blizzard conditions so typical of springtime in Manitoba. It's not exactly the spring we were all so desperate for after a long winter that had already set snowfall records. Nevertheless, weather is only ever a temporary condition, and this too shall pass.

And 2022 certainly promises to be an interesting season for the WSCC. With the removal of COVID restrictions we're finally anticipating a return to a semblance of normalcy for our disciplines this summer. First up we have our annual Race Licencing School scheduled for April 30th and May 1st at Gimli Motorsport Park (GMP). This promises to be another extremely successful event, having sold out earlier this year than it has in recent memory. As long as the weather holds, it should be a fantastic event.

We've also received good news for our AutoSlalom members, with confirmation that we'll be returning to St. Andrews for the majority of our AutoSlalom events this year. Discussions are ongoing to secure a long term agreement to continue using the facility, and more news on that will be provided as it becomes available.

For the first time since 2019 we are also planning a complete schedule of events at GMP, including a return to 5 full race event weekends this year. In addition, we're very excited to host our first ever Time Attack Championship weekend which will be held on Aug 5-7, as well as the return of Drifting to our local track. We are currently planning two events for Drifting at GMP, in June and August. Stay tuned for more details on all the exciting events planned for the summer.

And of course, we're equally excited to announce the return of last year's wildly successful DirtX events, with an expanded schedule that will likely see us racing on 4 different occasions.

All in all, 2022 promises to offer an exciting season of action ahead. And after the winter we've just had, I know how much everyone is looking forward to that.

Hope to see you all at the track!



Photo by [R.Thomson.Photography](#)

RACE SCHOOL
& COMPETITION LICENCING

2022

WINNIPEG SPORTS CAR CLUB

April 30 - May 1 Gimli, MB

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

SPEED FACTOR
RACING

GIMLI TRACK DAY, ROAD RACE & TIME ATTACK CALENDER

April 29 - May 1 - Competition Licensing School

May 27 - 29 - Event #1

June 24 - 26 - Event #2

July 8 - 10 - Event #3

**August 5 - 7 - Western Canadian
Time Attack Championship**

August 26 - 28 - Event #4

Sept. 16-18 - Event #5

October 7 - 9 - Open Track HPDE Weekend

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**DI-TECH
RESTORATION**


**GREAT RIDES
Corporation**



2022 ICE RACING SEASON by Mike Demchenko

Photos by Colby Spence

With last years unfortunate forced cancellation of the ice racing season due to the pandemic it was once again an ominous start to the 2022 season. In late December a new covid variant was on the loose and again the feasibility of hosting our ice racing was in question. Plans for our ice race school were quickly scrapped and shortly after our opening weekend at the Beausejour CPTC Oval Race track also had to be cancelled. Finally, however things started going our way again and the softening of provincial restrictions allowed us to hold our first event weekend at the Winnipeg Lake Shirley Waterski Pond planned for Jan 22 & 23rd. That was until a massive blizzard rolled in late in the week just prior to weekend and put the weekend in jeopardy. Larry Blatz (Blatz Landscaping) who is our trusted local ice track creator and sponsor went from working around the clock pushing snow for customers to working all day Saturday after the blizzard finally ended. With some extra snow clearing help on Saturday from club members Jim Antosko and Tim Gordienko and on Sunday with Mat Leveille on the Mr. Plow truck we managed to get it done and hold our first ice race event in 22 months!

Go Green!!!!

On Jan 23 we were able to finally able to wave the green flag and hit the ice. The inaugural kickoff of IceX drew a lot of interest and the 12 cars entered were broken into 2 separate run groups based on their speed and experience. The display of ice drifting skills was impressive to say the least as it was clear that despite being a new race discipline, many drivers brought a high level of driving skill to the event on day one. The future was looking good for IceX! For the Fire on Ice group all the cars were grouped into a single studded tire class and hit the track with a pack of 9 purpose built caged race cars. The racing proved exciting as everyone quickly got back up to speed after more than a year off and the tight track and challenging visibility made for some close door to door action on the ice.

