

THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

NOV / 2022



2022 SEASON WRAP-UP!

AUTOCROSS | DIRT X | ROAD RACING | TIME ATTACK





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Cover Photo by Demitry Klimenko

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.

Brad Epp, Mia Schellekens Aficionado Editor

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. The WSCC membership currently stands at 328 members.



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www.wscc.mb.ca



Forums.wscc.mb.ca



wsccautoslalom.com



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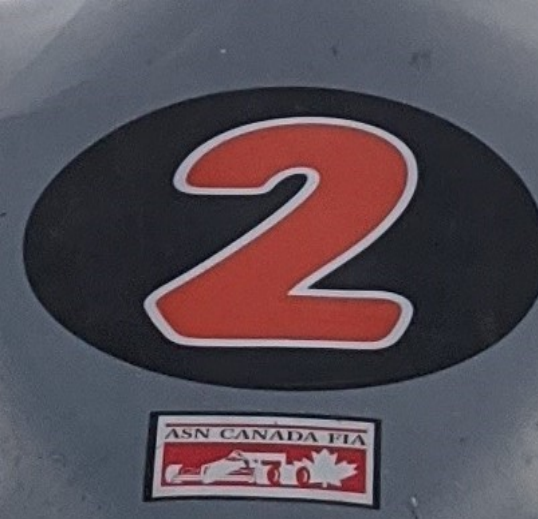


@WinnipegSportsCarClub



@wscc_racing

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PRESIDENTS MESSAGE

Jay Funke

It's hard to believe that another year has passed and 2022 is at an end. It's been a busy season with a lot of challenges, but it's also been a year in which we accomplished a great many things and proved how resilient this amazing group of people are.

2022 started off with a return to Ice Racing after an aborted year due to COVID and what a success they had. Turn out at the events was incredible, both at Lake Shirley and our season ending event during the annual Gimli Ice Festival. With renewed interest and increased entries, we're expecting that momentum to carry over into next year, which will be underway in only a few months!

AutoSlalom also had a fantastic year and has seen a similar increase in entries from the previous year. There was much discussion this year with respect to the future of electrified vehicles and their use in competition. A very significant amount of effort was made researching the issue, and discussions continue with the WCMA with respect to the role this incredible developing technology will play in the future of motorsports. While our governing body has taken the position that electrified vehicles are not permitted in competition at this point, given the growing number of these vehicles it is inevitable that they will become part of our sport, and we need to find a way to accommodate them in our disciplines.

2022 also saw the first Western Time Attack Championship at GMP in August. As an inaugural event it was a means of highlighting the largest growing field of competitors in any of our disciplines at Gimli Motorsport Park and an opportunity to trial a different event format. As ever, it proved that interest in Time Attack continues to increase and offers the easiest path to enter competition on the track at Gimli for most of our members. We're looking forward to another record number of entries in 2023.

Drifting also made a return to GMP in 2022, and will feature more prominently in our 2023 season. Interest in this sport continues to grow rapidly, so we shouldn't have been surprised at the success of the debut of this discipline this summer. Based on the enthusiasm of both the drivers and the spectators who came out to see the spectacle that drifting offers, we are already planning more events for next year.



Road Race continues to struggle to attract entries, but with the improvements to GMP that were carried out this summer we hope to see an increase in drivers in 2023. Much of that will depend on progress with our ongoing facility improvement plan, which received a much needed boost with our successful application to the Building Sustainable Communities grant program earlier this year. As a result of that grant, we were able to make some much needed repairs to the track at GMP this summer, and in the fall, we poured our first apex and track out curbs at corner one as a trial for the planned improvements for 2023. Discussions with the RM and the Gimli Community Development Corporation continue to finalize the details of the work planned for 2023, so stay tuned for more announcements in the very near future.

We also just completed a three event season in DirtX to close out the year. With larger turnout at each event, DirtX is proving to be an incredibly popular discipline and the success of our last event in November has been the surprise of the year. With its relaxed atmosphere and the incredible generosity of our hosts, the unique appeal of this discipline is sure to attract even larger turnouts in 2023.

