



THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

May / 2025

2025 Competition Licensing School



Fire on Ice
Season Wrap-up

Autocross Season
Preview

Manitoba Motorsports Hall
Of Fame WSCC Inductee

Spring Edition

WSCC Member Project
Spotlight: '67 Camaro



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← Cover Photo by Helmut Friedrich

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.

Club Information

The Winnipeg Sports Car Club is a non-profit corporation and at 73 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, autocross, rally, track days, drift, and ice racing. High performance driving education (HPDE) schools are also coordinated to license new racers into the sport.



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Club Meetings

Everyone Welcome!

The Winnipeg Sports Car Club holds it's general membership club meetings on the 3rd Thursday of each month at 7pm and all club members are invited to join either on-line by zoom or in person at the Irish Club, 654 Erin Street, Winnipeg

Please feel free to join our club meetings, hear what is going and take the opportunity for your voice to be heard. There is always something to talk about and we encourage feedback from all our club members.



Upcoming Meeting Dates:

May 15th
June 19th
July 17th



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Don't wait till the last minute!

**Renew/Apply for your Race License
before the season starts**

License Applications:

Go to www.motorsportreg.com to get your 2025 licenses and to register for WSCC events.

- Amateur Race License
- Basic Race License (Ice Race)
- Time Attack License
- Annual waiver Hardcard
- Race Official License
- Car Number & Classification



PRESIDENTS MESSAGE Murray Burkett

Summer is on its way and promises to be a very exciting year of competition and motorsport fun. We held a very successful HPDE/Licensing School in early May and our first Autocross event has just been held.

GMP is looking great with the sponsor boards up and the fresh lines painted defining the track surface. We look forward to our first Race, Drift and Time Attack event scheduled for June 7th and 8th with the track ribbon cutting ceremony arranged for June 7th at noon.

The RM has rebuilt the grandstands located in the "W". A great place to watch the races and evening drift events. The south side of the Registration building is being renovated to turn it into a proper meeting room for drivers, meetings and training. A great big thank you to Greg Eastwood and Wayne Kehler for all the fundraising and track improvements! Your efforts have made our track a more useable and welcoming venue.

Our Autocross group is putting on very well-organized and terrific events at St. Andrews Airport. We have applied for a grant to improve the facility and hope this funding comes through. Through the winter we secured a signed agreement for use of the facility at St. Andrews airport for the next 5 years. Val is starting the process of meeting with contractors to gather estimates for repair and maintenance as well as enhancements to the facility.

We will have promotional T-Shirts for sale at our events which will raise a few dollars as well as promote our club. If you would like some custom-made merchandise we have partnered with an online site called Teepublic. A variety of designs are available with our club logo, historical events depicted etc... We get very little financial return from this merchandise, but it is a promo service that is available. This was originally set up by our Ice Race group and the link is:

<https://www.teepublic.com/user/wsc-ice-merch>

Looking forward to seeing all our members out at the summer events.

Yours in Motorsport,

-Murray

2025 WSCC Executive and Board of Directors

POSITION NAME

President Murray Burkett

Past President Ken Hilash

Vice-President Jennifer Bell

Treasurer Ron Dallmeier

Secretary Brian Wiebe

Road Race Director Mike Demchenko

Track Day Director Al Marcoux

Ice Race Director Mike Demchenko

Ice Race Deputy Director Stephen Leiding

Time Attack Director Roland Hufgard

Autocross Director Curtis Janzen

Autocross Deputy Director Valerie Martin

POSITION NAME

Sponsorship Director Greg Eastwood

HPDE Director Matt Corrie

Rally Director Al Marcoux

Drift Director Tyler Sawchuk

Membership Director Helix Li

Steward Miquel Yetman

WCMA Representative Bob Willmott

Social Director Vacant

Publicity Director Vacant

Volunteer Director Dason Wowk

Quartermaster Shawn Wolk

Webmaster David Klassen



MINUS FORTY RACING





Following the first three ice race weekends, the Fire on Ice Drift & Race Tour finally made its way to the “big pond” of Lake Winnipeg to hold the final two events of the season. The WSCC winter race series once again took part in the Winnipeg Beach Wonderful Winter Weekend Festival on Feb 15th & 16th. The weather on the event’s second day unfortunately took a turn to the extreme cold zone which tested the commitment of our incredible event volunteers however the Ice Racers and Drifters enjoyed the extra wide sweeping track which provided great action on the ice. Mechanical issues resulted in the studded points leader Dylan Sabatini from scoring points in 3 out of the 4 races which resulted in his season points lead narrowing to only 2 points separating first and second place. For the Street Safe Class it seemed Bryce McDonald remained unstoppable however the battle for 2nd place in the points closed to within one point between Al Marcoux and Steve Leiding.

