

July 2019



# The Aficionado

The official newsletter of the Winnipeg Sports Car Club

Photo provided by RPT Motorsports Photography



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## Time Attack at the Gimli Motorsports Park

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## Club Information

The Winnipeg Sports Car Club is a non-profit corporation and at 67 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. These motorsports events are sanctioned by the Western Canada Motorsport Association in affiliation with ASN Canada FIA and includes road racing, time attack, autoslalom, track days, high performance driving education (HPDE) race schools as well as ice racing in the winter.

Winnipeg Sports Car Club website: <http://www.wsc.mb.ca>

Winnipeg Sports Car Club forums: <http://forums.wsc.mb.ca>

Mailing Address: [WSCC Box 672, Winnipeg, MB, Canada R3C 2K3](mailto:WSCC Box 672, Winnipeg, MB, Canada R3C 2K3)

facebook: <https://www.facebook.com/WinnipegSportsCarClub>

Twitter: <https://twitter.com/search?q=Winnipeg%20Sports%20Car%20Club&src=typd>

LinkedIn: <https://ca.linkedin.com/company/winnipeg-sports-car-club>

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

ASN Canada FIA: <http://www.asncanada.com/>

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# Welcome

This edition of The Aficionado contains articles from directors and members and collects together information from our club forums. Thank you to everyone that contributes to and maintains the forums. Check them regularly for the most up-to-date information on club activities:  
<http://forums.wscc.mb.ca>.

The front cover features some of the awesome cars that compete in Time Attack. For more information on Time Attack, please visit the Time Attack website <https://www.wscc.mb.ca/time-attack/> and the Time Attack section on the club forum: <http://forums.wscc.mb.ca/index.php?/forum/10-time-attack-discussions/>

We continue to fund raise for the asphalt resurfacing of the road race and autoslalom areas at the Gimli Motorsports Park. See the details inside of how you can help.

THANK YOU to all the volunteers that spend their time running the club and our events.

Also, thank you to the sponsors that provide funding to help us put on our events. Please support the sponsors you see in the newsletter, on our website and at our events.

Please distribute this newsletter to anyone that is interested in joining, competing or volunteering with the Winnipeg Sports Car Club.

Please email any updates, corrections or suggestions regarding this newsletter to: [khilash@mac.com](mailto:khilash@mac.com).

## Club Sponsors

Thank you to all the organizations that sponsored the club in 2018, your support was very much appreciated!

In 2019 if you would like your organization to have direct access to hundreds of sport car enthusiasts by sponsoring the Winnipeg Sports Car Club then please contact:

[publicity@wscc.mb.ca](mailto:publicity@wscc.mb.ca)

- \$ 250 - Website business cards ads
- \$ 250 - Booth display at an event
- \$ 600 - Title name on T-Shirts (per discipline)
- \$ 800 - Weekend Event/Banquet naming rights
- \$1,500 - Title Sponsor/Large signage
- \$2,000 - Racing Series Title Sponsor

## Club Memberships

For membership applications and renewals, the following link will take you to the 2019 WSCC membership page at MotorsportReg.

This is the same website used by the majority of the clubs in our region for memberships and event registrations:

[www.motorsportreg.com/events/wscc-annual-membership-2019-winnipeg-sports-car-club-617935](http://www.motorsportreg.com/events/wscc-annual-membership-2019-winnipeg-sports-car-club-617935)

If you have any questions regarding your membership, please email:  
[membership@wscc.mb.ca](mailto:membership@wscc.mb.ca)

# World of Wheels, April 12-14, 2019

By Chris Boettcher, Club Treasurer & Social Director

What a great event! In your best Murray Walker voice... FANTASTIC!!!!



Photo provided by Mat Léveillé



Photo provided by Mat Léveillé

A huge thanks to everyone who helped make this event the success that it was:

Mat Leveille, Jim Antosko, Johnny Armatas, Mike Domchenko, Dean Smith, Glen Novakowski, Wayne Shellekens, Rob Rurak, Darin Wach, Sarah Wach, Wayne Chin, Josh Peters, Greg Eastwood, Steve Leiding, Al Marcoux, Ken Hilash, Ryan Burke, Scott McDonald, Andrew Cobb, Bob Willmott, Jennifer Bell, Joe Premecz, Matt Corrie, Shawn Clarke, Jordan Sharples



Photo provided by Chris Boettcher



Photo provided by Chris Boettcher



## Road Race & Track Days

By Mat Léveillé, Road Race Director

The next track day weekend is coming up on July 6-7<sup>th</sup>, 2019. The event is posted on MSR and is the first time for a Saturday and Sunday open track time. Track days are typically on Fridays or only one day on a weekend.