The following event 2 weeks later also at the Water Ski Pond included a Saturday event day primarily focused on IceX. A rookie run group was added to allow newcomers to try out the sport and learn the basics while the other groups continued their goal of perfecting the wildest and fastest slides on ice possible in a vehicle with basic winter tires. The studded door to door racing and IceX continued together on Sunday and the action was broadcast on local FM radio thanks to our new ice race commentator and club member Dave Evans. Most surprising and impressive was the incredible turnout of fans and spectators as the entire parking lot frontage of the lake area was overfilled with over 80 vehicles.

Our fourth planned event which unfortunately became our third planned event after Beausejour was cancelled hit a major snag due to Mother Nature. As part of the Winnipeg Beach Winter Festival we were all looking forward to hitting the big lake however with the heavy snowfall this winter the big lake also has big snow drifts! With the help of the Winnipeg Beach RM heavy equipment and a full day of plowing we were able to create a great ice race track. However then on the Friday of

the weekend event a major blizzard rolled in and forced the cancellation of the Winter Festival weekend. We attempted to reschedule our race weekend to the following weekend however the blizzard had completely buried the track and the winter road that leads to it and unfortunately the RM equipment was unavailable to help us as the amount of snow resulted in them spending the week digging out the town and municipality. Sadly we had no choice but to cancel and focus on our last race weekend instead.

The final ice race weekend of the year was held in part with the annual Gimli Ice Festival in the first weekend of March. Two full days of racing, great weather, great track, great setting and great turnout...what more could we ask for! Once again the crowds of spectators filled the parking areas, boardwalk and all around the track. Our main event sponsor of the Gimli weekend is the Lakeview Resort & Hotel and along with providing the track creation they provided discounted hotel room rates which a number of our club members took advantage of in order to bring out the family for a full weekend event. On Saturday night a banquet style club dinner was also held to wrap up the season and pay thanks to the many great volunteers that had dedicated their time throughout the season to help us hold these race events. As usual there was also an informal awards ceremony out on the ice following the racing on Sunday to commemorate the weekend champions.

2022 Gimli Ice Festival award winners:

Fire on Ice	IceX
#1 Damon Surzyshyn	#1 Austin Leclaire
#2 Lee McRae	#2 Ryan Konawalchuk
#3 Tim Gordienko	#3 Katarina Joyal



FIRE ON ICE SERIES CHAMPIONS



1

Damon Surzyshyn



2

Lee McRae



3

Trevor Hudey
Dean Smith



IceX

The promotion and appeal of the newly designate discipline of IceX was all about low cost entry and commitment to a fun and exciting motorsport activity on ice. It was all about “run what you bring” and just have fun. Since IceX is not about door to door competitive racing and more about solo drifting and car control there was a broad assortment of vehicle entries. Aside from the AWD Subarus that you would expect to see we saw everything from turbo station wagons, to trucks, to miatas all sliding sideways and pushing the minimal grip level to the limit! Throughout the season (of only 3 race weekends and one dedicated IceX day) we saw a total of 59 entries into the IceX with 26 separate people and cars entering throughout the season. It was clear there is a hard core group of dedicated ice drifters that this appeals to and we look forward to building this group up next year with more dedicated ice track days for them.

Photos by Colby Spence





Fire on Ice Series

After a year off the ice racers were definitely chomping at the bit to hit the ice. Unfortunately due to the pandemic situation we still had a few racers that had decided to sit out the season until things improved however with the 2 new racers that joined we still had a fantastic field of 9 cars on the grid with a tenth joining in on the last race weekend. Its been a while since 9 studded cars went door to door into turn one together, and to be honest it unfortunately showed a bit by the paint swapping and side mirror removals! All in all however the racing was great and despite a few cars having some mechanical misfortune most events finished with 7 or 8 cars at the finish line close together at the end of the day which is impressive for a studded tire class. The new home built spec studded tires that the series developed proved to be very successful with next to no issues or failures to report. Aside from a couple tires that got damaged by car to car contact, it is expected all 50 tires that were built are good for at least