GIMLI *Ice* festival

to us and provided beautiful mild weather that was also not so warm as to deteriorate the ice track surface. A nice wide and fast track with a crowd of spectators lining the straightaway and boardwalk made for a truly festive atmosphere to finish off our season. By the end of the racing on Saturday the Studded Class Championship was closer than ever as the two front runners were now only one point apart. The series championship was set once again to be decided on the final day. On Sunday however mechanical issues unfortunately once again took Dylan Sabatini out of contention and in an act of true sportsmanship he was seen on the start/finish marshal station personally waving the checkered flag as his rival competitor Damon Surzyshyn came past the finish line to take the Studded Series Championship.

Once again the season ended with our double header race weekend being the feature event of the annual Gimli Ice Festival held on March 8th & 9th. Following the brutal cold of the previous event in Winnipeg Beach it seemed Mother Nature wanted to make it up



As part of our events over the past several years we have been establishing a dedicated group of hard core ice drifters that are committed to coming out to help support our events while honing their drifting skills. The car control and skill that these solo and tandem drifters exhibit are definitely crowd favorites and a highlight component to our events.

Congratulations

2025 Season Points

Champions!



Studded Tire Class Champion

Damon Surzyszyn

Street Safe Class Champion

Bryce McDonald

Rookie of the Year

Jessica Jakabek



FIRE ON ICE
WSCC
ICE RACING

SPONSORED BY:
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2025 ICE RACING CHAMPIONSHIP FINAL POINTS
March 8TH & 9TH GIMLI - EVENT 5/6



STREET SAFE DIVISION

DRIVER NAME	CAR#	POINTS
BRYCE McDONALD	42	144
AL MARCOUX	2	114
STEPHEN LEIDING	47	102
MIKE DEMCHENKO	88	101
TIM GORDIENKO	179	69
RON THERIAULT	74	34
PASCAL TETRAULT	30	27
AYDEN WADE	4	9
SOREN VINCENT	3	6
KYLE SWAFER	20x	5

**STUDDED DIVISION**

DRIVER NAME	CAR#	POINTS
DAMON SURZYSZYN	55	146
DYLAN SABATINI	29	118
RYAN LYSAK	05	85
GREG EASTWOOD	66	80
MIKE DEMCHENKO	88	60
AARON STUMPF	56	32
JESSICA JAKABEK	36	28
BRANDON REHILL	20x	21
MARLENE JAKABEK	37	11

 colby spence photography

Another highlight of the Gimli weekend is the running of the feature race we call the Icelandic Pursuit Race. This often confusing to watch race involves drivers released in a staggered start in reverse order and separated by a calculated handicap time period based on the their average lap times. Theoretically this means that at the end of the 15 lap race everyone should be crossing the finish line at the same time! This is an opportunity for the rookies to shine and the veterans to fight to catch up and work through the pack and several studded tire racers switched over to rubber tires to join in and compete. In the end this year's Rookie of Year Jessica Jakabek took the checkered flag with Pascal Tetrault in 2nd place and Tim Gordienko taking the final podium spot.

The true highlight of the Gimli weekend is the Volunteer Appreciate Banquet held at the Lakeview Resort where we do our humble best at giving back to the great group of volunteers that brave the elements so that we can hold these events. A total of 53 club and family members participated in the dinner and awards ceremony and enough prizes were donated to ensure that no volunteer left the banquet empty handed. Once again, on behalf of all racers and drifters....Ice Volunteers Rock!

Trackside exhaust welding repair



WSCC RACE LICENSING SCHOOL

May 3&4, 2025



The weekend of May 3rd and 4th hosted the 2025 edition of the WSCC High Performance Driving and Competition Licensing School, an annual event that has been the Gateway to Motorsports for thousands of participants from across Canada since its inception some 50 years ago. While originally this weekend was primarily for wheel-to-wheel racing competitors seeking their competition license, the sport has since evolved to the point where it is not uncommon to see that the car you drove to watch the races is potentially faster than the race cars that many have come to watch so providing an opportunity for those drivers to educate themselves is a critical path in the success of the school. For some it was still about getting that competition racing license and for many it was just about learning and/or improving their high performance driving skills.



This year's school welcomed students both new and old, with vehicles ranging from sport SUVs and sub-compact commuter cars to traditional sports cars and exotics. Young drivers and seasoned vets alike took to the tarmac with enthusiasm, learning the basics of car control, vehicle dynamics, and the anatomy of a race track to name just a few of the school's driving curriculum.