Track day #2 was a little bit light due to weather but the latest Track day #3 was right back on track with 50+ Drivers. For more information on track days and their requirements please visit the hot lap section on the club forum: <http://forums.wsc.mb.ca/index.php?/forum/51-hotlap-discussions/>

Photo provided by Mat Léveillé



Photo provided by Mat Léveillé



The WCMA Runoffs are on the weekend of July 27 and 28, 2019. It's a regular race weekend with a supplementary 30 minute race at the end of the day Saturday to minimise attrition DNS's.

Stay tuned for a special event this fall, The September Formula Showdown, which is going to have massive incentives for out of province formula cars.

For more information on road racing, please visit the road race website <http://www.wsc.mb.ca/road-race/> and the road race section on the club forum: <http://forums.wsc.mb.ca/index.php?/forum/9-road-race-general-discussion/>

Photo provided by Mat Léveillé



## Autoslalom Explained

By Weebly, Club Secretary

**A**utoslalom is also known as solo racing and more commonly “autocross”. However, the word “autocross” is typically associated with events run on a variety of surfaces including dirt and gravel. The rules and regulations for Autoslalom are governed by ASN Canada FIA (Canada’s national motorsport authority). The WSCC events are sanctioned under the Western Canada Motorsport Association (WCMA), which has been appointed by ASN Canada to administer motorsport events in the western Canada region.

Autoslalom is a timed motorsport competition that rewards intense concentration, car control skills, and vehicle handling. Drivers navigate one at a time through a course defined by traffic cones. Most Autoslalom courses are set up in large parking lots or on de-commissioned airport runways. Our club is presently using the St. Andrew’s airport and Gimli track for events this year. The portion of the Gimli track used for Autoslalom is commonly referred to as the “skidpad”, but is actually an extension of the main straight, primarily used as the dragstrip shutdown area.

While speeds tend to be lower than other forms of motorsports, usually not exceeding 100 km/h, the activity level (measured in turns per minute) can be higher than even Formula One due to the number of elements packed into each course. Courses are different at each event and every driver gets four attempts to put down their best time.

Cars are classed according to their level of preparation and relative performance. There are classes for all types of cars from stock econo-boxes to fully race-prepared formula cars, though most local competitors drive stock or slightly modified daily-driven sport cars and sedans. The only safety equipment required is a helmet, seat belts, and a car in proper working condition.

Autoslalom is an excellent way to develop your driving skills and is very affordable compared to other motorsports. Aside from some extra tire wear and the occasional cone mark (they buff out...most of the time), a season of Autoslalom puts less wear and tear on a vehicle than a Winnipeg winter!

If you’re interested in becoming involved in Autoslalom (and why wouldn’t you?), check out the WSCC website and the Autoslalom Forum for registration information and more fun facts on the sport.



# Around the Cones

By Weebly, Club Secretary

This all started innocently enough when I bought myself a car that was designed for having fun. So, I talked to Corey at work and he suggested I should check out Autoslalom at St. Andrews.

Thanks to the great information on the WSCC Autoslalom Forum, it was easy to register for the event and find this “hidden” track on my first try.

It was recommended that I familiarize myself with the course layout and do a course walk. Okay, first thing I notice is a long, narrow runway littered with orange cones. Some are standing straight, others are laying on their side. I assume there were some heavy winds after the course was setup.

A couple of the regulars took me under their wing and explained the nuances of Autoslalom and why the cones were positioned as they were. Aha, those cones weren’t blown over by the wind after all – they’re called “pointer” cones and are supposed to be laying on their side. Here are some more words I picked up during the course walk - element, sweeper, backside, horseshoe, pivot turn, Chicago box, chute, and wallom to name a few. Who knew that these Autoslalom guys had their own language? Maybe, if I’m lucky, they’ll show me their secret handshake before the end of the day.