another full season next year. With the number of cars and the aggressive studded tires we were however experiencing some rutting issues in the ice by the end of the double header race weekend in Gimli and next year steps will be made to alter the track design between race days to alleviate this issue. The reported grip on the clean ice track was even and competitive with the expensive black rocket tires and most importantly all cars running them all had the exact same level of tire grip and longevity which is the goal for a spec tire. The low cost and longevity of these tires removes one of the barriers to door to door ice racing that we believe many people deal with and we are hoping and expecting an increase to our car count next year with the combination of returning racers and newcomers. If you would like to be part of this by all means reach out and ask any questions you might have. We will do our best to get you in a car and on the grid with us! Email ice@wscc.mb.ca



NOMAD DIGITAL



WSCC TRAINING PROGRAM DEVELOPMENT

by Brian Wiebe and Jennifer Bell

Capturing the depth and breadth of knowledge of the WSCC is a challenge. It's an important objective for the club as we seek to expand our membership, attract new racers, and find and retain volunteers. Everyone that participates in an event contributes to its success and as a club, we look for ways to make it as easy as possible for everyone to know what they need to be successful, have fun, and ensure everyone's safety.

This past year, the club took tremendous steps in furthering our efforts to pass on that knowledge leveraging two key strategies that include a beautifully created document resource and an interactive technical one. These are the Marshal Training Handbook and OttoLearn, an online learning tool.



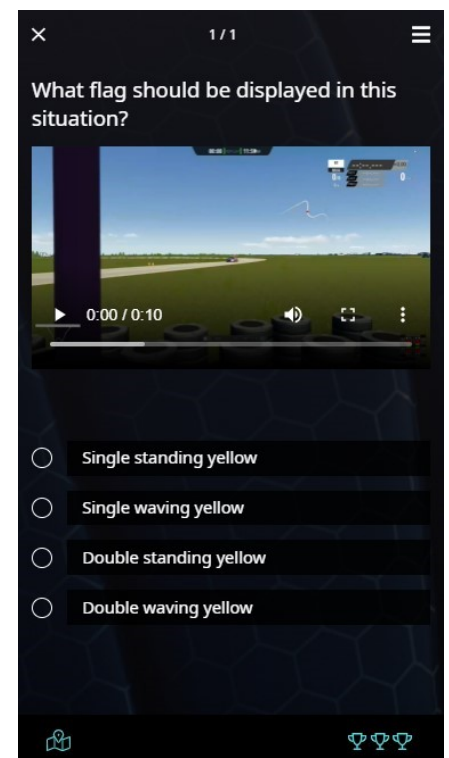
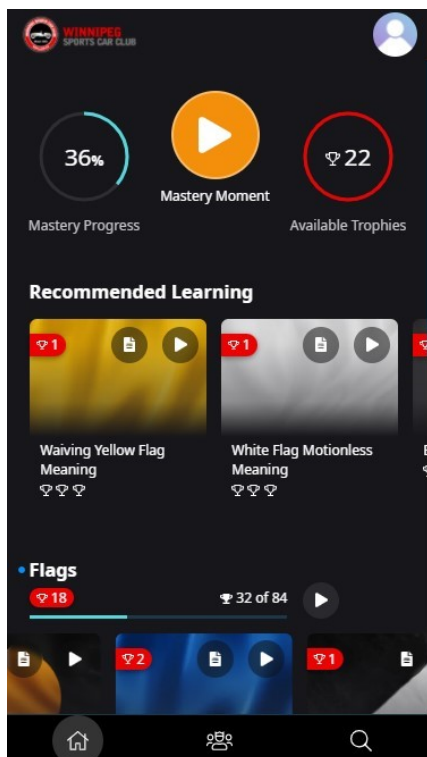
OttoLearn Application

Thanks to the generous support of **Neovation Learning Solutions**, the WSCC has access to the latest training technology with OttoLearn gamified microlearning.

