



# THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

JAN / 2022





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WSCC Ice Race  
January 19, 2014



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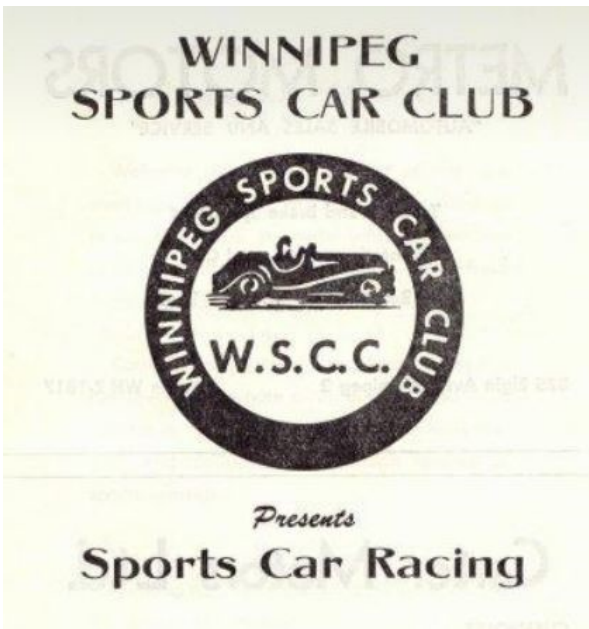
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## Welcome

This edition of 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.



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



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



[Forums.wsc.mb.ca](http://Forums.wsc.mb.ca)



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



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Winnipeg Sports Car Club

# AFCONADO

MAY, 1969



FRANK MANCINI — FIAT 850  
SKILL TEST CHAMPIONS 1968

MEMBER OF THE CANADIAN AUTOMOBILE SPORT CLUB







## PRESIDENTS MESSAGE Jay Funke

HAPPY NEW YEAR EVERYONE.

I expect that most of us will be relieved to finally see the back of 2021. It was certainly a difficult year given the challenges posed by a global pandemic that has proven to be even more pernicious than most had predicted two years ago. And while COVID seems to be having a bit of a resurgence given the new Omicron strain that is creating so much havoc, **2022 has nevertheless already given us reason to hope for a better year ahead.**

First we have our upcoming **Ice Race** season which is about to launch. As many of you will recall, last year's Ice Race season had to be cancelled due to the extreme restrictions put in place by the Province as part of its pandemic response plan. This year looks more promising however, as the latest health restrictions do not appear to prevent us from going ahead with our planned events, including our inaugural IceX series. Be sure to check out Mike Demchenko's Ice Race report elsewhere in the newsletter for more details on this exciting new way to experience first hand what makes racing on ice so exhilarating.

There's also been significant developments with respect to the future of **Gimli Motorsport Park**. Despite an indication from the RM that they were intent on selling the venue last year, we have confirmed that the Request For Proposals that was anticipated to be released in late 2021 has instead been cancelled, along with plans by the RM to sell the park. On the heels of that encouraging news we've confirmed the dates for our **HPDE race licence school** in the spring (keep your eyes peeled on MSR and the Forums for announcements how to register for the school) and are currently in discussions with the RM to confirm this summer's Road Race schedule, as well as plans for long overdue repairs to the track.



Photo by R.Thomson.Photography

**DirtX** was unquestionably the break-out hit of 2021 and continues to generate tremendous interest. As a result, we expect to be running an expanded schedule of dates in 2022, so as always, all eyes on the forum for more announcements on DirtX dates and details.

**AutoSlalom** is also looking forward to a full schedule of events in 2022, particularly with the encouraging news that Motion Performance may not be returning to operate their 1/8 mile drag races that last year shared the decommissioned runway where we hold our events. If indeed that turns out to be the case, we will be able to make use of the entire runway again, which expands our options for designing larger and more interesting autocross courses.

Finally, we're thrilled to announce that 2022 will see the return of **drifting** to Gimli Motorsport Park over the course of our summer racing season. With a new Drift Director taking responsibility for organizing these exhibition events, our summer schedule at GMP promises to be more exciting than ever.

With so much to look forward to over the next twelve months, 2022 is already shaping up to be a promising year for the Club, despite the global pandemic and the ongoing challenges it presents.

