



THE

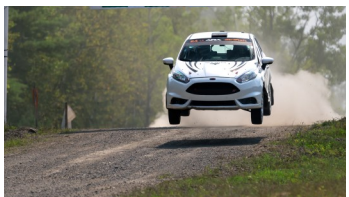
Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

Jan / 2023



**2022 AWARDS
CAM-AM CUP
RALLY CO-DRIVING
2023 SCHEDULES**



CONTENTS

Welcome	2
Club Information	2
Presidents Message	3
2023 WSCC Executive and Board of Directors	4
2022 Awards Banquet	5
Quest to Reclaim the CAN-AM Cup	9
Feeling at home at the track.	13
The Life of a Rally Co-Driver	15
2023 Road Race and Time Attack Schedule	19
Sponsors	20
Race Cars for Sale	21
2023 Ice Racing Schedule	23

Cover Photo from Greg Eastwood

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, Aficionado Editor

Club Information

The Winnipeg Sports Car Club is a non-profit corporation and, at 71 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.



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



www.wsc.mb.ca



Forums.wsc.mb.ca



wsccautoslalom.com



#wsccracing



@WinnipegSportsCarClub



@wscc_racing

PRESIDENTS MESSAGE Jay Funke

After Christmas, Jay shared his thoughts from the past season and what to expect next year.

BE: What was your favorite moment with the club in 2022?

JF: I think my favorite moment happened pretty recently, near the end of the year at DirtX. DirtX has a completely different atmosphere - it is very relaxed. Weekends at GMP can be pretty busy and pretty intense. The nice thing about DirtX was that a lot of our people who are usually so busy at GMP were able to get involved in the fun! The people usually occupied with organizing the event, were driving, having fun behind the wheel and enjoying the fruits of what we do all year long! Watching them out there was easily my favorite moment.

BE: What was the biggest challenge you faced this past year?

JF: The on-going paving project at GMP, and dealing with all the different organizations, bodies and people involved. Trying to manage all the variables, bringing them all together so work can be done at GMP. The biggest struggle over the past year was the 2022 election cycle. We made a lot of progress with the CDC and RM of Gimli earlier in the year, then had to put all of that on hold because of the election. That was difficult. The biggest challenge going forward will be attempting to re-establish that continuity, to make up the ground we've lost in terms of the change in leadership at the RM, and have everything in place to move forward with the project by spring. Going forward this is definitely the biggest challenge – not just for me but the whole organization.



Photo by Mat Leveille

BE: What was your most enjoyable time this year as member of the club?

JF: It was when my brother Lee came out to join me for the September track weekend. We had two cars there for Friday hot lapping, and everyone involved in running track days at GMP said "Don't worry about anything today" - So I was able to just enjoy the time with my brother! It was the last weekend of the year, and on Saturday we were able to adjust the schedule

to include open lapping. That meant my brother was able to enjoy driving on Saturday as well. He lives in Edmonton, has never been out to the track before, and we don't get together very often, so to be able to share that experience with him - it was something I haven't done since I've been president. It was phenomenal experience. What a great weekend that was!



BE: What is your hope for 2023?

JF: That we're finally able to complete the track resurfacing. Getting the track back up to spec, so people and cars that haven't been coming out will return, like the open wheel cars, and seeing bigger grids of cars. The key to greater involvement will be improvements to the facility, so that the product we offer is more attractive to our members.

For those of us on the executive, obviously the long-term ambition is to secure the future of the GMP for the club. The repaving project is a step in that direction, but it's not the final goal. It's an important step that will launch us toward the next, and we hope to take that step this year. Ultimately, we'd like to take over the track and secure its long-term viability. The most important thing is that the legacy of the club is ensured. Not only that we have access to GMP in the future, but the facility itself will continue to improve. We want to ensure we're all able to continue enjoying this sport that we love so much, in this community that we've developed.