With new racers, and new volunteers joining the club every year, the WSCC needs a way to provide not just initial training, but ongoing meaningful training to ensure that everyone knows their roles and flags and how to keep everyone safe. With the OttoLearn platform, we can quickly create content and have learners take short 2-minute sessions to master what they need to know. As learners complete activities, to exercise their knowledge of key concepts, the platform identifies individual knowledge gaps and personalizes training to fill them. New members no longer have to figure out how they will master things like the proper meaning of flags; the platform helps them get there.

So far, we have focused on volunteer training with the initial development of modules on racing flags, their various meanings and required responses, proper radio procedures and general staffing for corner stations. The content includes activities that learners complete to exercise and develop their mastery as well as searchable knowledge cards that can be used as reference material right when you need it. Highly visual, the content includes images and audio clips. We have even included videos showing simulations of racing situations, created thanks to the hard work of Peter Muangxong and eRacing!

Content can be expanded to include any information that any member, including volunteers, need to know for their success and the success of the club. **Contact Jennifer Bell if you have an idea for content you'd like to see or want to get access to the training.** Start now and you'll be a Master before the season begins!



Marshals Training Handbook

It all started quite innocently last year with a question “What kind of training do we have for our corner workers?” It turned out that we did have highly experienced Corner Captains who mentored volunteers wanting to become a corner marshal. But did we have that critical knowledge bundled into a glossy-coloured handbook? Nope; well at least not at the time.

A “Volunteer Training Committee” was formed and I quickly appointed myself as the chairperson so that I could delegate all the hard work to others. Mind you, I did end up with the onerous task of inserting the pages into a presentation folder.

When we started developing the handbook, our primary goal was to focus on safety – safety for the drivers on the track and safety for the corner marshals. We keyed in on safety procedures, emergency situations, marshal training and qualifications and then built on that foundation with additional material consisting of knowledge, skills, duties and responsibilities.

All in all, the end product was well received and I'm proud to be a contributing member of this committee and must give special thanks to our members:

Jennifer Bell, Scott McDonald, Dave Brown, Dason Wowk and many others who contributed to the success of our training program.



NEOVATION

MAKE LEARNING MAGICAL

DINO CALVERT - From Rallying to Run-offs

Interview by Brad Epp

Photographs from Dino Calvert

Since this year is the WSCC's 70th anniversary, it is important to revisit some of the great history and people from the club. In March I talked to Dino Calvert about the club's glory days in 70's & 80's and racing over the years in Western Canada. With Ice racing finished but the spring a ways off, I started off with a common question in Manitoba this year.

BE: Have you ever seen this much snow?

DC: It's quite a bit, last time we had a longish winter was in 1974 for the Canadian Run-offs, there were still snow drifts at Gimli. So on the Saturday morning we all had to drive around the track for about an hour to break up the ice so the race cars could get out and do some practicing. The biggest thing to worry about is getting into the track - in the late 90's the road into the track was under water by the gate so nobody could get in. It happens. Years ago a former ice race director said at the banquet **"You just don't know...You can plan your race season but you just don't know if you're going to get a snowstorm, or rained out, or fires so all you can do is plan and hope for the best!"**

BE: When you raced you were big into rallying. Can you tell me about those races?

DC: I joined the Club in '74, I was apprenticing at an import car dealer, the mechanic I was working with was getting a lot of phone calls, recruiting track workers for Formula Atlantic race. But when I got involved I was more interested in rally. At that time we used have 20-25 cars show up for a local rally. I started with a local rally and then a regional navigational rally and then the TRAIL OF THE BISON which was our National car rally, a stage rally through the Sandilands. I had never done a stage rally before, and on the first stage, with-in two corners, here was one of the more experienced rally drivers from out of town, **his car is upside-down on the side of the road! My Co-Driver and I looked at each other and said "we're going to try and finish this?!"** We got through in the end.