And there's no better way to kick it all off than with our first Ice Race event of the season at the Canadian Power Toboggan Championship track in Beausejour on January 8th and 9th.

**Hope to see you there!!**

## 2022 WSCC Executive and Board of Directors

POSITION NAME	POSITION NAME
<b>President</b> Jay Funke	<b>HPDE Chief Instructor</b> Darin Wach
<b>Past President</b> Darin Wach	<b>Rally Director</b> Al Marcoux
<b>Vice-President</b> Jennifer Bell	<b>Drift Director</b> Tyler Sawchuk
<b>Treasurer</b> Vacant (Interim - Jay Funke)	<b>Membership Director/Chief Registrar</b> Josh Peters
<b>Secretary</b> Brian Wiebe	<b>Steward</b> Vacant
<b>Road-Race Director</b> Scott McDonald	<b>WCMA Representative</b> Dino Calvert
<b>Road-Race Deputy Director</b> Vacant	<b>Social Director</b> Shawn Wolk
<b>Track Day Director</b> Vacant	<b>Publicity Director</b> Brad Epp
<b>Ice-Race Director</b> Mike Demchenko	<b>Aficionado Editor</b> Mia Schellekens
<b>Ice-Race Deputy Director</b> Stephen Leiding	<b>Aficionado Editor</b> Brad Epp
<b>Time Attack Director</b> Ian Stecyk	<b>Volunteer Director</b> Dason Wowk
<b>Time Attack Deputy Director</b> Brooke Stecyk	<b>Quartermaster</b> Roland Hufgard
<b>Autoslalom Director</b> Chris Deacon	<b>Webmaster</b> David Klassen
<b>Autoslalom Deputy Director</b> Vacant	<b>Webmaster</b> Jim Antosko
<b>HPDE Director</b> Roland Hufgard	<b>Sponsorship &amp; Fundraising Director</b> Vacant





On November 25th, 2021, our club was able to hold its first Social event since the onset of the pandemic. In accordance to Manitoba's public health orders at that time, we were able to host an Awards banquet and silent auction at the Clarion Hotel in Winnipeg.

Unfortunately there was no awards banquet in 2020. As provincial public health orders crushed any opportunity for indoor gatherings. All the better for enthusiasm to have this event this year. It was very pleasant experience for members from the various disciplines. To gather in a non-competitive environment and celebrate achievements of both competitors and volunteers.

Since race disciplines take place at different times and venues, competitors and volunteers in these groups rarely meet. It was good to hear presentations from the various groups describe how their seasons played out.

Awards were given out for competitors in Ice Racing, Road Racing, Time Attack, and Autoslalom. In addition there was a brief presentation on a new discipline: 'Dirt-X', a hybrid competition with a mixture of Autoslalom and Rally.

Our club, established in 1952 is the longest continuous Automobile club in Manitoba was honoured by the attendance of two of our founding members, Frank Mancini and George Chapman. Frank Mancini made a very special presentation to the club: Frank rededicated the 'Metro Motors Cup,' that he initially created and awarded for 'Outstanding Recognition of Driver skills.' The newest recipient of this prestigious and historical award went to Gary Cummins.





In addition to competition awards, the club awards members that work behind the scenes to make it all happen. The Worker of the year Award was presented to Jennifer Bell. The Long Service Award was presented to Scott McDonald.

During the course of the evening. Various videos were displayed on 3 large screens of recent and past race events. These included a history of the WSCC from the famous Formula Atlantic races at Gimli Motorsport Park in the 70's up to Autoslalom and Race events from present day. The evening finished out with the excitement of a silent auction.

Shawn Wolk, Social Director



Photo Mat Leveille



Photo Mat Leveille



Photo by Wayne Schellekens



Photo Mat Leveille





# Congratulations Award Winners

In addition to the winners of each discipline: Ice Racing, Road Racing, Time Attack and Autoslalom, special annual awards were presented (below)