So, 2022 is at an end and overall we had quite a year. 2023 will surely present its own challenges, but what is certain is the success of our Club in meeting whatever the new year has in store.

See you all at the track.

THANK YOU **SPONSORS & PARTNERS**



NOMAD
DIGITAL



GMP TRACK REPAIRS

Photos by Mat Leveille

In the spring of 2022 a multidisciplinary team (GMP Repaving Committee) walked and assessed the entire track surface. Several areas of concern were identified and a quote for repairs was requested from Superior Asphalt. The WSCC approved their plan and the expenditure with additional funding coming from the Manitoba Roadracing Association (MRA). During the week of June 6 patch repairs and spot re-surfacing were carried out by Superior Asphalt. Of course with a 50 year-old track, more work was required than originally anticipated! Some areas required a basic asphalt overlay, but most sawcut repair areas required expansions, and some even required additional aggregate to provide a proper base for the asphalt. By the end of the project over 25 areas of concern were addressed.





Jay Funke



Jay Funke



Jay Funke

In October curbing work began. Approximately 600 lineal feet of curbing at Corner #1 was planned to demonstrate design and quality specifications.

The design and quality of work completed on the apex of corner #1(below) met the club's needs. Unfortunately the track exit portion did not meet the design specifications. The club is considering the next steps for 2023.



Donna Kline



by Roland Hufgard

Photos by Jalen Natividad Photography

This year, our Licensing School had been scheduled for the last weekend in April. As this date drew closer, the weather made it increasingly clear that it might pose a problem. Finally, in the week before the event heavy snow fall and strong winds covered the vast majority of the track and paddock area with up to two feet of snow, and melting followed by freezing covered the access road with ice about one foot thick!

We had no choice but to postpone the event by four weeks, utilizing our first scheduled race weekend. This decision brought with it a large amount of work behind the scenes: some students were unable to come at the new date; others had to be found to fill the voids. Likewise, some instructors and volunteers were not available for the new date. Tent, toilets, meals and many more things had to be re-organized. Luckily, all our suppliers understood and were willing and able to accommodate our altered requests.



The classroom session was held via Zoom on the Wednesday before the event. On May 28th almost 40 participants descended onto GMP with a wide array of vehicles, ranging from daily drivers to near-concourse vehicles including JDM and high-end sports cars. Starting with Slalom, Collision Avoidance and a Figure-8 exercise, the students started to push themselves and their vehicles. Those tasks then led

to follow-the-leader laps on the track. Proper corner lines were shown, correct passing etiquette was exercised. As the day continued, speed limits were raised, and more and more responsibility were shifted onto the licensing student. By the end of the day, there were a lot a happy yet exhausted drivers assembling for a wrap-up before heading home. A fair number of participants stayed in Gimli and could be found in the local eateries and hotels – our sponsor, the Autumnwood Motel was filled almost entirely with students and helpers.

The next day started with a review of the lessons of the previous day, and the students got a chance to get used to the track again. The morning saw even higher speed limits, which eventually got lifted completely. Around 10 o'clock the skies opened up and rain started to fall, just in time for the planned lesson of teaching alternative lines... Coincidence, or did Darin actually plan it that way? At noon, the participants wrote their tests while eating their subs and staying dry under the tents.

After hunger and paperwork were taken care of, students were back on track while being watched by instructors trackside. However, many students took the opportunity to ask an instructor to jump into their car to receive a few more pointers and make the most out of their track weekend. The Licensing School ended Sunday afternoon with one last gathering of all students and instructors, during which Max Dia was awarded the most improved student. Eventually, everybody packed up and left the track with a smiling face, leaving behind a small group of members who cleaned up and stowed away all items used during the two days.

Once more, a large Thank You to all instructors and volunteers who made this Licensing School the successful event that it was – we couldn't have done it without you!