I got back to the pits and was pleasantly surprised to learn that you don’t really have to do much to prepare your car. Obviously, safety comes first, and everything must be in roadworthy condition, but really there’s not much else you need to do to go out and have fun with your daily driver. So, having said that, I do my “setup” by walking around the car and going … “yep, that looks about right”.

Okay, so I finally get to the start line for my first run. I’m excited and eager to go. Not sure why my stomach doesn’t feel the same way. Must’ve been the two smokies I wolfed down from the Tiki-Dog cart.

I get the signal to start, a-n-n-n-d, we’re off! I get around the first cone, then the second cone, then more and more cones in quick succession. Whoa, … these cones are coming up a lot faster than when I did the course walk! My adrenaline glands have totally flushed, my heart rate has hit the rev limiter, but my brain is reacting about two seconds slower than needed. Everything’s a blur but I manage to stay on course and cross the finish line.

I receive my timing slip and am informed that there are now a lot less cones standing than when I started. Those cones should’ve known better than to get in my way! Going around the cones … where’s the fun in that?

It’s now two years and 40 Autoslalom events later, but the thrill is still the same and my brain still can’t process the data at more than a snail’s pace. I definitely need more RAM.

For more information on autoslalom, please visit the autoslalom website:  
<https://www.wscc.mb.ca/autoslalom/> and the autoslalom section on the club forum:  
<http://forums.wscc.mb.ca/index.php?/forum/20-general-autoslalom-discussion/>

# 1965 Shelby Daytona Coupe Recreation

By Greg Eastwood, Vintage Committee

Photo provided by RPT Motorsports Photography



Photo provided by Greg Eastwood



Photo provided by Greg Eastwood



In 2002, after having finished a Factory Five Cobra roadster recreation kit, Lorne Parker, Selkirk Pharmacist, decided to do one more car. A Factory Five, Gen 1, Daytona Coupe build. Lorne loved the timeless look of Peter Brock's Shelby Daytona Coupe and set out to duplicate the build.

There were only 6 original coupes built by Shelby and Lorne wanted to exact the recreation, only with a fiberglass body rather than aluminum. Lorne solicited the assistance of his friend, drag racer Don Senkow, to help in the build. It took 6 years but the results were stunning. They even duplicated the 1965 Ford Viking Blue with the 1964 Ford Fairlane Wilmington White stripes.

Since the original Weber Carbs are hard to tune, Lorne chose an 8 stack Borla injection system controlled by a WMS ECU. The overbored 351W was hooked up to a 5 speed Tremec to a 93 Thunderbird Supercoupe IRS.

Front suspension is Mustang with manual 4 wheel discs and manual rack steering. Frame is tubular, fully powder coated and Otto's did the interior. Lorne finished the coupe in 2008, had it safetied and registered and took it to the occasional show.

I had heard about the build in the 2000's and always wanted Lorne to track the car at Gimli. To no avail.

In 2018, I had sold my SS Chevelle and talked Lorne into selling me the coupe with the understanding that I was going to work and upgrade the car so it would be eligible for Vintage Historic racing.

I only wanted the car to have a race pedigree with a Vintage logbook and be eligible to run in the 2019 VARAC event at Canadian Tire Motorsport Park( Mosport).

After working with the technical inspectors from VARAC all winter, the Daytona Coupe was accepted to run in Vintage Historic Big Bore, VH 4, Group 3. Fantastic!

First test and tune was Gimli at beginning of May. We had Coupe setup with Hoosier Vintage Race Tires but handling was terrible, way too twitchy. We then found out the FF Gen 1 tube chassis was very susceptible to bump steer and had also been equipped with 450 lb coil over shocks. Later kits had 650lb coils.

We set the Coupe up with 700 lb Springs and after 5 hours on Speedfactor's 4 wheel alignment machine, thought we had the Coupe set right. After being rained out the next Gimli lapping day, we were very fortunate to test the Coupe when Myles Kraut privately rented the track and allowed us to run. All good.

Off to VARAC 2019, June 13 with the Coupe presented as it raced in 1965 at Sebring, Florida. The Sebring Race Decal kit was from a Canadian firm.

The reception at the CTMP was unbelievable. In the history of Mosport, they had never had a Shelby Daytona Coupe on the track. Track Photogs who had been there from 1977 came to our pit and thanked us for bringing the car.