The weather was exceptional given the early spring season and this only enhanced the experience. With so much to learn over the weekend, the Club Volunteers played a vital role in its success and provided a safe and secure environment while keeping the key learning points on the forefront. All the volunteer track marshals, instructors and event coordinators were foundational to this year's success. The weekend was further complimented with first class catering, to which the students and volunteers alike gave high praise.

Seeing all the smiling faces was great, and seeing the transformation in the students throughout the weekend was fantastic. Special thanks to the participants that could not finish the event due to mechanical concerns but still stayed and volunteered to help out, you are our people! With great people working together it comes as no surprise this year's High Performance Driving School was a resounding success on all fronts.

Thank you to all who attended in every capacity.

Matt Corrie - HPDE Director



WSCC 2025 HPDE Track Days & Licensing School Sponsor

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AUTOCROSS IS FOR EVERYONE.

Experience Winnipeg's most accessible, educational, and dynamic grassroots racing!

Whether you're a novice or a national champ, Winnipeg Autocross welcomes all drivers and prioritize performance development at every level in a fun, supportive environment. From daily-drivers to dedicated race cars, all you need is a valid driver's license and a safe-running car to join the action. We even have loaner helmets on-site! Reach new limits in yourself and on the track. Autocross is for everyone.

SCHEDULE

May 10	Autocross 1	June 22	Autocross 5	July 27	Autocross 8	September 14	Autocross 13
May 11	Autocross 2	Jun 28	Autocross 6	August 9	Autocross 9	September 27	Autocross 14
May 25	Autocross 3	July 6	Performance Driving School	August 24	Autocross 10	September 28	Autocross 15
June 1	Autocross 4	July 19	Ladies First 2	September 6	Autocross 11	October 4	Autocross 16
June 21	Ladies First 1	July 20	Autocross 7	September 13	Autocross 12	October 18	Season Wrap-Up Party

REGISTER AT WSCC.MOTORSPORTREG.COM



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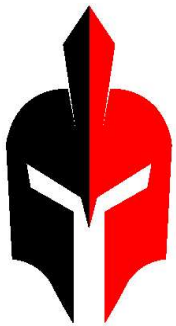
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GERRY GORDON'S
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GRASSROOTS RACING IN WINNIPEG'S BACKYARD.



Autocross is for everyone.

Coming off a record-breaking 2024, Winnipeg Autocross is set to deliver an even more thrilling and inclusive season in 2025. With momentum building and excitement at an all-time high, the club is poised to continue redefining grassroots motorsport—where fierce competition and first-time experiences collide, right here on the St. Andrews Airport tarmac.

What's New on Track

Last year's double-lap run format was a unanimous hit, and in 2025 we're doubling down on what makes autocross great: fast sweepers, technically corner complexes, and flowing course designs that challenge veterans while welcoming newcomers. Course creativity will be in full swing this season as we continue fine-tuning layouts that reward both bravery and finesse.

Empowering Drivers, Building Community

One of the most inspiring successes of last season—the **Ladies First Autocross School**—returns in 2025 as a marquee event. After selling out in 2024, demand and support for the initiative have grown so significantly that we're aiming to hold two editions this year. These performance driving schools are dedicated to women and underrepresented drivers looking to break into a sport traditionally dominated by men, and to do so in a fun, empowering, and community-driven environment.

Set for June 21, the first Ladies First event will once again be led by SCCA National Champions Briget Sawatsky and Emily Janzen, offering foundational training in car control, racing lines, and advanced



driving techniques—all in your own vehicle, for just \$60. Thanks to McPhillips Toyota, two automatic Toyota Corollas will also be available for drivers who don't currently have a car of their own.

Whether you're new to racing or ready to level up, this school represents more than just seat time—it's about opening doors and growing a motorsport culture that truly reflects the diversity of our community.

Unlocking Potential with the Performance Driving School '25

Also returning in 2025 is our staple **Performance Driving School**—designed to help drivers of all levels unlock their potential and elevate their

2024 KEY NUMBERS

165 ↑
UNIQUE DRIVERS

78 ↑
NEW NOVICE
DRIVERS

34 ↑
FEMALE DRIVERS





skill sets. Set for July 6, the PDS '25 will deliver extensive seat time, personalized coaching, classroom theory, and practical application, this school is built by champions and tailored to each student.

Topics include tire dynamics, grip & weight transfer, vision and mental approach, and a comprehensive breakdown of course analysis and race craft. Whether you're shaving tenths off your time or starting from square one, this is the ultimate deep dive into performance driving.
