2023 WSCC Executive and Board of Directors

POSITION	NAME	POSITION	NAME
President	Jay Funke	HPDE Director	Roland Hufgard
Past President	Darin Wach	HPDE Deputy Director & Chief Instructor	Darin Wach
Vice-President	Jennifer Bell	Rally Director	Al Marcoux
Treasurer	Ron Dallmeier	Drift Director	Tyler Sawchuk
Secretary	Brian Wiebe	Membership Director/Chief Registrar	Josh Peters
Road-Race Director	Scott McDonald	Steward	Miquel Yetman
Road-Race Deputy Director	Vacant	WCMA Representative	Dino Calvert
Track Day Director	Mat Leveille	Social Director	Murry Burkett
Ice-Race Director	Mike Demchenko	Publicity Director	Brad Epp
Ice-Race Deputy Director	Stephen Leiding	Aficionado Editor	Brad Epp
Time Attack Director	Mat Leveille	Volunteer Director	Dason Wowk
Time Attack Deputy Director	Vacant	Quartermaster	Roland Hufgard
Autoslalom Director	Chris Deacon	Webmaster	David Klassen
Autoslalom Deputy Director	Vacant		



On November 26, 2022, club members from all disciplines met at the Clarion Hotel in Winnipeg to wrap up the year, enjoy dinner with friends and to recognize those that excelled.

Championship Awards were given out for drivers in Ice Racing, Road Racing, Time Attack, and Autoslalom (See the previous Aficionado for winners). In addition, the club handed out the coveted overall annual awards including the Metro Motors Driving Skills Award to Russ Friesen, the Driving Champion Award to Al Marcoux and the Rookie of the Year to Mel Carriere-Vandall. All the WSCC Award winners are listed on the next page.

Several WSCC members were also recognized by the Western Canada Motorsport Association (WCMA). **Roland Hufgard** was awarded the *Soloist of the Year*, **Mel Carriere-Vandall** the *Rookie of the Year*, and **Mat Leveille** the *Volunteer of the Year*.

Thank you to all the silent auction donators and sponsors. Congratulations to all our Winners! Good Luck in 2023!



WSCC ANNUAL AWARDS

Metro Motors Driving Skills **Russ Friesen**

Rookie of the Year **Mel Carriere-Vandall**

Driving Champion **Al Marcoux**

Long Service **Brian Wiebe**

Worker of the Year **Dason Wowk**

Baler Award
(Lawn Maintenance) **Al Marcoux**

Best Engineered **Matt Corrie**

Garbage Can
(Hard Luck) **Mel Carriere-Vandall**









THE QUEST TO RECLAIM THE CAN-AM CUP

by **Greg Eastwood**

Photos courtesy of Greg Eastwood

In the spring of 2019, WSCC members Murray Burkett and Helmut Friedrich were returning from racing at CTMP and felt it was time to get our American friends back at Gimli. They set up the points scoring rules and established a CAN-AM series Trophy for all vintage cars, both open wheel and closed wheel, to compete between road race tracks at Brainerd International Raceway and Gimli Motorsport Park.

A suitable trophy, sponsored by Red Cup Racing, was adapted from the Burkett Motorsport collection. At the first event, held in August 2019 at GMP, the trophy was awarded to Darrell Peterson and Rich Stadher representing the Land O'Lakes region of SCCA in Minnesota.

Covid then reared its ugly head and put the world on hold for a couple of years. In the spring of 2022, Murray and Helmut decided it was time to retake the CAN-AM trophy on behalf of the WSCC. Gimli track repairs were still being planned so a schedule of attending 3 of the SCCA regional meets at BIR was established.

The first event at BIR was the "Harvey West Memorial Day Classic" on May 28 and 29. Around 150 vintage cars were registered. Murray Burkett drove his restored Historic Formula Ford #03, a 1969 Chinook MK1. Helmut Friedrich drove his restored Caldwell D9V Historic Formula Ford and Greg Eastwood drove for Burkett Motorsports in the #02 HFF Chinook MK1. Excellent pit crew duties were performed by Wayne Schellekens.

The reception for the Canadians was wonderful. A large "Welcome Back Canadian Friends" sign with matching Nation flags was prominently displayed at the track workers/racers dinner tent Friday and Saturday night and the club president also had some kind words for our return. Classy.

The weather cooperated all weekend. The racing was fast. Burkett Motorsports was on the podium both days with Murray taking both wins and Greg placing 2nd both days. Helmut experienced some shifter issues but still finished 4th and 5th. A trouble-free, successful weekend other than some broken spring emergency repairs on Helmut's race trailer.