The crowds were around the car all weekend, we received special mention on the radio and announcing system, Instagram and Facebook were full of Coupe pictures.

Anyway, in the first race, 51 cars were registered. We had to start tailend Charlie since we had a shifter issue in qualifying. We passed 30+ cars and finished 12th. The track announcer followed the Coupe for the whole race.

On the Sunday feature race, we started 12th, finished 4th, great. This was all accomplished in a fully streetable Daytona Coupe, licensed and running with the lights on. All against bonifide race car grids. We were very proud to represent the WSCC and our Gimli track.

What a great adventure but it was not over. A father and son from Toronto had followed the Coupe during the weekend races and came to our pit Sunday night, telling us they loved the Daytona. Bottom line, we came home with an empty trailer and thoughts to the next project. A wonderful new custodian of the Daytona Coupe.



# 1965 Shelby Daytona Coupe Recreation





## Time Attack \$1000 Cash Days



For the Time Attack \$1000 event the club upgraded the timing system by purchasing additional transponders and ran the system to capacity.

The results were:

1. Dan Gagnon
2. Gary Cummins
3. Ian Stecyk
4. Tom Dwyer
5. Richard Coyle

Thank you to the prize winners that donated their winnings back to the club. This is the second annual event like this and because of the drivers generosity we are looking at doubling the prize money next year.

Photo provided by Mat Léveillé



## Upcoming Winnipeg Sports Car Club Events

Date	Event	Venue	Type
7/6-7	<a href="#">WSCC Open Track Weekend! - Event #4 Road Course</a>	Gimli Motorsports Park	Open Track
7/7	<a href="#">2019 WSCC Autoslalom Event 7</a>	Gimli Motorsports Park	Autocross/Solo
7/7	<a href="#">2019 WSCC Autoslalom Event 6</a>	Gimli Motorsports Park	Autocross/Solo
7/20	<a href="#">2019 WSCC Autoslalom Level 2 School</a>	St Andrews Airport	Driver School
7/21	<a href="#">2019 WSCC Autoslalom Event 8</a>	St Andrews Airport	Autocross/Solo
7/27-28	<a href="#">2019 WSCC Event 3 WCMA Runoffs! - RR/TA</a>	Gimli Motorsports Park	Club Race
8/10	<a href="#">2019 WSCC Autoslalom Event 9</a>	St Andrews Airport	Autocross/Solo
8/11	<a href="#">2019 WSCC Autoslalom Event 10</a>	St Andrews Airport	Autocross/Solo
8/16-18	<a href="#">2019 WSCC RR#4 HL/TA/RR Vintage Weekend</a>	Gimli Motorsports Park	Club Race

## Stewards School

By Dino Calvert,  
WCMA Executive Steward

If there is enough interest Dino Calvert is prepared to put on a stewards basic school somewhere before the next race.

People interested can contact Dino at [execsteward@wcma.ca](mailto:execsteward@wcma.ca).

He will send you a study guide based on the current sporting regulations.

Dino is looking for 4 to 6 new people and being a steward is open to competitors, officials and other interested parties.

Dmitry Klimenko



# Classic Motor Works Vintage Race Weekend

GRASSROOTS RACING AT ONE OF CANADA'S OLDEST ROAD RACE CIRCUITS

## 21<sup>st</sup> ANNUAL - CLASSIC MOTOR WORKS VINTAGE RACE WEEKEND



GIMLI MOTORSPORTS PARK

MANITOBA, CANADA

ALL MARQUES

ALL CLASSES



YOU ARE INVITED! AUGUST 16<sup>th</sup> - 18<sup>th</sup> 2019

Celebrating 60 years  
of the Classic Mini



VINTAGE  
MODERN  
CLASSIC  
TIME ATTACK



- Free camping.
- Car show and track Touring.
- Trophies and awards.

VINTAGE RACE COMMITTEE FOR MORE INFORMATION...

Helmut Friedrich (204) 803-8485   mhrace@yahoo.com  
Al Marcoux   (204) 291-7006   almaroux@mymts.net

[www.wscc.mb.ca](http://www.wscc.mb.ca)

For more information competitors and volunteers can register here on  
MotorsportReg.com:

<https://www.motorsportreg.com/events/2019-wscc-rr-4-hl-ta-vintage-weekend-gimli-motorsports-park-winnipeg-038936>

This year we are working with the Vintage Sports Car Racing group  
<https://www.vscr.org/> to establish an annual CanAm Challenge.

