



THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

September / 2025



GMP Track Improvement Ribbon Cutting Ceremony

Autocross—A Season
For The Record Books

Return of the WSCC
Vintage Race Weekend

Reviving a Race Track
Is it a Curb or a Kerb?

WSCC Member Project
Spotlight: Locost Super7

Fall Edition



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← Cover Photo by Rayme Thomson

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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www.wsc.mb.ca



Forums.wsc.mb.ca



wsccautoslalom.com



#wscrcracing



@WinnipegSportsCarClub



@wscc_racing

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Upcoming Meeting Dates:

September 25

(changed from Sept 18)

October 16

November 20

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.



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 Asst. Director Stephen Leiding

Time Attack Director Roland Hufgard

Autocross Director Curtis Janzen

Autocross Asst. Director Valerie Martin

POSITION NAME

Sponsorship Director Greg Eastwood

HPDE Director Matt Corrie

Rally/DirtX 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

PRESIDENTS MESSAGE Murray Burkett

What a terrific year so far. The GMP improvements have been a huge success, with more to come.

Our ribbon cutting ceremony was well attended and the message from the Mayor of Gimli was very positive, promising to meet with us this fall to discuss the long-term plans for the WSCC and GMP. His message of gratitude to the club for all the activity and improvements over the years was very good to hear. The director of operations and public works for the RM attended the event and have been working with us to make improvements as resources and time allow. Greg Eastwood and Mike Demchenko have done a terrific job of keeping public works for Gimli in the loop and the lines of communication wide open.

The signage deals that we were able to secure will allow us to continue our work of making the park presentable and professional. Not only do the funds from the signage help with improvements to the facility, the signs make the place look exciting and vibrant. The AMSOIL Training Center is looking fantastic with the doors securing the facility and new tables and chairs along with the historical posters and visual aids. As I write this for our newsletter, WSCC crews are busy working on additional curbing to greater enhance the facility. Thank you to everyone for the contributions and enthusiasm; it is inspiring.

Great to see GMP being used by our Drifters, Time Attack specialists and Road Racers. The Open Lapping and HPDE days have been a great success as well. I have personally loved being at GMP on Friday to help out with registration, it is very rewarding to meet everyone and feel how excited they are to be going on track, for many it is their first time on a racetrack and there are big infectious grins happening all day long.

The food services provided by Amy has also been a great addition providing not only our volunteers but now racers and guests with an opportunity for great food at lunchtime and throughout the day without having to leave the track.

Autocross has done a great job as usual. Curtis, Val and Robbie run a great program in St. Andrews with Louis helping with track designs. Track design has become very challenging at St. Andrews with the surface deteriorating as racers need to dodge the holes and cracks. Val has been able to obtain pricing for repair of the surface however it is pricey. We are hoping the grant we applied for is going to come through, however we are getting to the point that we need to do something as soon it will be unusable. This will be a focus for our club soon. We either find a new autocross venue or fix what we have use of now. We will make it happen somehow.

The WSCC awards banquet has been booked at the Hilton Airport for November 22nd. We need to decide on a menu and round up our silent auction prizes. I encourage everyone to attend and make it a very successful evening of fun and chatting about our shared passion.

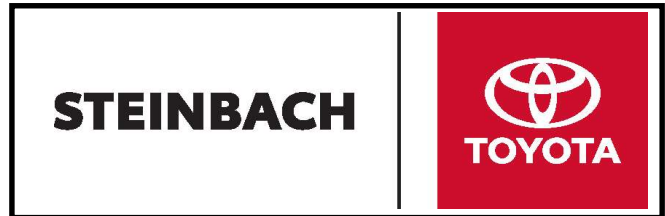
- Murray

WSCC 2025 HPDE Track Days & Licensing School Sponsor





MINUS FORTY RACING





VOLUNTEERS WANTED!

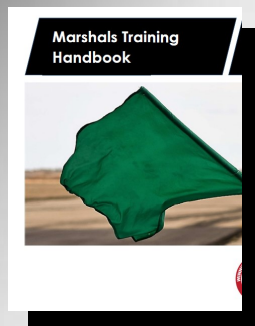
Want the best seat in the house to see and experience the track action close-up?

Join our team of volunteers where you actively participate in supporting our race events.