Rivalries Reignite

As always, competition is heating up in our four core divisions—Street, Novice, Mixed, and Modified. With returning champs defending titles and fresh talent hungry to make their mark, the battle for the **2025 PAX Championship** is shaping up to be one of the most unpredictable yet. Closer margins, deeper fields, and more events mean every run could make or break a season.

Race It.

Behind the wheel, in the grid, or cheering from the sidelines—there's a place for everyone at Winnipeg Autocross. With new partnerships, track modifications and repairs on the horizon, and a growing community, we're making sure that this season is our best yet. Buckle up—let's race.

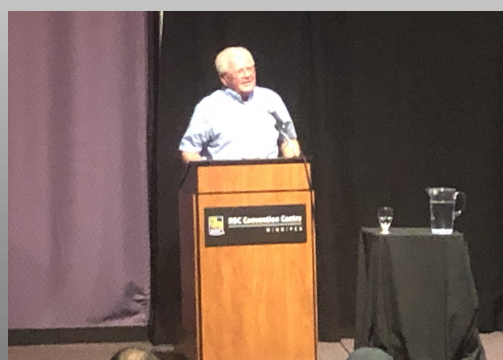
'24 CHAMPIONSHIP WINNERS

OVERALL PAX				
1	Curtis Janzen		60	
2	Rob Rurak		57	
3	Louis Martin		51	
MIXED				
1	Allan Ball		60	
2	Hishaam Peerbuccus		52	
3	Jordan Frank		51	
MODIFIED				
1	Noel Mattson		60	
2	Korey Patey		55	
3	Jon Du		49	
NOVICE				
1	Josef Catipon		60	
2	Vincent Ho		57	
3	Rovan Braun		51	
STREET				
1	Curtis Janzen		60	
2	Robert Rurak		57	
3	Louis Martin		5	



On March 22, 2025 the Manitoba Motorsports Hall of Fame Committee, in conjunction with the Piston Ring's World of Wheels Autorama inducted Greg Eastwood into the Manitoba Motorsport Hall of Fame. Greg has been a long time WSCC member and is recognized as a builder, hot rodder, drag racer and road racer over the past 60 plus years and continues to participate and contribute to motorsports in Manitoba today.

Greg proudly joins the ranks of 3 other prestigious WSCC members previously inducted into the Manitoba Motorsport Hall of Fame: Dino Calvert (2018), Frank Mancini (2017) and George Chapman (2010).



Early memories....Greg always had an interest in cars and speed since as long as he could remember. From sandbox toys to the “Dinky” toy car collection to the naming of every car model he saw as the family did their Sunday drives out in the country. Then that progressed to building and racing a go cart anywhere he could find open space. Certainly the interest must be developed in the genes and the influence of the actions of his parents. His Dad was a training pilot during the war and a back yard mechanic who could fix anything.



He remembers going with his Dad to Brookland Speedway when the Henkel Brothers were running their Buick nailhead sprint cars and walking through the pits with all the action. This was also the first time he saw Brian” Softy” Buchin who everyone knew when he walked through the pits. Greg ran his go-cart around the Brooklands oval one day. At the time his Dad had a 1959 Chev Biscayne sedan which he also ran around the oval, scraping all the paint off the passenger rocker panels while doing it. His Dad also drag raced the ‘59 one day at Keystone Dragways with Freddy the flag man as the starter. Crazy memories.

Hot Rodding....Growing up Greg remembers his neighbors were building ‘32 Ford hot rods. He was about 11-12 at the time and they were 16-17 but they let him hang around in their garage. He thinks back on how tolerant they were of this young kid bugging them. By the time he was 14-15 his parents decided that he needed a hobby to keep him off the streets. He wanted to build a model T bucket hot rod like the Kooky Burns model T on the TV show “ 77 Sunset Strip”. He found a couple of 1926 Model T’s up off Balgona Road in Old Kildonan and started his project. He took over his parents backyard and garage when his friend Al Kemp also brought over a ‘32 model A roadster body. They got them done with Ford flathead engines, 1939 Merc transmissions, Ford rear-ends with torque tube driveshafts. They were both painted and road worthy by the time Greg turned 16. Although they were not upholstered or chromed up yet, they entered them at the World of Wheels at the old Winnipeg Arena. Greg was never prouder than when he was awarded a trophy as “young hotrodder of the year”. He went on to finish the car and entered it in other local shows such as St.Vital Curling Rink. He kept the Model T through college and even after he started work at Pritchard Engineering. After selling it in 1969 he didn’t do another hot rod until 2016 when he purchased and rebuilt the 1933 Ford 2-door coach that he still maintains and drives today.