The first leg of the Challenge will be the July 6th Mid-Summer Classic at  
Brainerd International Raceway with the Classic Motor Works Vintage  
Weekend at Gimli August 16th hosting the final leg.



## 21<sup>st</sup> ANNUAL - CLASSIC MOTOR WORKS VINTAGE RACE WEEKEND

Organized by WSCC, sanctioned by WCMA and affiliated  
with ASN Canada FIA Inc.

This is a relatively safe track, similar layout and flat like Black Hawk Farms. Lots of run-off and loads of fun! Showers; washrooms; concession; power (limited).

The lap record is still held by the past legendary Formula one driver, Gilles Villeneuve.



Check out our new track surface!

Gilles Villeneuve at Gimli in 1976



- From the Winnipeg perimeter highway head North on highway 8 to Gimli.
- Turn West on highway 231 at the Chudds ESSO station.
- Drive 2 kilometers to the entrance on the south side.



# Joining Us From “Outside” Canada?

By Greg Eastwood & Tim Woelk, Vintage Committee

**W**e are often asked if there are special forms or documents that need to be produced at the Canadian border in order to bring a race car into the country in order to attend an event. The answer is “no”.

If you are not leaving any goods in Canada (i.e. you are taking everything you bring in out again when you leave) then you are not subject to any import rules or requirements.

The Border Service may ask you for information about the event, or some form of proof that the race car is yours (log books are great for this – although we usually just show them our name on the side of the car). What they want is assurance that you are not importing anything into Canada.

We have taken an excerpt from the government’s guidelines on importing vehicles – have a look below. It clearly states that vehicles entering the country temporarily don’t require any special documentation. Have your event registration or other relevant documents printed and on hand to show in case they ask. In our opinion, something of greater importance, is whether or not your home country will want anything from you before they’ll let you bring your car home...

## **Importation of Vehicles ISSN 2369-2391 Memorandum D19-12-1 Ottawa, September 19, 2018**

Relevant excerpts for visiting racers, full document available in PDF: <http://cbsa.gc.ca/publications/dm-md/d19/d19-12-1-eng.pdf>

### **Vehicles Entered Temporarily**

67. The circumstances listed below allow the temporary entry of vehicles into Canada without having to comply with TC’s import requirements at point of entry into Canada. These vehicles generally do not require a Vehicle Import Form – Form 1 or RIV e-Form 1 unless they need to be registered in the province or territory during its temporary entry. As such, the importer can submit a completed Vehicle Import Form – Form 1 or RIV e-Form 1 and indicate that the vehicle is not required to enter the RIV Program by checking the “visitor or temporary resident” entry box.

**Note:** Motor vehicles which have been documented on a temporary admission permit, Form E99 – CBSA Report, or Form [E29B – Temporary Admission Permit](#), will only be issued a Vehicle Import Form – Form 1 or RIV e-Form 1 when the importer confirms or anticipates having to fulfill provincial/territorial registration obligations.

68. A temporarily imported vehicle **cannot be sold, gifted or otherwise disposed of while in Canada, does not qualify for permanent importation and cannot remain in Canada longer than the time constraints listed on a persons’ work permit, student visa, or other CBSA entry documents**. Once these time limits have been exceeded, the vehicle no longer qualifies for temporary entry and must be exported. Should the temporary status of persons change while they are in Canada, the vehicle will have to be exported and subject to the regular importation requirements for that class of vehicle so as to determine if the vehicle is admissible as per the applicable sections of this memorandum.

### **Visitors**

69. Vehicles may be admitted into Canada without complying with the MVSR when they are to be used exclusively by a person entering Canada as a visitor for a period not exceeding 12 months; or temporary residents such as students studying at an institution, for the duration of their studies in Canada; or individuals with valid work permits/authorizations for employment for a period not exceeding 36 months.

We know from our own experience returning to Canada after racing in the US that the Canadian Custom Service is most interested in whatever “goods” I might be bringing back to Canada (so they can charge duties).