The second event in the program "Mid-Summer Classic Regional Road Race" was held July 2 and 3 at BIR. The Canadian contingent now included Wally Butler in his beautiful Club Formula Ford, Wayne Schellekens driving Burkett Motorsports 1971 HFF Lotus, Murray, Greg, and Helmut. We also presented the track volunteers with 144 cans of Canadian beer for their Friday/Saturday track dinners. They liked it!

Weather was excellent and Burkett Motorsports was again on the podium both days. Murray won Saturday's race, Greg second and Greg won Sunday's race. All cars finished and Wally was the fastest Club Ford on the track. Go Canada Go.

The third event at BIR was "Jack Pine Divisional SCCA Sprints" held September 4 and 5. Helmut and Wally were unable to attend but Burkett Motorsports was there with all 3 HFF'S driven by Murray, Greg, and Wayne. Excellent pit crew duties were provided by Bob Willmott, Chief Steward, WSCC.

Greg overheated the #02 Chinook during Saturday's qualifying. Thanks to all hands-on deck, the cylinder head was removed, bent valves and push rods replaced and was test run by 6:30 Saturday night. The beers tasted so good. On Sunday, with the repaired car, Greg qualified 3rd and finished 2nd and Burkett Motorsports dominated the podium with Murray winning and Wayne taking 3rd in the Lotus.

The CAN-AM trophy was presented to the Canadians in our pit by Darrell Peterson and is back on Canadian soil. Looking forward, our American friends are all planning to try and reclaim the Cup at GMP after our track is ready. They all must plan their season so it looks like 2024 season will be it. Something to look forward to.







W **FEELING AT HOME AT THE TRACK**

*Story & Photos by
DASON WOWK*

There is another side to track life that some people don't even think about. When I first got involved with racing years ago, I didn't think of it either. It starts out innocently enough, and then I started thinking about how much easier it could be if I had everything from home, right there at the track with me. Staying at hotels is a lot of fun too, and Gimli has a couple of good ones. I always enjoy my stays, going out for dinners at the local restaurants and seeing lots of familiar faces and cars from the track around town.

Even as a young kid, I have always had a sweet spot for camping. My first adventures were in an old slide-in truck bed model, on the back of an old Chevy C-10 Hydro truck. If Grandpa Wowk could see me today, and the passion I still have because of his old hunting rig, I wonder what he would say.

If anyone has ever been around when I see the campers pull in at the start of our events, I get almost as excited as I do when I see the cars. Now that I have been doing it for a few seasons too, I have a keen eye for the many setups at GMP, and I have seen almost everything imaginable. From tents covered in heavy frost, classic RVs and vintage vans, to almost new haulers, big diesel pushers and even people with amazing homes in the back of the trailers that pulled their race cars. I've seen full families including babies, dogs, birds, and even a pair of beloved pet rats, all enjoying themselves while camping at track events. Honorable mention, of course, goes out to the many brave souls who have even used their car as home for the night. Silverados Chargers, and Hyundai hatchbacks make great places to stay warm and catch some sleep after a long day of work!

All of the neat ways to camp aside, there is something else that comes as a result of this, and it is my absolute favorite part of it. With so many like-minded individuals staying in close proximity to each other for a few nights, a strong sense of family and community evolves out of that grassy field, friendships and even rivalries sort of melt together and it can have such an amazing vibe. A few logs burning on a fire, some music coming from a nearby speaker, a whole bunch of smiling faces, it has almost a healing power. It doesn't matter that you have a nasty sunburn, or you broke your car and your racing is over for the weekend, this is the best place to relax and unwind for a few hours. And then just like that, it's over. You're on the highway back home, and already waiting and hoping to do it all over again soon.





The Life of a Rally Co-Driver: Never Give Up!

Hopefully most of you have been out to a DirtX event over the past couple of years. It's so much fun trying to drive fast on the rough, loose dirt course! However, we have club members that have taken this to the next level, competing in National Stage Rally Racing. This is the wild racing we've all seen in videos of Subarus hauling at high speeds, through trees, rocks and jumps! Before Christmas, I sat down with Stefan Trajkov (Green/Blue Time Attack CRX) who's been Co-Driving staged rallies for several years in Canada and the US.

BE: When did you start Rallying?