When the snow finally melts and the Race School comes back around every Spring, I always get excited. Volunteering for any track event is great, but this one has always been my favorite. It always carries a different feel of excitement in the air than the rest of the events. For most of us, it's the first time that we get out on track, after a long winter of sitting indoors and thinking about the track. For some, it is the first time they have ever seen a track up close. Watching the cars idle into the Pit Lane at GMP, an entire group of new students, many of them pulling up for the very first time. I still remember what that was like when I did it years ago. Just driving through the gate, you start to change. Your heart rate picks up, and you start feeling those sharp pangs of excitement, nerves, maybe even a bit of anxiety. Your stomach might be flipping around a little bit, and you're not sure if you want to eat something or never eat again. Will I be the slowest car out there? Will I embarrass myself in front of everyone? Will my car be okay? I believe every single person probably feels at least a bit of this, I know I did. Depending on what my tasks are for the event, I still feel these and a million other things every single time.

This year, I came through the gate a bit more nervous than usual too. For the very first time, I was signed up as an Instructor. I kind of knew the drill from watching closely for the past few years, but I knew I have a lot to learn. It helped very much that I personally knew all of the other instructors and have been around the track with all of them, either as a competitor in Time Attack, or from Hot Lapping days. This is a group of people that I trust very much, and being lucky enough to join their ranks for the week-end was a very big moment for me.

With Covid still lurking around, we stayed with the Lead/Follow technique for a few of the more informative sessions. My favorite part as a student was the Alternate Lines session, and I had just as much fun leading students around those same lines. It really got fun when we were able to hop in as passengers, and then when the rain started to really come down, it was the perfect opportunity for working on smooth driver inputs. Being in the car, right there with the new racer, was when I understood how important this is for what we do. Every driver was very welcoming, and I could instantly see that it worked. All questions could be dealt with as they came up, or on the next time around at a particular tricky spot. My favorite things to hear quickly became phrases like "Oh, wow that felt way better", "Okay, that makes sense, I see that line now."

There was no doubt in my mind that while the students were learning, I would be as well. Anyone who knows me would likely say I like to talk... a lot. I was very mindful of this as I didn't want to be just a vocal track out there, and overload the drivers' poor ears. I believe I pulled it off, saving the talk for the easy spots. I also wondered how I would be as a passenger out there, but that proved to be no issue at all. I hadn't actually realized how many laps I've done as a passenger over the years, with a very wide variety of experience levels. I was 100% comfortable with every student I rode with. They showed they had learned some awesome skills out there... I'd like to think they had great teachers!



GRASSROOTS RACING IN WINNIPEG'S BACKYARD.

2022 SEASON IN-REVIEW // WINNIPEG AUTOSLALOM

The 2022 Season kicked off with a bang! Drivers were salivating at the first opportunity to get back to racing at our home of autocross, St. Andrews Airport. The first race events turned out to be two of our biggest in years, with 87 drivers in competition over the double-header weekend, 55 of which lined up for Autocross 1!

That great start to the season continued with solid turnouts across the calendar. Each year, our autocross events bring together a warm community of familiar driver and volunteer faces alike, but what's even more exciting is the brand new car people that come out to see how easy it is to have fun racing whatever car they have, and begin to develop some serious performance driving skillsets to boot. 2022 was no exception, with our Novice class of newcomers often being the largest class of registration at nearly every event!

We were also thrilled to have the opportunity to resume our annual Performance Driving School program, which inevitably had to be put on pause through the thick of the pandemic restrictions. As it's well known for, the dynamic 1-on-1 curriculum was received with unanimous enthusiasm after a two-season hiatus. Students and instructors alike were delighted to be back for the track day experience, continuing the tradition of fostering growth in our car community while offering the best technical driver development and unbeatable instructional bang for your buck seat time.



Once again, we need to send massive thank you's to all the volunteers that helped make this season as successful and rewarding as it was. In 2023, 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!