It was also during the winter of 1968-69 that Greg partnered with Fred Pratt and his brother Bill and built their first drag car in his parent’s garage. The Pratt Brothers continue to be part of his life to this day. It was a 1957 Chev 210 2-door



coach with a beam axle, small block with 4 speed and 510 rear gear set. It had headers and some borrowed slicks from their hot rodder neighbor Russ Collinet. They had great fun testing the car at night on the north perimeter highway which was just being built. The car ran good but had no horsepower. It had a great holeshot but ran out of revs by the return road at Bison dragstrip.

Summer of '76....In this period of Greg's life the group decided to build a race car for the round and round races at Victory Lanes. They had a unibody Ford Falcon 2-door. They crammed a 390 between the shock towers and ran it with an automatic. It was painted white with red lettering and their uniforms were white pants with red t-shirts. They called the car "Summer of 76" and won best appearing team at the races that year. At this stage there were 4 of them, Greg with the Pratt Bros plus Al Johnstone and every one of them drove the car and had fun in the pits. It was quite the summer.

Thunderstang and Drag Racing....They had sold the 57 Chev drag car earlier and never returned to drag racing until 2012 when Fred bought an 82 Fox body Mustang. At



Greg's shop on the farm they rebuilt the engine, gutted the car, redid the suspension and painted it in the old Thunderbolt fashion with white paint and black stripe and lettering. It was called the Pratt Bros and Eastwood "Thunderstang". They had great fun at Gimli Dragways and the Fargo track with Fred winning many finals in Heavy Street. Following winning the Gimli Dragways "Heavy Street championship" they also attended the IHRA World Series Championships at Memphis in 2019 and again in 2023 in Holly Springs, Mississippi. The Thunderstang was finally sold this year in 2025. Also, during this period starting in 2015, Greg



Dickie and Al Johnstone to build a long wheelbase Altered drag car. They started with a roller chassis built by Jones Racecraft out of Ottawa. They rebuilt and ran a 355 SBC with cam, trick steel small valve heads, race distributor, 750 cfm double pumper and adapted big block headers. The car always ran straight and true, best time of 9:69 at 138 mph. They called it the Eastwood/Dickie/Johnstone (EDG) Racer. They ran at Gimli, Fargo and competed at the March Meet NHRA Nostalgic drags at Famosa Raceway in Bakersfield, CA. They won lots of races along with 1st prize in the competition class at the Rodarama show. With the EDG Racer they earned membership in the NHRA Fargo drag race track "perfect zero" club and in Gimli they won the "No Box class" while at the same time the PrattBros and Eastwood Thunderstang won the "Heavy Street class". Although at this time Dave and Al never drove the car they all had some great memories. Al passed away way too early and Dave's disabilities caught up to him. Greg continued to run the car a few times at Gimli with his son Jason and then sold the car in 2021.



Chevelle Malibu....1997 – 1998 were very busy times for Greg in the car hobby. He purchased a 1973 Chevelle Malibu SS coupe, 454, 4 speed car that a friend had told him was sitting in a field in Brandon. He did not realize at the time the significance of this car, one of only 8 built in Oshawa. He was fortunate that the car had not been stripped so he had all the trim pieces. He dismantled the car down to the chassis, ordered all kinds of parts and little did he know at the time that the full rebuilding and restoration would take 16 years! He did end up finishing the car, entering it in World of Wheels, drag raced it, along with lots of show and shine nights. Very reluctantly he sold the Chevelle to a new owner in Oxdrift, Ontario.



Road Racing....It was also during 1998 that he first competed in open wheel road racing with the Winnipeg Sports Car Club. He had won a door prize which was a shared seat in a Formula Vee racecar sponsored by the WSCC. He was hooked. In 1999 he purchased an old Formula Vee in Milwaukee, brought it home and rebuilt everything. Fred Pratt agreed to be

his pit crew and away they went. He road raced open wheel cars at Gimli and Mosport (now Canadian Tire Motorsport Park) until 2015. During this period he also raced a Formula Ford during the Formula One support races at Gil Villeneuve Raceway in Montreal and at VARAC (Vintage Automobile Race Association of Canada) in Mosport. It was a great period of winning many races, winning best engineered car, best race driver award, etc. He sold both open wheel Formula Vee's in 2015.



In 2016, he continued road racing, only in the Sedan Class this time, in partnership with Wayne Kehler. They had a 1990 Honda Civic sedan which ran in the IT2 class at Gimli Motorsport Park and they also had a 1989 Honda Civic that competed in the studded tire class for ice racing in the winter time. They partnered on both cars and rebuilt both engines and suspensions throughout the years. Unfortunately, Wayne suffered some physical disability around 2018 and Greg took over both cars.