## ***DRIVING CHAMPION***

**2020**

Derrick Pelletier

**2021**

Al Marcoux

## ***METRO MOTORS DRIVING SKILLS***

**2020**

Mike Demchenko

**2021**

Gary Cummins

## ***ROOKIE OF THE YEAR***

**2021**

Nicole Schellekens

## ***LONG SERVICE***

**2020**

Doug Waldron

**2021**

Scott McDonald

## ***WORKER OF THE YEAR***

**2020**

Stephen Leiding

**2021**

Jennifer Bell

## ***BALER AWARD LAWN MAINTENANCE***

**2020**

Matt Corrie

**2021**

David Klassen

## ***BEST ENGINEERING***

**2020**

Al Marcoux

**2021**

Ron Dalmeier

## ***GARBAGE CAN HARD LUCK***

**2020**

Bruce Houlden

**2021**

Brad Epp



Photo by Wayne Schellekens







Photo by Wayne Schellekens

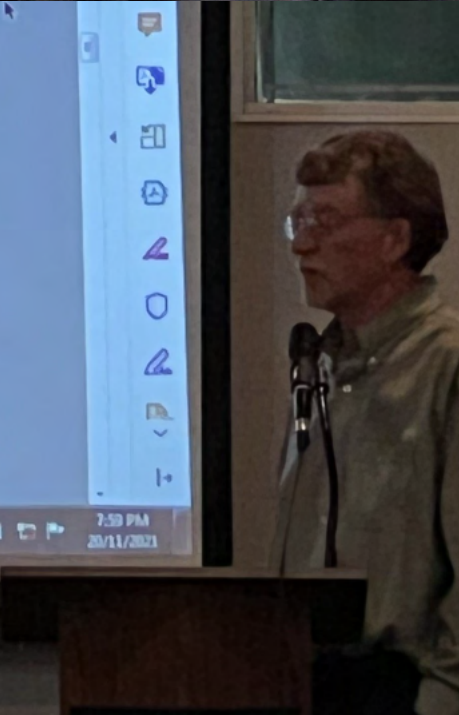


Photo by Wayne Schellekens

Photo by Wayne Schellekens





## 2022 WSCC Ice Racing Season

by Mike Demchenko

Photos by Steve Carmichael

As we optimistically approach the 2022 Ice Racing season we are unfortunately reminded again of the uncertainty involved with organizing and planning racing events during a pandemic. As I write this the impact of the recent Omicron variant is having a significant effect on the provincial case counts and currently posing a risk to our ability to effectively host the first planned ice race weekend on Jan 8 & 9.

We are excited to welcome a couple of new racers that have been diligently preparing race cars as well as the return of the many ice racers that had to put things on hold when the 2021 season was cancelled. Eventually when we hit the ice the new spec studded tire class of door to door ice racing will be epic!

As well, we are especially excited to see how the new format for IceX develops. Similar to the DirtX structure of providing a component of laptime competition with the fun of ripping around a track in an affordable streetcar we anticipate this to attract a lot of positive feedback and hopefully newcomers. We have several Saturdays planned specifically for IceX where the whole day will be about ice drifting fun. Cars will be grouped based on their general lap times throughout the day and later in the day a structured laptime shootout will determine the fastest one on ice in each class. On the Sunday race days, the IceX cars will again be grouped accordingly and will hit the ice in between the studded tire "Fire on Ice" caged car races. The IceX is open to any and all cars meeting basic safety requirements and we anticipate many daily driver vehicles and winter beaters out on the ice perfecting their ice drifting skills.

The current planned schedule for racing includes the following weekends. Due to the pandemic and other related factors we view this schedule as "planned" and ask that you check the club's web forum for the latest updates regarding potential changes or cancellations. Remember this is Manitoba and we also always have the chance of having to cancel or reschedule an event due to weather!

### 2022 ICE RACING SCHEDULE

Jan 22 - IceX	Lake Shirley Water Ski Pond
Jan 23 - Fire on Ice #1 & IceX	365 Murdock Rd., Winnipeg
Feb 5 - Ice X	Lake Shirley Water Ski Pond
Feb 6 - Fire on Ice #2 & IceX	365 Murdock Rd., Winnipeg
Feb 19 - IceX	Winnipeg Beach Winter Festival
Feb 20 - Fire on Ice #3 & IceX	Winnipeg Beach
Mar 5 - Fire on Ice #4 & IceX	Gimli Ice Festival
Mar 6 - Fire on Ice #5 & IceX	Gimli