See you next season – Winnipeg Autoslalom

#AutocrossIsForEveryone



2022 CHAMPIONSHIP WINNERS

Position	Driver	Points
Overall PAX		
①	Rob Rurak	800
②	Brendon Rebillard	570
③	Louis Martin	584
Street		
①	Rob Rurak	80
②	Brendon Rebillard	57
③	Craig Thoroughgood	48
Modified		
①	Jason Tran	59
②	Chris Taggar	57
③	Igor Cabrilo	55
Mixed		
①	Louis Martin	80
②	Ryan James	51
③	Allan Ball	49
Novice		
①	Egor Semenov	59
②	Yongying Tang	49
③	Shawn Falzarano	47



ROAD RACE

Scott McDonald and Mat Leveille

Photos by Mat Leveille



Life at the track at Gimli was a lot of fun again this summer. It looked like a lot of people were enjoying themselves as much as I did. For any car enthusiasts reading about our club for the first time it will be good news to know that we have the use of a 1.3 mile track at Gimli. We've organized sanctioned sports car racing since sometime in the 60s when we built the track on an unused runway at the Gimli airport. We currently have the use of the track about once a month each summer. The weather forced us to start late this summer so we only had 4 race weekends in addition to our driver's school. We usually have 5 race weekends at the rate of about one a month.

As a means of attracting more people to race cars and come and play with us, we have built a couple of other performance car activities into our weekends. The Friday of each of our weekends the track is open and carefully supervised to allow club members to bring their car of choice out and do what's often called hot lapping. For newcomers we include an orientation to the track and how to lap safely. Cars are grouped according to performance potential and passing is confined to the main straight. Experienced racers are available to consult if a particular corner is driving you crazy. On any weekend you will see vehicles rescued from Auto Pac all the way up to some pretty exotic machinery and everything in between. Our rule of thumb is it must be wider than it is tall and have functioning safety necessities like brakes, etc.

The next level is called Time Attack and means racing against the clock. A Solo License is required, which means you need to take a High Performance Driving School. Ours is in May each year and fills up quickly so start watching our website for an announcement of registration opening, usually as early as January. The school includes 2 days of on track activity.

In Time Attack you will be trying to lay down your fastest lap in a group of 15 or so whose lap times are similar to yours. We aim to put the faster cars to the front of the run group to minimize passing. You get 5 sessions of 5 timed laps each of Saturday and Sunday and can register for one or both. Lap times will be posted after each session. Passing is limited to the 2 longest straights.

And finally, there are Race Cars. These are fully caged cars and all out door to door racing. This is the more expensive form of racing and of course is the most fun to watch. In sports car racing, contact is discouraged and penalized so don't start with too much horsepower until you learn to run in close quarters without messing up. This is of course the most entertaining to watch as passing in the corners takes the most skill and, often we are lucky enough to have some very good drivers in some very equal cars. Race car sessions alternate with Time Attack sessions so expect 4 races per day. You'll need to attend our May Drivers' School to get the necessary Race License from the regional sanctioning body (WCMA). Sign up early if you plan on racing.

Some of you who have managed to read this far, may be interested in coming out as spectators. You are most welcome and can wander the pits and even ask questions. You'll find our drivers pretty friendly. If you really want to see the action close up, consider becoming one of our volunteer corner marshals. We have a loyal group who will welcome you and help you get up to speed. These are the people you see inside the 4 most difficult corners, occasionally waving flags. We offer training on the job and even have a very nice manual to give you. If close up door to door racing interests you, volunteering offers you the best seat in the house. Just show up around 9 at the big white building at the south end of the pits and ask for Dason, our Chief Marshal. We'll buy your lunch and you get to take your own car out and lap the track for an hour on Saturday once racing is done about 4 o'clock.



This was a particularly good year for entry level interest in the track. Many of the regulars

used the Friday lapping for the fun of it. Usually there were around a dozen or more newcomers each of the 5 weekends. Time Attack brought out a good number of entrants as well. The aging condition of our track meant that we had reduced race car grids among the full-fender cars (averaging just under 10) and unfortunately no open-wheel formula cars. However we have patched the worst irregularities, totally repaved the two fastest corners and repaved the run-off strips at corner 1. More improvements are coming next year and hopefully 2023 will be even better!