Shelby Cobra Daytona Coupe....In 2018, Greg purchased a Factory Five recreation 1965 Shelby Cobra Daytona Coupe. The car had taken 6 years to assemble by Lorne Parker and Don Senkow of Selkirk area. Lorne was a Carroll Shelby aficionado and had already built 2 roadsters. The Daytona Coupe was perfect in every way with every rivet and feature perfectly done. Lorne entered it in a couple of shows but drove it very little. Greg had always wanted him to bring it out to the road race track at Gimli and eventually purchased the car with the sole purpose of converting it to a bonafide vintage road race car that he could register and race and therefore establish a vintage road race pedigree for it. He continued to street drive the car but it was quite cramped in the cockpit area and not really passenger room friendly either. It took 2 years of testing, dismantling, changing and reassembling before he was able to register and race the car at a vintage road race meet in Mosport. The car did extremely well, so well that during the event it also caught the attention of collector from Toronto who then purchased it from Greg that weekend.



Formula Ford....In the winter of 2021, Greg's friend Murray Burkett of Burkett Motorsports, had completed restoring two 1969 vintage open wheel Formula Ford Chinook race cars. He asked Greg if he would be interested in racing one and he jumped at the opportunity. This was during covid and also when the Gimli roadrace track had been deteriorating to the point where open wheel cars could no longer safely run on the track. They have now spent the last 3 years road racing these open wheel cars in the USA and also at CTMP (Mosport). With rebuilt engines and components, they continue to competitively and successfully race these cars today.



Present Day....Greg notes that he has been very fortunate over the years to have a nice shop with a hoist and equipment to build, rebuild and maintain these hot rods, drag cars, road race sedans, open wheel race cars and even some of his relative's cars. He still enjoys the work and participation every day and points out that none of these things would have been accomplished without the support and understanding of his wife Karen. Although she has been there and done that, standing in the pits over the years, her encouragement today helps him carry on. Greg continues to be an active member of the Manitoba Street Rod Association and an honorary, active member of the Winnipeg Sports Car Club.



WSCC Member Car Project Spotlight

Mark Sawatsky's 1967 Camaro



The car is a 1967 Camaro which has been widened about 3 inches front and rear so it can fit 335 wide tires front and back but currently runs 315/30/18's at all 4 corners. The engine is a Katech LS7 that made 558 HP at the wheels and it runs through a Tremec T56 6-speed manual to a Ford 9 inch rear differential. The suspension Penske double adjustable coilovers, adjustable sway bars front and rear, Speedway Motors double a-arm in front and torque arm in the rear. Brakes are 6 piston Wilwood from a C6 Z06 Corvette in front and 4 piston Wilwood in the back, with an electric park brake. The gauges are all Dakota Digital and the heating and air conditioning are all done by Vintage Air (and yes, it blows nice and cold on the hottest days). Interior was done by TMI and the rear seat and headliner were installed by TCS Upholstery in Starbuck, Mb. Wheels are 18x12 BC Forged LM10 and the car is running Nankang CRS tires with RaceTCS traction control and Auto-Blip that rev matches on downshifts.



What is your background with regards to cars?



I have always been into cars and have been modifying them since my teen years in the 80's. Initially I was just into drag racing and street racing but a couple of near misses showed me that being able to stop and turn are important attributes in cars, too. I never took any schooling for this outside of autoshop class at my country school, but I was a superstar in that class ;)

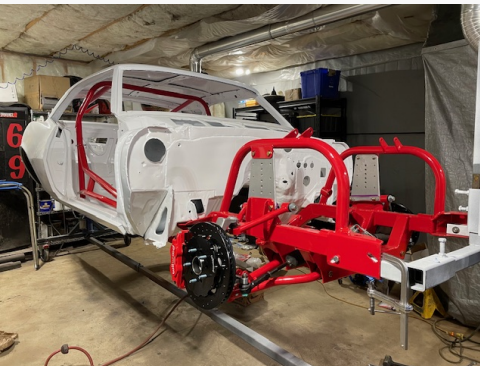
What other car projects have you done in the past?

I started autocrossing in the mid 90's and always just competed in my street car. At that time, super sticky R-compound tires were what we ran if we wanted to win. Problem was that launching a car with tires of that grip would tear up transmissions and diffs so in 2010 I began

building a dedicated race car. I took an MGB-GT and stuffed a Jaguar V12 in it. Shortly after I started the project, Jalopnic did a story on the car and then people started to tell me to put the build on YouTube. Over the next 10 years I put a lot of time and money into that car and it got faster and faster. I learned a lot about making a car competitive from that car. When the pandemic hit I had nothing to do so I sold some toys and began the body-off restoration of a rusty old 1969 GMC Suburban. I learned a lot about rust repair and welding in new panels from that. We sold it on BringATrailer and I immediately started planning the next project.