# Winnipeg Sports Car Club Ice Racing What is it?

by Mike Demchenko    Photos by Steve Carmichael

This action packed winter motorsport has 2 key components – the Fire on Ice Racing series and the new IceX racing action -whether you are looking for adrenaline packed door-to-door racing competition or the excitement of full-on winter drifting competing for best lap times in a streetcar with others on a frozen track, WSCC Ice Racing has it. If you want to get involved and still have questions, don't hesitate to reach out to our club members on the WSCC forums or by emailing [ice@wsc.mb.ca](mailto:ice@wsc.mb.ca)



## HOW DO I START?

Got an old car sitting in the backyard that can still spin the tires on ice? Maybe a winter beater that is just meant to slide sideways or an Autopac write-off that's not worth putting back on the road? Pretty much any streetcar works well for the ice assuming the steering, brakes and suspension are safe. Follow the info below to pre-register online for an event and show up with your car to start drifting on ice!

## HOW MUCH DOES IT COST?

To start sliding sideways all you need is a club membership fee, entry fee for the event, a car, and a helmet. Ice Racing is one of the cheapest forms of motorsports. A typical race event for IceX is a \$60 entry fee for the day (\$100 for a double header weekend) and either a \$60 annual club membership or a \$10 temporary daily membership gets you on the track. The Fire on Ice Series costs only \$150 a day (\$220 for a double header) for high-speed studded tire race with door-to-door action. Sanctioned regulations dictate all track participants utilize a minimum Snell SA2010 rated helmet (average cost \$300-500) however the WSCC club provides helmet rentals for \$25 a day (when restrictions permit).



## IS IT HARD ON MY CAR?

Because you are mostly just tire spinning and sliding on frozen ice the wear on an engine is very minimal compared to any form of pavement racing. Bouncing off the rev limiter is so much safer when there is little torque on the drivetrain! An added bonus with this is the fact that minimal horsepower cars are just as competitive than high horsepower cars when sliding sideways and spinning rubber tires. It is worth noting the most typical "wear" on a car in IceX is the front plastic spoiler will sometimes not like plowing into a snowbank when you get it wrong trying to perfect that sweeping drift. No worries however as the complementary tow truck is there pull you out!

## DO I NEED SPECIAL TIRES?

Good standard winter tires are perfectly fine. You also have the option of running tractionized rubber tires or DOT street studded tires. If your looking for more speed and g-force, an experienced IceX driver can get approved to run aggressive studded tires like the Black Rocket race tires or similar bolted tires. The Fire on Ice Racing Series utilizes a "spec" studded tire that are hand-built by Club Members utilizing specific bolts installed into a shaved tire for crazy studded grip on ice.





## HOW DO I STEP IT UP A NOTCH?

Joining the door-to-door studded tire action requires a bit more commitment, but is also fairly easy to jump into. The cars require additional key safety equipment like a rollcage and seatbelt harness and drivers require a racing license. You can review the vehicle and driver requirements along with the licensing information in the WSCC Ice Racing Supplemental Regulations document located here: <http://forums.wsc.mb.ca/index.php?/topic/12005-2021-supplemental-regulations/> Almost anyone can build an ice racer if they know how to do it properly, however it is definitely easier and almost always cheaper just buying a used ice racer. There is often a few for sale within our club on the forum or sometimes other race clubs in Ontario (CASC) or Alberta (NASSC) have used racecars for sale. If you are thinking of building an ice racer, contact our club at [ice@wsc.mb.ca](mailto:ice@wsc.mb.ca) to discuss and review it and we will assist in any way we can.



## WHAT'S A TYPICAL RACE DAY LOOK LIKE?

On a IceX specific Saturday race days there will be lots of track time for everyone. If you are showing up with a car to either race or drift, pull in and find a place to park in the pit parking lot and then check-in with the Race Registrar. The IceX event opens around 9:00am with the drivers meeting usually at 9:30 followed by a review/introduction meeting for any rookies or new comers. IceX cars will be grouped into specific run groups based on their lap speeds and experience. The number of sessions is based on the number of entries/groups and racers can expect a lot of track time. Following the morning sessions the competition for best lap times begins and as the afternoon progresses certain cars may be regrouped in order to establish a shootout for the top ice racers to highlight the end of the day of ice drifting fun.

On Sunday race events the IceX car groups will alternate with the caged cars racing in the Fire On Ice series with each track session lasting approximately 10- 15 minute sessions. You can expect 6-8 sessions per group depending on the car counts. The race day starts similar to a Saturday event and opens at 9:00am with the drivers meetings at 9:30am. Racing begins usually at 10am.