ST: I started Co-Driving in 2018, but I first spectated in 2016 at the Ojibwe Forest Rally and that sparked it. I first went down with my Dad and then in 2017, went again and brought six friends, one of whom really took a liking to it and decided to build a car over the next year. I said count me in as a Co-Driver!

May 2018 was our first event - The Rocky Mountain Rally in BC – part of the Canadian Rally Championship.

BE: What are the Main Rally Series in North America?

ST: The main one in Canada is the Canadian Rally Championship (CRC) and in the US it's the American Rally Association (ARA) Championship Series. Travis Pastrana and Ken Block both compete in ARA.

It's quite split in Canada, between the West and the East. If you want to do a full calendar you've got to drive 5000 km between BC and Quebec multiple times throughout the season. Nothing in Saskatchewan/Manitoba/Northern Ontario.



BE: OK so back to 2018, Fresh Car, New Driver, New Co-Driver. How was it?

ST: It was actually hell!

The car wasn't done until 3am in Winnipeg, then we took off driving non-stop and got to Calgary in the late afternoon the next day and kept working on the car until 2 am. Took off again, drove to the event in BC and pulled an all-nighter until we had to do reconnaissance at 8am – absolutely no sleep!

The rookie mistakes started. First, we did our reconnaissance in our rally car. Because it's so stiff at low speed, loud and uncomfortable, it made for a nightmare of a time trying to write notes. With it being stiff, I found out I get motion sickness at slow speed when I stare at a book in my lap for hours on end. Some other competitors saw me getting sick so they gave me some ginger ale/ginger pills for nausea to keep me going the rest of the day.

Next mistake was getting the car to tech inspection which meant we had to leave reconnaissance as we had no crew members to take the car or even a replacement car to continue writing notes with. So we missed out on getting notes for a few stages. It was a very rookie co-driver mistake! I spent much of the night re-writing the notes I had and writing notes from some files (video) from another co-driver. Our first notes were terrible, my rookie driver didn't know to note any distances and also skipped some corners which we quickly found out was quite key in rallying.

We start racing the next day and we got through stage one fine. The stages generally vary between 5-20 km. We feel great, running fine and having a blast! Then on the second stage, we hit a rock on the right side which punctured both passenger side tires. Only carrying one spare wheel with us, we replaced one of the tires and kept driving on with the other tires still punctured. After a few kilometers driving with the tire completely shredding itself to pieces and flinging steel cords and rubber in the wheel well, we came across another competitor who had crashed out at a cattle guard. He was done for the rally with completely broken suspension and sat in sadness waiting to get towed. As luck would have it, his spare wheel was the exact same as our wheels, so we borrowed his and carried on after replacing it. Now we knew we should carry two spares in the car! We finally finished the stage but now had lost the front brakes. Pulling off on the side of the road, we found the shrapnel from the tire cut the brake line! We were able to switch the brake bias to use rear only but it got so bad in the front corner that the caliper was rattled off of its mount! We spent the rest of the first day fixing things. After one and half stages everything was coming off – all the bolts backed out of the intercooler, door hinge bolts were coming off. We originally tightened everything down to manufacturer's spec but we quickly found out, that's not rally spec – lock tight everything!

We were sleep deprived, trying to fix everything quickly and making mistakes. A good friend of ours told us "you're done for the day, go rest and you will restart tomorrow"

Next day was a stage that goes up a mountain and a stage that goes back down then repeated. Going up we needed power and coming down we definitely needed brakes! We got up the mountain fine. Coming down, we were trying to avoid a rough spot in the road, hit a rock and got another puncture. We replaced it and kept on. On the way to the finish and podium celebrations, we had to cover about 50 km of highway back to headquarters. We notice a wheel completely out of alignment and the tire quickly wearing down to the treads. There was no time to change wheels as we were now running with a margin of seconds to get to the finish on time. We finally made it. I don't know how, but we did. No great results but we finished.

BE: What a first rally...But you weren't deterred.

ST: That's Rallying, that's the fun of it! There's not one rally where things don't go sideways, nothing ever goes to schedule. Nothing ever works properly. No one goes a whole event without a mistake. But that's Rally! It's not easy, it's not meant to be easy! It's a big ordeal just to make it to the start, let alone finish the rally – That's why I respect everyone's time – the crew, the driver, the volunteers and the organizers. That's my main motivator to never quit!