During the race we sucked up so much sand we almost didn't get out. The air filter weighted about 10 pounds! We'd bang it against the bumper and keep going. The race started late in the day, went all through the night and the next morning we were all zombies! But we still had to drive home. Later on driving home the car quit. I was driving a Volvo 122 with the SU carburetors. The sand was so fine it got in and the plungers couldn't work anymore so I had to dismantle it on the side of the road and clean it all up. Man was I ever dead when I got home!

After that I turned to organizing the TRAIL OF THE BISON. It was one of the roughest rallies in the Country because of the conditions in the Sandilands. In 1980 Mount St. Helens blew a week before the race, and the DNR asked us not to run because even their equipment was starting fires. Everyone (the Racers that had come) weren't happy but it was force majeure, nothing we could do so we postponed it to the fall, everyone came back and it went off well.



The last year we did it was '82, the trails are still out there but not sure if they're open. We were out there so much you could plop us down any where in the Sandilands and we could find our way home!

We did navigational rallies all over Manitoba. One was west of Portage (la Prairie) going through the sand hills. My sister was doing a check-point, so we put all our stuff on her roof rack and she brought that to Brandon. After the race we went west from their on our vacation. My car was sponsored the dealer I was working at the car had all the lights on it. Every time we pulled into the campground, people would ask "why do you need lights that big for?". Going down a forest trail at night, at speed you need all the light you can get!

The Volvo was a good car and could take a beating but it started to show some signs of getting old so I traded up to my Ford Fiesta. I still have it tucked away in the corner of my garage. We built it up for regional rally events. One year I did national slalom days, with circuits in each city, with an early version of the PAX system and ended up fourth. At the time, we were one of the few clubs that did autoslalom, rally and road racing.



WSCC Gallery John Porter

BE: What was the road racing like in those days?

DC: We had large turnouts in those days, even the Marshalls used to have their own tent city in the centre of the track. We had more fun there so the drivers wanted to come set up with us.

We had the Runoffs in 74, 81 and 82 - cars from all across Canada racing at our track, Big turnouts! I got exposed to what real racing cars were like. Formula V's, 1600, Atlantics and whack of sedans. Race entries in those days for \$35!

When I first got involved with the club, we had two big traveling circuses. One was the Players Atlantic series which trained a lot of the people who went on to be Formula One and IndyCar champions - Villeneuve, Rosberg. Bobby Rahal said he remembers this little track in the middle of Canada called Gimli that he used to come up with his wife and his kids in a motorhome. He liked it because they could all go down to the beach with the kids at the end of the day. With all the racetracks he went, Its great to hear that he remembers Gimli - we really must have made an impression on him.

Our track has always been very friendly. John Humphreys wife used to take the younger kids (of the racers) away from all the all the noise and keep them amused for the for the weekend so the family could concentrate on the racing. So you know we've been doing friendly things like that all along and makes a big difference. **So when people came here from of out west they would say "how come you guys are so easy to get along with?" – Hey Friendly Manitoba Man!**

We had what we called the Winnipeg Sports Car Club South, which was in the Fargo area. We had regulars from the states come up with like 6 formula cars and a bunch of sedans to fill the grid! In the wintertime, we'd take turns, either Winnipeg or Fargo would host sort of a winter Bizarre with some winter sports and a big party!

BE: The Gimli Track was almost brand new in those days.

DC: The asphalt was black! Planned to resurface it every 5 years. Everyone had big ideas. At the time, we even had a Gimli School of Motor Racing operated out of one of the hangars. They expected to have larger incomes so we could afford all that stuff. But actually, there wasn't a lot of money in it. How do you even make a million dollars in car racing? Start with 2 million.