Please see the WSCC forums for the specific daily schedule details/ times as an event approaches.

## HOW DO I SIGN UP?

Online registration will be with our online partners MotorsportsReg.com (a.k.a MSR). Simply go to [wsc.motorsportreg.com](http://wsc.motorsportreg.com) to get the full list of WSCC events, click the link to the event you are interested in and follow the instructions from there. Events will normally be posted at least 14

days before the event date and the posting will contain the details such as pricing, event schedule and membership requirements. You can find the calendar to all WSCC events posted on MSR here. If you decide you want to show up at an event first and learn what it is all about before you register, please feel free to walk the pit area and talk to other drivers (just make sure you sign the mandatory waver located with the Race Registrar). Most drivers will be glad to answer your questions and fill in on what you are missing and some may even offer to take you as a passenger for some hot laps. If after reading all this, you still have questions, don't hesitate to email [ice@wsc.mb.ca](mailto:ice@wsc.mb.ca) and we will try and respond to you as soon as possible. **Stay safe and hopefully see you on the ice!**





**REGISTRATION NOW OPEN!**

## HPDE and Licensing School

The date has been set for the next HPDE and Licensing School:

Mark the weekend of April 30<sup>th</sup> -May 1<sup>st</sup> in your calendar!

Sign-up will begin soon through [motorsportreg.com](http://motorsportreg.com) (look for WSCC, or search 'events near Winnipeg'). This event will likely be limited to 40 participants, therefore signing up early will help you get one of those spots. As in the past, we will compile a waiting list if there are more than 40 interested persons; however, there is no guarantee that anybody from the waiting list will be able to take part in the event.

You can expect two long days at the Gimli Motorsport Park, filled with numerous practical lessons in vehicle set-up, proper driver inputs, collision avoidance and vehicle control, as well as instruction on how to attack the corners of GMP. Those practical lessons will be interspersed by short theory lessons and supplied trackside lunches.

Go on [motorsportreg.com](http://motorsportreg.com), sign up early, and tell all your friends who might be interested!

**Roland Hufgard, HPDE Director**



Photos by R.Thomson.Photography





# FRANK MANCINI AND THE START OF THE WINNIPEG SPORTS CAR CLUB

By Brad Epp      Photos supplied by Al Marcoux

Since this year is the WSCC's 70<sup>th</sup> anniversary, it is important to revisit some of the great history and people from the club. Last December I visited one of the club's founding members: Frank Mancini to learn about how it all started.

As I greeted Frank for the first time, I was barely through the doorway and he was already into a story about the Mille Miglia (Italian "Thousand Miles" open road race)...*Alberto Ascari won it by himself, averaging almost 100 mph! Imagine going down the Lockport river road for ten hours at that speed! That would change your mind about being a riding mechanic.*

## **BE – When did you get your MG?**

*FM - I bought it second hand on Winter day, cold bloody winter day! I worked at GM dealership, never worked as a mechanic, I always worked in the office. That day I overheard these guys talking away, talking about this MG, "My brother-in-law has one and wants to sell it" Jesus, give me his name and address right now! So I wrote it down and called him that night. We went down there, to St. James. It was a bloody blistering winter day, cold as hell! Here was this MG TC with only 175 miles on it. **This guy was a "Cucuzza"** (a little missing in Italian) - It was 20 below in his garage and he said "I can't start it" He told me what he wanted for it, I said here's your money and we hooked a chain on it to my Father's 39 Nash. My dad, my brother and I started pulled it towards our house on Ross Avenue - the wheels didn't start turning until the Maryland Bridge! The oil in the car was that English Transmission oil – you couldn't pour it out of a bottle. We put it in our garage with a Quebec heater for a while, but we couldn't wait. We were young guys, excited! We pulled the drain plug but nothing came out except water! Then waited a few minutes and the oil finally came out. We had 4-5 quarts of hot oil on the stove, so we put that in and gave the battery a bump – Christ it started! **My brother and I jumped in, No lights, No Licence and we took it for a ride on Portage Avenue!** Then we went to sleep – boy did we sleep that night!*





## BE – Tell me about starting the club?

Another guy I worked with: Scott Mahafee – he was crazy for cars too, he had a 50' Buick. We got talking about cars and all the people that would wave me down in my MG - he said or I said **“Why don't we make stickers and have a meeting at my place?”** **At our first meeting 34 people came!** My mother being a gracious Italian lady cooked and everyone wanted her pasta recipes! So that's how it started.