Photo: Shawn Bishop

BE: What's it like to be on the side of the course fixing your car as other driver's race by?

ST: Luckily one of the wonderful things CRC adopted was a system called RallySafe. – it's another computer on the Co-Driver side that gives you a plethora of data. If you are coming up on another car, you can communicate with them, like "I need to pass you, I'm in your dust". If you're off the road, they get a declining distance to where you are. It says "car off in 200, 180, 150..." And you can tell them "I'm OK, just go by". But the rule is, whoever is the next car by should be there to aid. If you don't see a signal that they are OK, you must stop and check. That said, it's never fun being on the side of the road with a broken car watching everyone else fly by. But I take that as motivation to keep going!

BE: How many events did you do this year?

ST: Three events as a Co-Driver with a Driver Nick Allen. Nick has been racing nationally in the US since about 2009. He also raced a season in Britain, then took about a decade off to focus on his business. This year he came back and was trying out a few Co-Drivers.

The first Event I did with him was the Olympus Rally in Washington State. That went pretty well. Although we had one issue at the third stage - the car wouldn't shift and we couldn't start it. I called the lead mechanic, and we ended up bypassing the brake and clutch switches. We were able to bump start the car in gear, clutch off using the start button. So for the remaining stages we began further back and as the countdown went down, we were hitting the start button to get the car going and across the line. We finished up that rally with competitive times. I gained a lot of respect for Nick that rally. He had really good notes, good driving basics so I tried my best to do more events with him.

The next event we were going to do together was the Oregon Trail Rally. But two days before I was to fly out, he called, told me he had a motorcycle accident, broke his collarbone and was going in for surgery! The team already had the car there, brought in from Michigan!



Photo: MMP

Later in the summer we did the Ojibwe Forests Rally. There were some stories there too.

The first day around the second stage we started losing power and having cooling issues. We ended up hardwiring the fan and limping slowly back to service. We went off to eat and the crew started diagnosing and working on the car.

BE: How many on the Crew?

Two for each car on the team. This car was built by Thompson Racing Fabrication out of Michigan. That's the company that built the car, maintains it, services and delivers it across the country for the driver. It is not cheap - the Fiesta was roughly an \$80,000 USD build and it's fairly basic. However the cars must meet a rigorous inspection with professional cages, fire suppression and equipment built to high safety spec...that's why I feel safe riding in the silly seat.

Back to the Ojibwe...

They fixed the fans and we were going again but then started getting some clunking in the drivetrain. At one point it was so bad that it felt like an axle had popped off, banging around! After the stage we checked out the axles, they were fine. So we watched the engine for shaking and after quickly engaging the clutch the engine just smacked the firewall - Rear engine/transmission mount had completely fallen off! It got shredded and sucked between the skid plate and the axles! I called the team: "we're down an engine mount!" "Ok, finish off the day and we'll fix it tonight" So Nick drove really smoothly on the throttle for the rest, maintaining as much corner speed as possible. The now compensating side mounts had also started to take a lot of wear. Team said not to worry, they took two wrenches and welded them from the subframe to the transmission casing!

The second day was fine until after service - we started losing power, no boost, and the car was getting slower and slower, felt like it had all of 20 hp left, then stalling and then troubles starting. It was funny, at one point I got out and pushed Nick and said "if its starts just keeping going!". The last couple stages we were just chugging along maybe 10-15 km/h. I said to Nick "We are going to finish the rally even if I have to push this car to the end!". We got to a point with a slight uphill for 30-40 meters and the car couldn't make it. We were not giving up and I pushed the car up the hill and we finally finished!

Nick and Stefan also raced the Susquehannock Trail Performance Rally in Pennsylvania running as high as 2nd Overall 2WD but facing new electrical gremlins and eventually finishing just off the overall podium but still clinching a 1st in class victory! The team was frustrated with the car but Stefan praised their Fiesta: "When it's working, that car - it is the time of your life, It's magical". He had many more stories but I had to end it there.



Photo provided by Stefan Trajkov



Photo provided by Stefan Trajkov

BE: Tell me about your role as a Co-Driver and those cryptic notes?