We had good times but then gradually, as you know, people get old, or move on so things gradually died down. In the mid 90's, we were down to like, five cars. People put their heads together and said "what are we gonna do? We're gonna lose the track, we're gonna lose the club". They're the ones behind the revival, they brought in the Formula V's and we sort of never looked back. Other race tracks closed. Edmonton International turned into a housing development. Then they built Calgary. I went up to Calgary the first year as the regional executive steward at that time. I saw how they were running - They were paying a lot of money compared to what we paid. I kept telling them you need to get into a different arrangement here where you supply your own equipment than and all that sort of stuff. But the profits are going to this racetrack and instead the club. In the end the City of Calgary wanted the land for interchange or something, so there went that track. I just saw a bulletin last week that the new Rocky Mountain racetrack is going to be operational this year so things are starting to perk up there again. Then further west, there used to be racetrack in Westwood in Vancouver but that got taken over for housing development. Then they built a track in Mission, which is still operating. So I keep telling people: **Gimli is the longest continuously operational racetrack in Western Canada. We've been around since 1973. It's something we can be proud of!**

Well unfortunately those tracks failed because of politics, the club, or the people encroaching around the tracks complaining about the noise. The land was more valuable than the racetracks. We've gone through things over the years too. One time, two other clubs were formed from separating from us. It was a stressful time. The autoslalom came back in but we used to have carting in our club but they went off on their own, eventually taken over by national office.

The world moves on – things get more developed, cars get faster, cheques get bigger, but you've got to enjoy it. **If Ferrari isn't knocking on your door, it ain't going to happen so you should just enjoy the racing!** Some people are really focused on winning everything in sight, but if they can relax, they start having a lot more fun! When you're relaxed and racing, you're laughing. You might be running at the back with one other person, but when the race is over, you both will come in, with a grin from ear to ear, and high five each other. We see that here and it makes a big difference in our club.

We used to have a big international ice racing series with very expensive cars. We had a semi-pro series into the 90's with 20 rubber and 25 studded cars – big fields! Some stuck around, some moved on. It's cyclical, but we're seeing it come up again. 1990 we were running up in Brandon, I was clerk of the course and our grader went through the ice on a warm day! We piled snow around it and kept racing. But after that it was harder to get machines to clear the ice. Right now we've got the trucks clearing the tracks. They've got it down to a science but it's hard on them. Ice racing keeps the juices flowing for racing through the winter. If you don't do any racing for 5 or 6 months you're a little rusty when you get back on the track. It makes you a better racer.



BE: You have worked almost all the jobs in racing. What is it like being the WCMA Rep?

DC: I've been everything from track sweeper to Club Race Director. In Rally I did the same thing, and it gave me really good exposure to all the jobs in racing. I have been the regional steward since 1986. I'm responsible for training and assigning stewards in prairie region, which at one time was all four western provinces out to the west coast. I have been teaching race school since '87. I've also been part of the judicial part of motorsport since then. We don't have bad situations anymore. But when I started, there were a few issues that had been around for a while so I wanted to get decisions made in a timely fashion. I worked with a good group of people across the west. We have accomplished a lot. I've always been interested in the organizational side of racing, behind the scene, making sure it's done right. A lot of people don't know how much work goes into it especially this time of year so that the summer runs smoother. Scott has been doing it for years and years. We need those people. We need younger people coming to the sport, we're not getting any younger. Matt does so much in the background people don't even know he's done it. **We've got some pretty good people but we need to keep bringing people in to replace us. A lot of clubs have that problem. As long as you have the core group getting the jobs done, the club will keep moving forward.**



Flying the WSCC flag at Canadian Tire Motorsport Park by Greg Eastwood

The Winnipeg Sports Car Club was well represented, in winning ways, this fall at two VARAC (Vintage Automobile Racing Association of Canada) events held at CTMP (Mosport). The first event, named Late Summer Trophy Races on September 17-18 was attended by Murray Burkett and Greg Eastwood running Murray Burkett's beautifully restored 1969 Chinook Formula Fords, serial # 002 and #003. The cars were certainly a hit with the race community with their great presentation. The weekend started off with both drivers taking part in the test and tune day on Friday. It was warm and dry and although the daily fee was \$400.00 per car, they were able to log in 5 – 35 minute sessions for a total of 175 minutes of track time. Exhausting but incredible track time.