No experience necessary/training provided

Club perks , lunch and appreciation always provided to our awesome volunteers.

WSCC TRAINING PROGRAM & DEVELOPMENT - With new racers, and new volunteers joining the club every year, the WSCC provides not just initial training, but ongoing meaningful training to ensure that everyone knows their roles and flags and how to keep everyone safe.



Thanks to the generous support of **Neovation Learning Solutions**, the WSCC has access to the latest training technology with OttoLearn gamified microlearning.

With the OttoLearn platform, learners take short 2-minute sessions to master what they need to know. As learners complete activities, to exercise their knowledge of key concepts, the platform identifies individual knowledge gaps and personalizes training to fill them. New members no longer have to figure out how they will master things like the proper meaning of flags; the platform helps them get there.





WSCC Track Workers Head West to RMM

On Thursday, July 3rd, two familiar faces from GMP jumped in a Veloster N and pointed their little grey hood towards the mountains. Destination: Rocky Mountain Motorsports, about a half hour north of Calgary, to check out Vintage On The Prairies, the Turn 17 Garage Grand Prix event for the weekend. After a few hour stop at a popular downtown car meet in Brandon, myself and Llew Taylor got back on the road again and drove through the night, landing up in Calgary early Friday morning. After some sleep, and some supper, we were eager to get out to the track.



a large section for parking.

The 3.5 km track, designed by the same team who gave us Yas Marina in Abu Dhabi, and the colorful Circuit of the Americas in Texas, was quite hidden even from the Pit area, with only the front straight and a couple of elevated twists to be seen. Much of the 16 corners and 36 metres of elevation change is tucked away behind the many unique, man-made berms which truly help control the noise from the cars. We talked to a few of the drivers, including some more Manitoba faces who were in attendance and signed up to race!

Saturday morning, we went to work. Llew had the privilege to marshal the only on-track position, Station 10. The rest of the track is covered entirely by video cameras, from a high-tech Control center. I got to help out with Grid, which spanned a very long distance and had a worker at each end. It was a great spot to be able to interact with drivers and have a few good chats while we got everyone in position. By the afternoon, everyone knew their spots and it was smooth sailing for the rest of the event.

Both of us were lucky to see the entire track at some point too, and that was pretty special to us. For Llew, he was taxied out to station by the recovery team, in a very specialized work truck. Me, I managed to beg my way into the shotgun seat of a real-life Pace Car for the first race, a brand new Mustang with light bars, track livery and everything! Hearing the pilot radio in "Pace Car is lights out" and then watching all of the race cars fall into formation for the start as we pulled off was an absolutely epic sight that I will never forget.



We ended the event on Sunday with a great barbecue, hosted by the Vintage Club, and we were there to witness the winners hose each other down with shaken bottles of Perrier, almost like we see on TV at big races. We were happy to be far away from the action for once, and we managed to stay dry! After that, the park was closing, we all said our goodbyes and we all went our separate ways. It was an awesome weekend, and we will definitely find our way back there someday.

I strongly encourage every reader here to take a trip like this, at least once. As a racer, or a track worker, get out there and see some of these other tracks if you get the chance. There is so much to see, and so many great people to meet. I'm already looking forward to my next adventure, and I don't even know what it is yet!

See you at the track,

Dason





Reviving a race track

GMP Track Improvement Project Celebration

On Saturday June 7th, the Winnipeg Sports Car Club in partnership with the RM of Gimli and the Gimli Community Development Corporation, held a ribbon-cutting ceremony to commemorate and celebrate the recent major improvements to the Gimli Motorsports Park. Kevin Chudd (mayor of Gimli) and Murray Burkett (WSCC President) presided over the event with both talking passionately about the rich history of the track and the valued partnership that both the club and municipality have towards motorsports. The key component of the celebration was the recent completion of the major track resurfacing that was completed at the end of the 2024 season.

Following the speeches several RM councilors and dignitaries, including mayor Chudd himself, were provided the opportunity to don a helmet and experience the new track asphalt surface first hand in the passenger seat compliments of some of our experienced WSCC racers. For most of them this was their first time in a race car and also their first time on the actual road course circuit and they all returned with smiles and a new appreciation to both speed and the Gimli Motorsport track.