You may need to be able to prove you owned the car and other equipment before you left your home country. Again, a log book is good proof as is pointing at your name on the side of the car. Make sure you check your own border and customs rules so that you don’t run into difficulties on your way home.

Thank you for considering one of our events – we look forward to hosting you...

## GMP Asphalt Resurfacing Project

In 2018 the Winnipeg Sports Car Club initiated a project to resurface the asphalt at the Gimli Motorsports Park road race track and completed the repair and resurfacing of corners one and three. So far in 2019 the feathering of the new asphalt was lengthened to ensure the transition from the old asphalt to the new asphalt is as smooth as possible. Also in 2019 the plan is to repair and resurface the last set of corners, the main straight bump, the area just south of the road race track used for autoslalom and race schools, add concrete curbs to the apex and track out of the corners that have new asphalt and painting of the track edge. As of July 1, the amount donated by club members so far is over \$24,500. The club has applied to the provincial Building Sustainable Communities Program and are waiting to hear if we will receive a grant this year before contracting the work.

### THANK YOU to the following people that have already donated!

- Jim Antosko, Winnipeg Truck Exhaust
- Al Marcoux, A.M. Service
- Andrew Cobb
- Randy Morash, Randy's Towing and Roadside Assistance
- Ken Hilash, Resultra Project Management Inc.
- Don Phillipow
- Wayne Schellekens
- Chris Boettcher
- Peter Loewen, Gould Manufacturing
- Johnny Armatas, Armatas Painting & Decorating
- Myles Kraut, Karma Development Corporation
- Murray Burkett
- Carlos Cordeiro
- Frank Mancini (member # 4)
- George Chapman (member # 25)
- Brian Wiebe
- Glenn Gould
- Paul Hepworth
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**Donations to the Gimli Motorsports Park Asphalt Resurfacing Project can be made by cheque and mailed to:**

**Winnipeg Sports Car Club  
Box 672, Winnipeg, MB R3C 2K3**

**Or give them to the club Treasurer, Chris Boettcher, at any of our events or meetings**

**Or have your cheque picked up by contacting the club President, Ken Hilash, at [president@wscc.mb.ca](mailto:president@wscc.mb.ca) or 204-952-3001**

**Please make all cheques payable to "Winnipeg Sports Car Club"**

Donors will receive a framed certificate of appreciation suitable for displaying at home or work:

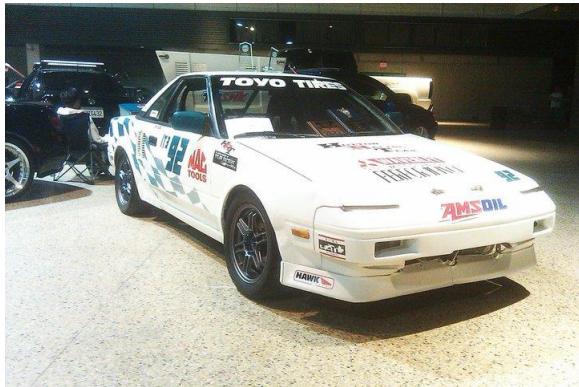
If you have any questions about the GMP asphalt resurfacing project or would like your cheque to be picked up then please contact the club President, Ken Hilash at [president@wscc.mb.ca](mailto:president@wscc.mb.ca) or 204-952-3001.



## Race Cars For Sale

### 1985 Toyota MR2

It's a sad fact that I have been dreading for years however this car deserves to be on the track and not stuck in the garage.  
 1985 Toyota MR2 - 1.6L DOHC 4AGE  
 Full vehicle log books  
 Complete roll cage  
 Recaro racing seat  
 Removable steering wheel  
 Full coil over suspension w/camber plates  
 Racing header, shorty exhaust w/Borla racing tip  
 TRD Limited Slip Differential  
 Racing Clutch & Pressure Plate  
 Steel braided brakelines  
 lots of extras  
 Vehicle will come with plenty of spares:  
 3 sets of wheels (2 sets with used RA1s - always stored indoors)  
 2 new RA1 tires  
 .040 bored engine block  
 .040 Wiseco pistons on rods  
 engine internals  
 transmission internals  
 Miscellaneous other extras  
 I raced this car at GMP from 2007 - 2011. Car was running in IT3 after the rule changes at that time.[imageproxy.php?img=&key=527153877355f597](http://imageproxy.php?img=&key=527153877355f597) Since then the vehicle has been stored.  
 Things that will need to be replaced/fixed to get back on the track:  
 Updated belts  
 Updated window mesh  
 Manual transmission repair - Stuck in 3rd gear  
 New Battery  
 New Fluids  
 Asking \$5,000 o.b.o.