Qualifying was held Saturday morning. There were a total of 182 race cars registered for the weekend with 24 cars in their open wheel grid with 7 HFF (Historic Formula Ford) entrants. Murray and Greg finished one- two respectively in qualifying. On Sunday, Daniel Burkett, Murray's son, was able to join the crew and compete in the races on Sunday driving #002. Daniel was leading the first race and ran out of fuel but Murray was right behind him to take the race win. The second race of the day was another exciting race with Daniel taking first and Murray taking second place. Family trophy presentations in the pits were quite something.

The cars performed flawlessly all weekend, except when Greg caught his foot on the in-car fire extinguisher actuator and fired the bottle! The truck and trailer were left with one of the race teams and Murray and Greg flew back to Winnipeg.

The second event, held Oct 1-2 was called the Celebration of Motorsports and featured 152 cars registered for the weekend. This time , Murray and Greg, were joined by club members Helmut Friedrich and Wayne Mather, racing Helmut's restored 1969 Caldwell D9 Formula Ford. A large RV trailer, was rented by the crew so everyone stayed in the pits for the weekend. Weather was fine for test and tune on Friday and Saturday races. All three cars ran well with Helmut experiencing some quickly repaired shifter issues. The organizers then threw a wrench into the teams plans by putting the open wheel racers in the same race with closed wheel sedans. Both Helmut and Greg were not comfortable running in the mixed category races (especially Greg, since he was running Murray's #002 Chinook).

Anyway, Murray was good to go. Sunday morning was wet and foggy but Murray quickly raced to the front of the pack and captured first place in both Sunday races. Victory for the second weekend in a row for the WSCC contingent. Great racing and an enjoyable time was had by all. Even the long drive home went by quickly.

All racers who have not had the opportunity to race at CTMP should put an event there on their bucket list. Complicated, fast track with elevation changes, off-camber corners and blind rises. Who would not want to challenge that. Maybe next year!





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

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



Membership organized by
Western Canada Motorsport Assoc

📅 Sat, Jan 1 - Sat, Dec 31, 2022

WCMA 2022 Time Attack License



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

2022 WSCC Meetings

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

The 2022 WSCC meeting schedule was in development at the time of printing. Generally meetings are on the 3rd Thursday of each month. Please check on the WSCC Forum for exact dates.



License Applications

Go to www.motorsportreg.com to get your 2022 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](#)



TWENTY TWENTYTWO SEASON

AUTOCROSS IS FOR EVERYONE.

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WAY TO GO RACING IN WINNIPEG.**

Drive flat-out on the limit, and then drive home in one piece! From daily drivers to dedicated race cars, and novice to national champs; if you have a drivers license and a safe running car, you qualify to take part in our all-inclusive motorsport community events!*

2022 SCHEDULE @ ST. ANDREWS AIRPORT

MAY 7	AUTOCROSS 1	JUN 11	AUTOCROSS 6	JUL 24	AUTOCROSS 9	SEP 10	AUTOCROSS 14
MAY 13	AUTOCROSS 2	JUN 12	AUTOCROSS 7	AUG 13	AUTOCROSS 10	SEP 11	AUTOCROSS 15
MAY 14	AUTOCROSS 3	JUN 18	AUTOCROSS 8	AUG 14	AUTOCROSS 11	SEP 17	AUTOCROSS 16
JUN 4	AUTOCROSS 4	JUL 23	PERFORMANCE DRIVING SCHOOL	AUG 20	AUTOCROSS 12	SEP 18	AUTOCROSS 17
JUN 5	AUTOCROSS 5			AUG 21	AUTOCROSS 13		

*Some vehicle restrictions may apply.
Dates subject to change



**WINNIPEG
AUTOSLALOM**