There was a small group of road racers out this year but the racing was still great! Al, Coach and Johnny were bumper to bumper! (WSCC standings in the charts to the right). Mel had a breakout season significantly reducing her lap times. In the end, the WCMA standings were Mel in third, Al second and Johnny finishing first.



ST-2

Season: 2022

Pos	No.	Name	Total
1	25	Yogesh Thakore	14
2	65	Gerd Ubele	6

SU

Season: 2022

Pos	No.	Name	Total
1	57	Chris Boettcher	15
2	28	Bill Langner	9

ST-5

Season: 2022

Pos	No.	Name	Total
1	11	Damon Hill	12
2	12	Pete Loewen	11

Vintage

Season: 2022

Pos	No.	Name	Total
1	66	Glenn Gordon	18
2	43	Chris Brown	15

FL

Season: 2022

Pos	No.	Name	Total
1	9	Nick Volsky	4

ST-6

Season: 2022

Pos	No.	Name	Total
1	2	Al Marcoux	181
2	90	Johnny van Dorp	157
3	6	Derrick Pelletier	93
4	88	Mike Demchenko	90
5	63	Mel Carriere-Vandal	65
6	3	John Armatas	27
7	200	Greg Eastwood	23
8	65	Gerd Uebele	13
9	10	Randy Morash	13

TIME ATTACK

Photos by Demitry Klimenko

After four weekends and five events - Huge congratulations to our winners this year! In 3rd place we have Mr. Rookie Rocky Wiebe, 2nd place goes to Brad Epp and 1st place championship winner goes to Roland Hufgard!

Except for the late spring, and one intense rain storm, the weather this season was perfect for producing fast times. Many racers improved significantly over the season and we saw many personal bests! 28 different racers came out for Time Attack this years!

Aug. 5th weekend the WSCC hosted the inaugural Western Canadian Time Attack Championship with Double Points on the line! (results on page 15).

PLACE	RACER	POINTS
1	Roland Hufgard	400.00
2	Brad Epp	394.17
3	Rocky Wiebe	392.15



Position	Racer		Car		Class
1	Roland	Hufgard	2004	Mazda RX-8	TA-GT4
2	Rob	Rurak	2017	Ford Focus RS	TA-GT2
3	Brad	Epp	2014	BMW 228i	TA-GT4
4	Rocky	Wiebe	2000	Honda Civic Si	TA-GT3
5	Russell	Friesen	2017	Dodge Viper	TA-MOD2
6	Tyler	Sawchuk	2014	Scion Frs	TA-GT2
7	Ian	Stecyk	2013	Scion Frs	TA-GT2
8	Brian	Wiebe	2017	Ford Focus RS	TA-GT2
9	Andrea	Revet	2014	Scion Frs	TA-GT2
10	Maxim	Ialivciuc	2012	BMW 135i	TA-GT2

INAUGURAL WESTERN CANADIAN
TIME ATTACK
CHAMPIONSHIP
RACE WEEKEND
GIMLI MOTORSPORTS PARK
 GIMLI, MANITOBA, CANADA
AUG. 5-7 2022
 #wsccracing
 wsccracing.com



DRIFT

PHOTOGRAPHS FROM DEMITRY KLIMENKO

Drift was back at the Winnipeg Sports Car Club in 2022. Smoke filled the south end of GMP two week-ends this year!







So far three DirtX events have been held this fall. The attendance is growing and it is still one of the funnest racing disciplines!



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-currentcomplete/runningincomplete/>

89 Civic SI Caged Race Car

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

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

*Does not include seat, steering wheel or rims

Contact Mat \$5555



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Membership organized by
Western Canada Motorsport Assoc

📅 Sat, Jan 1 - Sat, Dec 31, 2022

WCMA 2022 Basic Ice Race License



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

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

2023 license registration will be available soon





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