While the resurfacing of the track marks a major milestone for the club and GMP, it is also part of a significant and ongoing vision to improve the overall facility. The lack of maintenance and general wear, tear and time resulted in a long list of needed upgrades and improvement opportunities. Given the overall scope and availability of funds following the recent big track resurfacing expenditure some desired goals like the final resurfacing of the straightaway were inevitably put on the back burner for future consideration while numerous smaller projects that rely more on club member sweat equity were identified and targeted for this year with some to carry over to 2026.

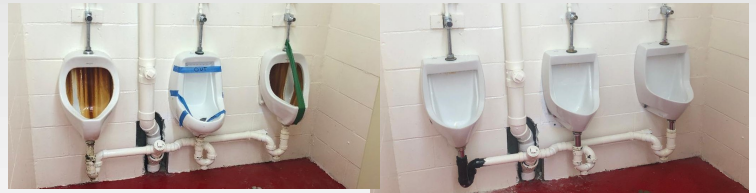
A key focus was placed on the general appearance of the park with significant attention placed on the old concession building. Thanks to the incredible work recently by club members Wayne Kehler and Greg Eastwood with regards to securing numerous new sponsorship

deals, we needed to both beautify and upgrade the building while installing sponsor signage throughout the exterior of the building. The concession building has also now been renamed as the “Amsoil Training Center” as part of a 3 year sponsorship deal secured with Amsoil rep Denis Joliceur. A fair amount of work went into renovating the south side driver’s meeting area to close it off from the elements including installing a large entrance door, side door and new garage door. As well to better suit the new look and function more appropriate tables and chairs were sourced to provide a functional training room for future school events and driver meetings. The installation of classic and historic club memorabilia in the form of past WSCC race weekend posters provide a “clubhouse” feel to the room



and a big shout out to Randy Morash for taking it to the next level by providing frames for all the classic posters on display. Numerous other projects that have been done throughout the summer season as part of our GMP track improvement initiative include:

- Applying FIM rated paint to 4 1/2 miles of track perimeter and the Turn 1 apex and exit kerbs
- Purchase of 4 new picnic tables for the north open area of the building
- Upgrading of lighting & some electrical within parts of the Amsoil Training Center (center registration area planned for 2026)
- Installation of shower mat flooring within both the men's and women's shower rooms.
- Replacement and repair of 3 urinals in the men's washroom—work and materials provided by RM of Gimli.
- Repair and replacement of all rotten wood for both spectator bleachers—work and materials provided by RM of Gimli.
- Creation of a VIP/Club Volunteer camping area (with power) just north of the washroom area.
- Repainting of the yellow pit stall lines within the pit area



Is it a Curb....or a Kerb?

By Mike Demchenko

You've all seen them, the distinctive red & white track run-off areas that are located on most professional race track corners. Perhaps you even occasionally run a tire onto one of them when you go a bit wide or too early in Turn 1 at GMP. Throughout the motorsport world these are known as "kerbs" and their purpose is to help ensure cars safely stay within the confines of the racetrack without gaining an advantage. Racers will be racers and if there is an opportunity to cut a corner just a bit or get on the gas sooner coming out of a corner without losing time—it is often too tempting to pass up. This however sometimes becomes either dangerous or competitively unfair and kerbs are designed to address both those issues. While there are many different examples of kerb designs used by different race tracks and race series the 2 types of kerbs that we are planning for Gimli Motorsport Park are:

- Vallelunga "ripple" Kerb— these are the rumble strip style of kerb used primarily on the entrance or exit areas to help inform the driver very clearly that they are at the track edge. The distinctive sound and feel when driving on these is unmistakable especially when going to the very edge of them with their 50mm ripples every 800mm.
- Apex "beveled" Kerb— these are raised/angled kerbs used on the inside of corners that assist in pushing a car back onto the track when driven on. Apex kerbs rise from 0mm at the track edge to 50mm or more before tapering off which results in an angled curb that upsets a car when driven on which then deters a racer from cutting the corner and gaining an advantage.

In early September a small work party of club volunteers was assembled to construct our first track kerb at the exit of turn 5 (turn one kerbs were done by contractors). Now that we have the confidence and experience we plan on adding several more kerbs to GMP in the future and we will be looking for volunteers to help out with the general labor and equipment. Please feel free to contact me to add your name to the callout list!