Then we got going and would meet at car showrooms: Motor Sales on Portage – they sold Jaguars, Austin Healeys, MGs, anything you want! They were the first to get the Austin A90...oh that was a nice car...but shitty made, not made for Canada. Then we phoned some dealers and automobile manufactures to get films, 16mm reels and we'd show them in the evenings. Then one night we had a really big meeting, I was the chair because everybody knew me from my car and hustling everything up. So one guy said **“Why don't we just start a club? Good Idea!”** So my good friend Harold Randall, he gets number # 1, he's number one anyways, a terrific guy. He was so old at that time that he used to trim the wicks on his fathers car! The second guy in the club was a salesman for a piston ring company. Oh boy if we get that guy in our camp we could get good deals on piston rings! The third guy had an early English car with three seats across. Then I thought if I want a low number, I better put my name down so I got #4. **So how much do you think we charged for a membership in that first year? Three Bucks!** That's the beginning of the Winnipeg Sports Car Club.



# Frank Mancini

Winnipeg Sports Car Club Founding Member #4

## 1948 MG TC Midget



Frank is a founding member of the Winnipeg Sports Car Club. Frank functioned as Treasurer at the inaugural meeting in 1952, tracking all of the new membership application forms and accepting the membership fees. Frank ended up as WSCC member number 4 “because the first 3 guys beat me in completing the application form.”

Frank grew up around cars, which piqued his career interest in the automotive industry. In the early 50's Frank got a job working at Consolidated Motors, then went on to work at Inman Motors and Burnell Motors before he and his brother Vic opened Metro Motors in 1960. Metro Motors specialized in foreign sports cars and they operated the business for 53 years until retiring in 2013.

Metro Motors was known as the “go to” place to have your sports car rebuilt, repaired or tuned. Many of Frank's customers became friends, friendships that still endure today. Metro Motors was a dealership for many cars that included Fiat, Alfa Romeo, Subaru, BMW, Land Rover, among other marques.

In 1966 Frank won the “Canadian Snap-on Mechanic of the Year”. That same year he was chief mechanic for his good friend George Chapman who went on to win the Canadian Driving Championship. Frank is also an accomplished racer winning several Winnipeg Sports Car Club events in the 60's. He was inducted into the Manitoba Motorsports Hall of Fame this past March 2017.

Frank has owned numerous cars over the years including a 1929 Desoto, a 1957 MGA Coupe, and a Nissan sports car. Frank's 1948 MG TC, which he drove to the first WSCC club meeting, is still in his possession today 65 years later.



MG TC Midget

1947 TC

Overview	
Production	1945–1950
Body and chassis	
Body style	open 2-seater / roadster
Powertrain	
Engine	1,250 cc (1.3 L) XPAG type I4 ohv <sup>[4]</sup>
Dimensions	
Length	140 in (3,556 mm)
Width	56 in (1,422 mm)
Height	53 in (1,300 mm) <sup>[4]</sup>



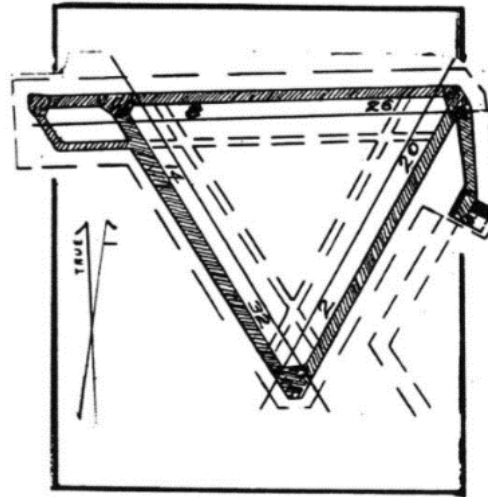


**BE – Where did you race back then?**

FM - We wanted to get Netley Field for a race track. One day I went with my mother to her dressmaker for adjustments. There was a guy there waiting for his wife and I asked him: "What do you do? I'm with the Government" he said. God dam it, he was in charge of all the fields! **In two weeks we had the airport!** That's not bad eh? That's one of those things when you fall into a sewer and come out smelling like perfume!