### 1984 Reynard F 2000 Hayabusa swap

Still available I listed it last year...1984 chassis 1999 hayabusa engine all mounted aluminum box built off engine for chain drive.. drive set up built....just needs to be finished..Gord was my right hand man on this deal and I don't have it in me anymore to go through with it ... life changes... 1 306 561 8069 5k Kyle

### 1991 Honda Civic SI #55 Ice Racer

1991 Civic SI  
 BC Shell D16A6 SOHC 1600CC  
 Fully Caged Bottom end rebuilt two years ago  
 Fresh Head Midway through Season 2019  
 Stage 3 Clutch Lightened Flywheel  
 Carbon Syncros  
 Quaife LSD not included  
 This car handles EXTREMELY WELL!!  
 Car has been extremely competitive and in the championship hunt since day one.  
 2019 Studded Championship Car with A. Marcoux behind the wheel.  
 Many spares, seat and Black Rocket Tires negotiable.  
 Asking \$4500 depending how you want it.



### Formula Vee For Sale

1975 Lynx B Caracal. Ex championship car from Gimli track. Originally from the US. Many spare parts and info to get started. May need train work. A bargain at \$4500.00 Call 204-291-4056

### Mazda 323 Ice Racer

Mazda 323 ice racer current sfi belts, legal roll cage , black rockets , rpm chip adjuster, efi fuel curve adjustment , all new front end equipment 2 seasons ago , awesome sold starter car ready to race in Wpg beach or gimli \$3500 with rockets or \$3000 without black rockets.



### Ice Racer For Sale

01 Ford Focus

Complete, running Zetec Twin Cam, 2 litre, 5 Speed Has being raced on both dirt and ice 2 parts cars included roll cage not up to current specs Call or text Tim at 204 782 4710



### Ice Racer - 1991 Suzuki Swift GT - Parts or Fix

The swift is up for sale. Many of you know the car, and many of you were in Gimli yesterday to witness me put a rod through the block - what a way to go! 1991 Suzuki Swift 1.3L DOHC GT Engine - was torn down and rebuilt by Bill Langner a few years ago. Bottom end is blown - I threw a rod and there's a hole in the block. Head is still in excellent shape, engine ran very well prior to blowing. New spark plugs, new cap/rotor/plug wires. MAF cleaned, has cone filter adapter, brand new K&N cone filter. GT 5-speed transmission - newly rebuilt by Asperline Transmission (over \$750 last fall) - new synchros, gears, etc. Only has 4 race days on it, and is in excellent shape. Tons of other new parts: New front CV axles. New front and rear brakes (calipers, pads, lines, etc.) New e-brake cables. Newer battery. New Oxygen Sensor. New PCV Valve. New HPDE Shifter bushings - nice and tight! Has 5 tractionized winter tires on rims, plus 1 non-tractionized. Front and rear push bars, full lexan windows (windshield is OEM Glass), new blue paint job (has marks from a full season of door to door action). Rear fog light, all lighting, wiper, and fan circuits on individual toggle switches in the cockpit. Car has a good roll cage, built by Bill L. Very light car, and very competitive. Was a previous winner before I bought it just over a year ago, and I had many podium finishes in the car. 1st place finisher with the right driver. Car will need an X-brace fabricated for the front end - common Swift problem. Comes with tons of spare parts - 2 transmissions, axle shafts, newer aluminum radiator. Can include a new Sparco 6-point Harness (2017 dated, FIA, good until 2022) for additional cost. No racing seat included. Price: \$1500. Contact: Jared Halpin @ (204) 294-0286



### Focus For Sale

2001 Ford Focus 2.0 Zetec. Was raced at RRCS. Amazing build quality, ultra safe cage, all new parts, tons of spares. 2015 build. 2016 Championship car. Will discuss details with buyer. Turn key. \$3000 to \$4000 depending on how you want it. Sean @ 1-204-four six one-3946



### Formula Vee \$4500

With a heavy heart, I am selling my Formula Vee!