Tom Dwyer working the concrete saw. It's a big job to cut a nice clean edge of the track for the new kerb to butt up against.



Mathew Brandt working the mini-excavator. Digging out turn 5 was a huge task as we found tons of old concrete buried along the edge



Jim Worton and Chris Gauthier pouring the concrete. A total of 5 yards of high strength concrete was utilized for the new turn 5 exit kerb



Steve Leiding helps Jim & Chris work the concrete into shape and trowel and broom finish it to a quality finish with 50mm ripples





ROAD RACE & TIME ATTACK

2025 Season Points Standings



*** as of end of August (after 3 events....)

CLOSED WHEEL

OPEN WHEEL

TIME ATTACK

TIME ATTACK

GT1		Points
57	Chris Boettcher	13
GT2		
7	Guy Dobson	17
GT4		
91	Doug Cambell	12
12	Pete Loewen	10
11	Damon Hill	8
IT1		
49	Ryan Smith	12
25	Yogesh Thakore	7
IT2		
2	Al Marcoux	115
88	Mike Demchenko	107
95	John Van Dorp	81
22	Jim Worton	53
4	Stephen Leiding	21
9	Dwight Ullberg	17
55	Chris Gauthier	12
3	John Armatas	6
10	Randy Morash	2
Vintage		
79	Fred Del Pero	54
66	Glenn Gordon	43
35	Dyrk Bolger	24
3	John Armatas	20
10	Bruce Houlden	10
8	Christopher Brown	8
7	Brendt Corrie	7
7	Chris Gauthier	7
56	Rich Stadther	6

FF		Points
117	John Webb	23
35	Wally Butler	11
9a	Wayne Schellekens	7
9	Mia Schellekens	7
26	Keith Miller	6
78	Mike Kerdes	5
84	Gary Throll	5
CF		
32a	Wayne Schellekens	4
32	Daniel Burkett	1
FL		
5	Nick Volsky	2
Vintage		
3	Murray Burkett	60
2	Greg Eastwood	60
15	Nicole Schellekens	15
23	Helmet Friedrich	11
72a	Damon Surzyshyn	11
75	Kevin Fray	11

Extreme		Points
9	Doug Miller	495.8
944	Ron Dallmeier	478.7
56	Tom Dwyer	388.7
291	Tyler Sawchuk	380.3
16	Brett MacDermott	358.8
8	Ray Ronquillo	358.4
77	Kaycee Coyle	200.0
59	Jeremy Norquay	199.5
13	Richard Coyle	197.7
9	Andrea Revet	187.2
2	Wayne Chin	178.7
80	Jessie Ghattora	93.6
43	Cavanaugh Corrie	93.1
40	David Klassen	87.0
54	Curtis Goodman	86.8
37	Bradly Wohlgemuth	86.2
37	Evan Csengody	86.1
15	Michael Carreon	85.8
88	Logan Meier	84.5
56	Dustin Lepitre	81.6
55	Laurent Waldie	81.4
38	Thomas Uebele	81.3
99	Gerd Uebele	81.2
144	Jaeden Giesbrecht	80.6
16	Raiden Leung	63.0

GT1		Points
96	Dylan Hesom	600.0
501	Chris Lawson	187.6
GT2		
62	Nick Balaz	400.0
64	Ron Janzen	100.0
GT3		
34	Dylan Fitzsimmons	299.4
71	Ian Stecyk	200.0
29	Willard Popplestone	195.8
13	Nicky Wolfe	192.7
328	Roland Hufgard	67.4
8	Ray Ronquillo	358.4
77	Kaycee Coyle	200.0
59	Jeremy Norquay	199.5
13	Richard Coyle	197.7
9	Andrea Revet	187.2
2	Wayne Chin	178.7
MOD2		
58	Paul Hepworth	200.0
MOD3		
21	Leonardo Duraes	100.0
SGT1		
23	Sheldon Fehr	400.0
SGT3		
61	Bryan Stevens	100.0
T1		
5	Mathew Brandt	600.0
T2		
18	Andy Jordan	300.0
45	Carlos Cordiero	198.1



MID-SEASON RECAP

A SEASON FOR THE RECORD BOOKS.