No. 18 Service Flying Training School, Netley Relief Field (July 2015)  
Source: Gordon Goldsborough



Lat. 50° 22' N  
Long. 96° 59' W  
Var. 10° E  
Elevation 750'

**RUNWAY DATA**

14-32 4300'x150'  
8-26 5200'x150'  
2-20 4200'x150'

Hard surfaced  
Under construction

RCAF.Info

FM - From then on... a way it went! We started up club racing, not big stuff, you didn't need a suit or a hat, but a hat was good, if you didn't have it, it didn't matter. My brother bought me a football helmet. **We'd eat some sandwiches, go racing and clean up the place, that was it...then it got fancy.** We didn't get into racing heavy because it's a very expensive job to do. George Chapman thought he'd go racing in the international circuit. Canadian Automobile Racing. He said "What are you doing this summer George? If I buy a car will you help me with it?" I said "Ya I'll be your mechanic". Jesus Christ, George phoned Chapman(Colin) in England and ordered up a car! A small, fresh Lotus. They phoned me up and said how much do I weigh? They wanted to balance off the car. Then they sent it here by air! It landed at the Winnipeg airport, we got it to Metro Motors and drove it around downtown that Sunday. We did all the work with my mechanics at the shop. We had our own work to do, but my shop foreman, an English guy who loved racing, helped quite a bit and didn't mind spending extra hours on it.

He (George) was a very calm driver. Then we got him the first and only Canadian Driving Champion!





More on:

# Takes Canada

(Continued from page 1)

40: Phillips, Lotus-Porsche; Adams, Chinook. John Randall was fourth and second under two liter in his Brabham, while Hal Brown pulled out of a sure fifth overall when his Lotus 23 chewed up its gears, giving new Canadian champion George Chapman the place. Kniss dropped to seventh behind Gary Gove's Sting Ray when he lost oil pressure in his Cooper-Ford.

The start of the second heat saw Pierre Phillips streak away, but it took Wietzes just one lap to catch the Lotus-Porsche and he sailed home to take his second win in the double-heat event.

### WORKS WAY UP

Stan Burnett, his stop and go problems solved, worked his way past third-place man Adams and then got by Phillips all within five laps, but was never able to challenge Wietzes owing to a recurring absence of brakes.

The dice in this heat was for second in under-2-liter. John Randall was chased first by Ken Legg's



Eppie Wietzes closes on Don Jensen's Burnett-Ford and Stan Burnett's Burnett-Chev at the Westwood Pepsi-Pro Invitational Oct. 2. The GT40 driver won both heats of the pro go. The two Burnetts are going under Wayne Jamieson's Sunbeam Tiger. (Ron Miller photo)

Lotus 23 then Paul Scott's Lotus 23-Ferrari. Scott passed Randall on lap 15, and 10 laps later Randall was out with a swallowed valve in the Brabham.

The second-heat order was Wietzes, Burnett, Phillips, Adams and Scott.

And what of the Canadian Championship? Although Hal Brown took sixth and George Chapman 10th in the second heat, Chapman was placed fourth overall and took with it the \$1,000 championship.

Nat Adams clinched the over-2-liter title with his third place.

## DNFs Mark Player's Prairie Race

FT. McLEOD, Alta., Canada—Sept. 4—The second annual running of the Players Prairie sports car racing championship, at Ft. McLeod's Sundance Speedway, turned out to be a race for the mechanics and the officials.

Winnipeg's George Chapman was stalled by a broken accelerator cable after completing only a quarter of a mile of the first of 56 laps, and his Lotus 23B only returned to action when race leaders Nat Adams of Toronto, Hal Brown of Lethbridge, and John Hall of Vancouver were finishing their 11th lap. The mechanical troubles struck the Toronto Irishman Nat Adams next. His 4.7-liter Cooper-Ford left the race with a broken front suspension after leading the field handily for 14 laps. Adams flagged in Hamilton, Ontario's Max Beimler and took over at the wheel of Beimler's Lotus 23B only to have his second mount leave the race with a burnt-out engine only laps later. With Adams out and Chapman running far behind, the race became a hotly-contested two-car dice between Hal Brown and John Hall of Vancouver.