ST: So before the event they send out a supplementary package with coordinates/maps/instructions. Based on this data, I prepare a "Movement Plan" for my team outlining who needs to be where, doing what and at what time, down to the minute. I'm the connection between the race organizers and the team. I go to all the meetings and organize the team throughout the event. My main concern always is everyone knowing their job and the Driver getting sleep, I never want him to be sleep deprived. Then when you get to the rally you are given a ~150 page route book of directions of transits and stages. In between those generic directions, we make our own notes. It takes ~ 200 pages of notes for each rally.

CR 30

a Crest, distance of 30m until you get to the...

5R-ok & 5Ltig 4

5 Right minus corner

Corners are rated 1-6, 6 is flat out, 1 is tighter than a hairpin. 5- is tighter than a 5 but not as tight as a 4+

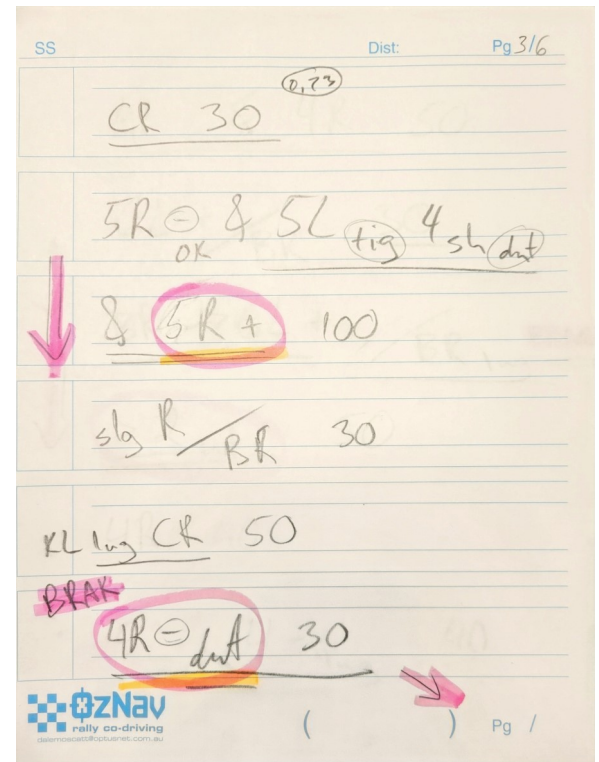
OK To Nick it means its ok to cut the corner, drop the inside wheel.

& is a distance smaller than 30 but not quite an "Into"

Distances start at "Into", no time to set the car up before the next corner, "&" you have a brief moment to set the car for the next corner

5 Left corner tightening to a 4

Sometimes there can be a full line description for a single corner



BE: How do you do the reconnaissance?

ST: We take a rental SUV for "recce", I sit quietly, no conversation, and the Driver tells me notes on the first pass. The second pass, I read back my notes to him and he makes corrections. In the evening, we review the video footage at 2x speed to simulate race pace and work on getting the cadence right and final corrections.

However, sometimes conditions change overnight after your recce and the stages are a whole new beast. Like the heavy rains this year at the Ojibwe Rally which landed a car in the lake: [youtube.com/watch?v=QY0XM0pMpLU](https://www.youtube.com/watch?v=QY0XM0pMpLU)

Of course I couldn't end it without asking,

BE: What would it take to host a staged rally event in Manitoba?

ST: It would take about 60-70 volunteers, attractive, sweeping fast roads, and people with experience that want to put it on. We could start with a small, mile long stage rally, called a "Rally Sprint". It would take a lot less volunteers and might be manageable locally.

Check out Stefan and Nick on a recent Gears and Gasoline (1 million Subscribers) video [The Ultimate Test - Stage Rally](#)