What was your initial vision for this car project?

After everything that had happened with the MGB, I decided that I didn't want a one-trick-pony car. I wanted a car that could do everything that I enjoyed doing with cars. I wanted to autocross it, go to work in it, drag race it, take it to lapping sessions and maybe go on a road trip, too. This was going to be tricky because cars are all about compromises. I needed to figure out what autocross class was best suited to my goals. It had to be a street tire class so that I could drive to events, race and drive home. Then I had to figure out what car I was going to use for my canvas. I narrowed down the list to a 510 Datsun, air cooled Porsche 911, 62-67 Nova or a 67-69 Camaro. The 510 Datsun was eliminated because they're all so rusted out and parts were not cheap. The Porsche was



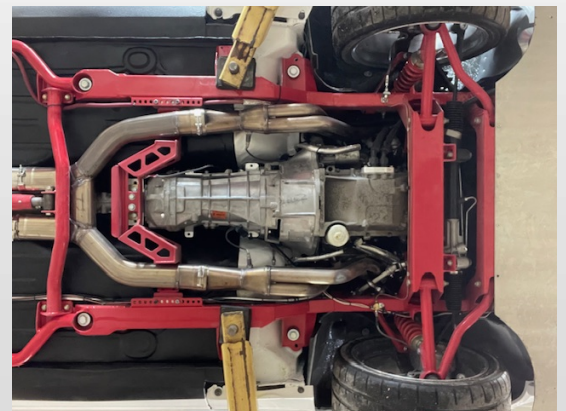
eliminated because there is nothing you can do to an air cooled Porsche that will keep it street legal and competitive in autocross. The cost of doing a ProTouring 62-67 Nova is exactly the same as the cost of doing a ProTouring 67-69 Camaro, the difference is that a ProTouring Camaro is worth 3-4 times as much as a Nova when it is done. By a complete stroke of luck, a guy I know asked about the sale of the Suburban and asked me what my next project was. When I told him I was looking for a 67-69 Camaro, he took me to a shipping container that had not been opened in over 20 years. Inside was a 67 Camaro and we struck a deal. I started to build the car for the recently created CAM-T class. A class for Traditional Classic American Muscle cars that were street legal and running 200TW tires-perfect.

How did the project scope and budget work out?

I sat down and visualized everything I wanted in the car, researched it all and wrote down what the projected cost of the whole project would be. I went approximately 20% over budget due primarily to the motor costing more than twice as much as expected but it also makes 200 hp more than the motor I expected to buy. The car turned out exactly like I visualized and so far drives and performs even better than expected. Also, I never had "show car" as one of the requirements but it won Best Chevrolet at the 2024 Driven Car show and just won Best Overall Street car at the World of Wheels, the only two car shows I've entered it in. I still have not tried a lapping session with it or a long road trip but I am going to the SCCA Solo Nationals with it this year and hope to trophy with it.

What was the biggest challenge or unforeseen issue that you came across?

The hardest part of the whole project has been dealing with Canada Customs. None of the parts I need come from Canada. All the best stuff is in the USA and since so many US shippers will not ship to Canada or charge an unreasonable shipping fee to send to us, I would get parts shipped to a parcel service across the border and would go down every 2 weeks or so and collect my parts. I bought the motor from a friend in the USA and he shipped it to North Dakota where I would pick it up. The border guard felt that the motor was worth more than what I declared and gave me an ultimatum, pay a fine and take the motor with me or leave the motor with them until I could appeal the decision. Well, I chose to pay the fine but now 100% of the time, when I enter Canada by land, air or sea, I get a full inspection and they literally take every car part I have and go online to research



what that item sells for, doesn't matter that I have receipts for everything. It has been a huge hassle and going to Nebraska to race at Nationals involves a huge process upon my return.

If you can start all over again would there be things that you would change or do differently?

If I could start over again, I think I would have built a whole new firewall from scratch, I would have made the all metal dash removable so i could more easily wire up everything behind there and I think I would have moved the motor back and used a C6 or C7 Corvette transaxle at the back for IRS and better weight balance, and obviously I would have dealt with Canada Customs differently.

Now that it is done what are your plans for the Camaro and are there other car projects you are now looking at?