All went well for Brown who appeared to be well on his way to first place and 20 big points which would have clinched the Canadian Driving Championship for Brown. Hal's Lotus 23B had too much speed

for Hall's modified Mustang. But it was too good to last and Brown was knocked out of the race with a blown clutch while leading at the end of 37 laps.

With Hal Brown and Nat Adams out of the race completely and George Chapman running well behind, John Hall became the man to watch. His Mustang was forced to make several pit stops late in the race because of exhaust pipe troubles, allowing the Lethbridge racer, Ed Makarenko to edge in front in the late going and the final standings (standings that took two days to finalize), Makarenko was awarded the Players' Prairie Trophy. John Hall protested the outcome, but to no avail.

Also in the complaint department, Hal Brown lodged a protest against George Chapman, contending that Chapman's pit crew had broken the rules by working on George's car while it was on the track and not in the pits. The race stewards upheld Brown's protest and assessed a \$25 fine. When the final order of finish was announced, Chapman had been placed sixth which gave him seven points and tied him with Hal Brown, both with 60 points.

It looks very much like the 1966 Canadian Championship will be decided Oct. 2 at Westwood, B.C., at the Players Pacific.

## Champ Watches Others Take \$

TORONTO, Oct. 12—For the second straight year, a Westerner is the Canadian sports car driving champion.

George Chapman, a Winnipeg lawyer, waited until the final race to win the Player's Challenge Trophy, edging Hal Brown of Lethbridge, Alta., by five points. Brown had led most of the season in the closest competition in the six-year history of the championship. Both drove Lotus 23Bs.

Chapman placed fourth overall Oct. 3 at Westwood, B.C. to collect nine points and a season's total of 69. Brown was 10th. Eppie Wietzes of Toronto won the race to move into third place with 45 points.

Chapman will receive the trophy and an engraved silver tray plus \$500 from Player's Cigarettes at the annual CASC convention in Montreal, Nov. 5.

Brown held on to win the under-two-liter category and \$1,000 edging Chapman 97 points to 90. Nat Adams of Toronto won the over-two-liter

category and \$1,000 with 60 points. Wietzes was second at 47.

This is the first time that the overall champion was not also the winner of either the over- or under-two-liter division. This came about when Brown placed high in his category in races Chapman did not finish, yet his overall position gave him only a few points in the overall.

FINAL STANDINGS OVERALL: 1 - George Chapman, Lotus 23B, 69 points; 2 - Hal Brown, Lotus 23B, 64; 3 - Eppie Wietzes, Mustang GT, 45; 4 - John Cordts, McLaren-Chev, 37; 5 - Rudy Bartling, Porsche RS61, 37; 6 - Nat Adams, Veedol spl., 36; 7 - George Eaton, Cobra 427, 35; 8 - Ludwig Heimrath, McLaren-Ford, 24; 9 - Craig Hill, Lotus 30; 20; 10 - Laurie Craig, Sting Ray, 20; 11 - John Makarenko, Macaro, 20.

OVER TWO LITERS: Adams 60; Wietzes 47; Eaton 40; Cordts 37; Heimrath 27; Craig 26; Makarenko and Hill 20; Francois Favreau, Mustang GT350, Dave Greenblatt, Ferrari, 10.

UNDER TWO LITERS: Brown 97; Chapman 90; Bartling 59; Ron Evans, Merlyn VI, 24; Phil Seitz, Lotus 23B, 21; Al Justanson, Elva MK 6, Louis Donolo, Merlyn MK 6, 20; Bill Griffith, Merlyn, 15; Frank Salem, Lola, 8; Jacques Duval, Porsche 904, 7.

A few clippings describing the 1966 Canadian Championship battle - From the George Chapman collection, posted on the WSCC Forum Gallery.



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

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## 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.

## 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 3<sup>rd</sup> Thursday of each month. Please check on the WSCC Forum for exact dates.



## License Applications

Go to [www.motorsportreg.com](http://www.motorsportreg.com) to get your 2022 licenses and to register for WSCC events. Click to get your license:

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Previous editions of the Aficionado can be found on the WSCC forum and website:

[www.wsccl.mb.ca/wsccl-aficionado/](http://www.wsccl.mb.ca/wsccl-aficionado/)



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