This Vee was purchased as a fully disassembled car, everything is here. I have spent several thousand dollars on getting a brand new rebuilt engine and transmission for it - built by Vallis Motorsport in Ontario. This car has won championships in its previous life, and when assembled with the right driver, will do so again.

While coming with the parts to complete the kit, included is a ton of other parts which includes 6 rims, another complete engine that has been disassembled, extra brake parts, and the list goes on. The chassis is solid and requires no work to be race spec. This Vee is also fitted with a bladder style fuel tank which is an expensive upgrade.

Only thing I can think of that you will need to get is a motorcycle battery to get the vehicle going.

I am taking a large loss on this project, so please only reasonable offers; looking to send this car to someone looking to get racing! Call or text for more information! Vas - 204-230-0221



**GT Racecar. Ex Nascar Pintys Car**

Ex NASCAR Pintys series car. 500hp pumpgas drysump Windsor motor, Richmond Trans, Goldtrac diff. Car has Wilwood 6 piston calipers up front, and Howe calipers in the rear. I have Wilwood 4 piston calipers for the rear that I just haven't installed yet. 3 piece swaybar, diff cooler, fire suppression system etc.

I have installed a passenger seat. It also has mufflers to pass sound tests at CMP. The car works really well. I just ran it last week in the Platinum series at CMP. Finished second in class and 4th overall with a serious lack of driver!!

Car comes complete minus drivers seat. Asking \$19,000. For a deposit, I will get it Casc certified and get a logbook. All it should need right now is a new window net, and a recharge of the fire system. Price drop to \$16,000



**4 Cylinder Ice Racer/Dirt Track**

\*\*\*1995 Ford Escort GT 4Cylinder/hornet 1.8 DOHC 5speed W/ parts car\*\*\* Many feature wins and always a front running car. Races at Red River Coop Speedway (winnipeg), ALH Motor Speedway (Morden), Lake of the woods speedway, and various tracks in the states, would also make for a wicked ice racer. - Welded tranny -Comes with spare head plus the motor and tranny in the parts car -102L tote full of parts (intakes, injectors, distributors, suspension parts, etc) -Newer injectors, new spark plugs, new struts, new harness belts -Spare doors and bumpers - Full containment seat not included -Comes with 6 hoosiers and a bunch of spare wheels/tires -Aftermarket fuel cell, fuel lines and fittings \$2,000 obo



A quick way to get into racing is to start with an existing race car. Check the club forum for updates:

<http://forums.wscc.mb.ca/index.php?/forum/73-race-cars-currentcompleterunningincomplete/>



**Autumnwood Motel and RV Resort**

Phone: 204-642-8835

19136 Gimli Park Rd, Box 1759, Gimli, MB ROC 1B0

## 2019 WSCC Meetings

The Winnipeg Sports Car Club meets monthly except for July, August and December. The following are the remaining 2019 meetings (please note that even though these are executive meetings, all club members are welcome to attend):

**Location:** Canad Inns "Annex" (the room off the Aaltos restaurant)  
826 Regent Avenue (at Plessis, not the casino), Winnipeg, Manitoba

**Time:** 6:00pm to 8:00pm  
Come early for dinner as we have the room beginning at 5:30pm. Take food from the Aaltos buffet, a server will take drink orders and then pay for your meal before you leave after the meeting.

**Dates:**

	No meeting in July
	No meeting in August
Thursday,	September 12, 2019
Thursday,	October 17, 2019
Thursday,	November 21, 2019 ( <b>Annual General Meeting</b> )
	No meeting in December

Other non-competition club events in 2019 include the following (please check the club forums for additional details including costs and any updates):

**Annual BBQ**, Gimli Motorsports Park  
Saturday, August 17, 2019, 6:00pm (approximate start time)

**Annual Awards Banquet**, Clarion Hotel, 1445 Portage Ave., Winnipeg, MB  
Saturday, October 26, 2019, 6:00pm

Previous editions of the Aficionado can be found on our website: <https://www.wscc.mb.ca/wscc-aficionado/> or on our forums <http://forums.wscc.mb.ca/index.php?/forum/22-wscc-aficionado-ken-hilash/>