I have spent way too much time and money on cars over the years so I am just going to cool it with projects and am just going to enjoy this car unless I win the lottery or something like that. I still plan on improving the Camaro over time. It could be a little quieter inside on the highway and I would like to figure out how to install 180 degree headers on it for better exhaust sound. Some really smart guys have created my car in Assetto Corsa and I am enjoying getting seat time in my car on the full motion simulators at Speedworld. Turns out my car is a lot of fun on the Nordschleife and laps in the 7:40's although I think there's more in it because the simulated Camaro isn't as powerful as my Camaro but the guys are working on that so we'll see, maybe I can lap in the 7:30's, or as quick as Porsche GT3RS laps the Nurburgring. Tomorrow I'm going to take it around Gimli on the sims and see what time I can get.

For in-depth videos and information on the entire project build check out Mark's Youtube channel:

www.youtube.com/@SKIDMARKperformance



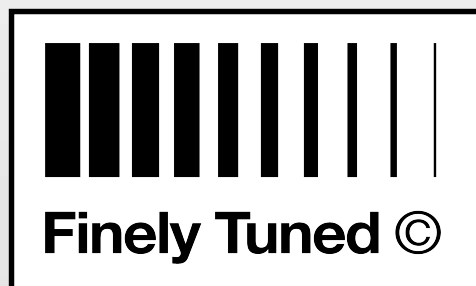


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GIMLI
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GMP TRACK SCHEDULE

GIMLI MOTORSPORT PARK

2025 Season

ROAD RACING

Door to door racing with both open wheel “formula” style race cars, sedan style race cars and vintage race cars of all types and classes. Sanctioned by Western Canada Motorsport Association this highly competitive race series never disappoints as it is the first person to the checkered flag that takes the win.



TIME ATTACK

Time Attack is a fastest lap competition on a road course race track open to anything from a daily driver to a full blown race car. The competition is against the clock with the aim being to record the fastest lap (for your car class or overall). Time attack originated in Japan in the 80s as a proving ground for street-tuned cars built by tuning companies



DRIFT

Drift events offer a safe environment for those that want the fun and excitement of drifting on either the skid pad track area or road course track with either their daily driver or dedicated drift car. This is a non-competitive class of motorsport designed for all makes and models allowing drift action for solo, tandem and group.



OPEN LAPPING

Get Ready to experience a track day with your street car. No Timing and no pressure. Just you and lots of other driving enthusiasts to meet. Most cars are eligible. If you are new to WSCC and Gimli Motorsport Park, the required High Performance Driving Education (HPDE) school is offered on Friday during our event weekends.



2025 GMP Track Schedule

May 2-4

WSCC/WCMA Race Licensing School

Friday HPDE, Open Lapping, Test 'n' Tune
Sat/Sun WCMA Sanctioned Race Licensing School

June 6-8

GMP Event #1

Friday HPDE, Open Lapping, Test 'n' Tune
Saturday GMP Track Improvement Project Ribbon Cutting Ceremony
Sat/Sun Time Attack Competition & Road Racing (Sedan & Open Wheel)
Sat/Sun Skid Pad Drift Days
Saturday Evening Road Course Drift

July 18-20

GMP Event #2

Friday HPDE, Open Lapping, Test 'n' Tune
Sat/Sun Time Attack Competition & Road Racing (Sedan & Open Wheel)
Sat/Sun Skid Pad Drift Days
Saturday Evening Road Course Drift

August 15-17

GMP Event #3 - WSCC CAN-AM Challenge Vintage Weekend

Friday HPDE, Open Lapping, Test 'n' Tune
Sat/Sun Time Attack Competition & Road Racing (Sedan, Vintage & Open Wheel)
Saturday Vintage Car Show
Saturday Evening Dinner Banquet
Sat/Sun Skid Pad Drift Days

September 19-21

GMP Event #4

Friday HPDE, Open Lapping, Test 'n' Tune
Sat/Sun Time Attack Competition & Road Racing (Sedan & Open Wheel)
Saturday WSCC Pot Luck Dinner
Sat/Sun Skid Pad Drift Days
Saturday Evening Road Course Drift

October 10-12

GMP Event #5 - Time Attack , Race & Open Lapping Weekend

Friday HPDE, Open Lapping, Test 'n' Tune
Sat/Sun Time Attack Competition
Sat/Sun Open Lapping
Sat/Sun Skid Pad Drift Days
Saturday Evening Road Course Drift

WINNIPEG SPORTS CAR CLUB

proudly presents

CAN-AM CHALLENGE

**VINTAGE
RACE WEEKEND**



**August 16 & 17
2025**



GIMLI MOTORSPORTS PARK

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Sanctioned by Western Canada Motorsport Association