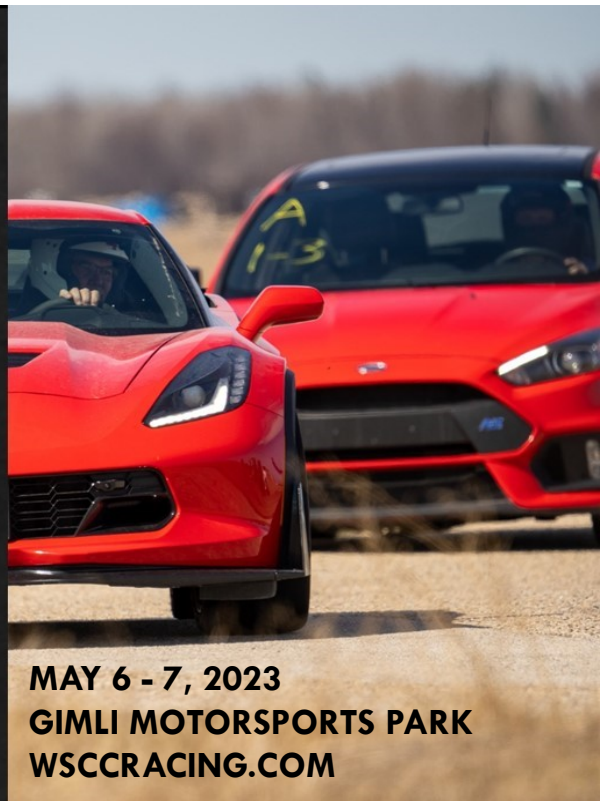


WINNIPEG SPORTS CAR CLUB

RACE SCHOOL ²⁰²³ & COMPETITION LICENSE



MAY 6 - 7, 2023
GIMLI MOTORSPORTS PARK
WSCCRACING.COM



BULLETIN



BOARD

WINNIPEG SPORTS CAR CLUB

2023 WSCC GMP RACE SCHEDULE

MAY 5-7	- COMPETITION LICENSING SCHOOL
MAY 26-28	- RACE WEEKEND #1
JUNE 16-18	- RACE WEEKEND #2
JULY 7-9	- RACE WEEKEND #3
JULY 22-23	- OPEN TRACK WEEKEND - GIMLI GLIDER ANNIVERSARY
AUG 11-13	- RACE WEEKEND #4
SEPT 8-10	- RACE WEEKEND #5
SEPT 30-OCT 1	- OPEN TRACK WEEKEND

2023 WSCC TIME ATTACK SCHEDULE

Time Attack #1	May 27
Time Attack #2	May 28
Time Attack #3	June 17
Time Attack #4	June 18
Time Attack #5	July 8
Time Attack #6	July 9
Time Attack #7	August 12
Time Attack #8	August 13
Time Attack #9	Sept 9

AFFILIATED MEMBER OF THE



CANADIAN AUTOMOBILE SPORT CLUB

**THANK YOU
SPONSORS & PARTNERS**



NOMAD
DIGITAL



SUPERIOR
Asphalt **PAVING** Co. Ltd.

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:

forums.wscc.mb.ca

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

*Does not include seat, steering wheel or rims

Contact Mat \$5555



1995 Honda Civic Ice Racer

This Honda has won lots of races so you will be right in there. I can only attend the first event Jan 7-8 so willing to sell the car so the new owner can jump right into the mix.

- Header, race clutch and fly-wheel,
- one season only studded tires with 2 studded spares, spare non-studded rims and tires.
- Race seat, fire extinguisher, certified belts till Dec 2023.

Everything works as it should.

**Call/text Greg
204-792-4226 anytime.**

\$2900.00 OBO. Willing to listen to offers, trades, whatever.



1981 Mazda 626 Vintage Race Car

Pro-built, safe, reliable, fun to drive vintage race car for sale. Refurbished and ready to run right now. Or perfect toy for repaved GMP track next year. Comes with three sets of new tires (\$3400 value) including Hoosier slicks, 8 rims, fiberglass molds, and a dual axle trailer with electric winch.

Can't go racing easier. **\$10,000**

Contact Wayne Jones on the forums.wscc.mb.ca



≡ **HAGERTY** | MotorsportReg

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](#)

[Car Number & Classification](#)

WCTMA.CA
GO RACING!



Photo by Colby Spence



WSCCRACING.COM

FIRE ON
ICE



01 BEAUSEJOUR
CPTC
7-8 JAN SCHOOL ICEX RACE 1

02 LAKE SHIRLEY
365 MURDOCH RD WPG
21-22 JAN ICEX RACE 2

03 LAKE SHIRLEY
365 MURDOCH RD WPG
4-5 FEB ICEX RACE 3

04 WINNIPEG BEACH
WONDERFUL WINTER WEEKEND
18-19 FEB ICEX RACE 4

05 GIMLI
ICE FESTIVAL
4-5 MAR ICEX RACE 5 & 6




LAKEVIEW™
GIMLI RESORT