Autocross is for everyone.

The Winnipeg Sports Car Club's Autocross program at St. Andrews Airport is in the midst of a landmark season. With 16 events scheduled for 2025 and 11 already completed, the club has seen record-breaking attendance—driven in large part by a surge of new participants eager to step into grassroots racing for the first time. Events are now averaging between 45 and 60 drivers, a remarkable jump compared to just three seasons ago!

The atmosphere remains welcoming and casual, yet competitive enough to keep everyone chasing those precious tenths of a second while sharpening their technical skills. It's the kind of motorsport where veterans and first-timers park side by side, swapping tips, sharing laughs, and celebrating every personal best—all while pushing themselves and their cars to new limits.



This year has been especially exciting for novices. Dozens of new drivers have joined in, and many have already become familiar faces at events. They're discovering what longtime members have always known: autocross is for everyone. Both the Ladies First '25 and the Performance Driving '25 schools sold out quickly, providing invaluable one-on-one instruction and sparking personal growth for new drivers.

The 2025 season has also brought increased support from sponsors, who recognize the energy and passion fueling this growing community. We're fortunate to have like-minded businesses and groups helping us share the love of racing while working toward important goals—like repairing and maintaining the airstrip that makes autocross possible.

With five events still ahead, this season is already one for the record books. #Racelt

REGISTER AT [MOTORSPORTREG.COM](https://motorsportreg.com)

A SPECIAL THANKS TO OUR PARTNERS





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



LEARN MORE & FOLLOW WINNIPEG AUTOCROSS ON:  

2025 CAN-AM CHALLENGE WINNIPEG SPORTS CAR CLUB



Aug 16/17

VINTAGE RACE WEEKEND



Photos by Edward van Zyl

Return of the WSCC Vintage Race Weekend

2020 was a tough year for most people. For local vintage race fans it was even tougher with the cancellation of plans to hold WSCC's traditional annual vintage race weekend. The track surface at Gimli Motorsports Park had deteriorated over the years to the point that it was no longer fit for running classic vintage race cars and open wheel formula cars. For as long as most club members can remember the month of August at GMP meant one thing—a special action packed race weekend full of classic and vintage cars. Thanks to the recent resurfacing of the track the WSCC welcomed the return of this special race weekend and the cars, drivers, spectators and weather did not disappoint.

2025 WSCC Vintage Road Race Award Winners

Open Wheel Classes

1st place FL = Nick Volsky	1998 Carbir DS3
1st place FF = Wally Butler	1996 Vector MG96
1st place VF = Murray Burkett	1969 Chinook MK IX

Closed Wheel Classes

1st place IT1 = Ryan Smith	2006 Mazda RX-8
1st place IT2 = John Van Dorp	1994 Mazda Miata
1st place GT1 = Chris Boettcher	2014 Lotus Super 7R
1st place GT2 = Guy Dobson	2014 Lotus
1st place GT4 = Pete Loewen	1994 Honda Civic

Vintage Car Class

1st place Vintage = Fred Del Pero	1969 Alfa Romeo GTV
2nd place Vintage = Dyrk Bolger	1968 Austin Mini
3rd place Vintage = John Armatas	1975 John Armatas

Held on Aug 16th & 17th with a total of 62 cars registered to race, the field of cars represented 4 groups of racers—Vintage, Open Wheel, Closed Wheel and Time Attack. The Saturday Night Race Banquet hosted 112 people including our volunteers and special guests. Following the BBQ dinner numerous awards were handed out for the top competitors for the day's road races. Special thanks goes out to Guy at Dominion Divers for sponsoring the fabulous BBQ Dinner and awards.

Shout out and thanks to both the Austin Healy Club of Manitoba and the British Car Club of Manitoba along with Wayne Jones and Wayne Kehler for their help coordinating the Saturday classic car show and vintage lap-ping session.

As always, special thanks also goes out to all the great WSCC volunteers that helped us put on this event including our very busy front gate hosts, track announcers, timing & scoring, track marshals, stewards, banquet food servers and all the many great people that assisted in coordinating and supporting the event.

Best of all, we look forward to 2026 and our plans for an even bigger vintage race weekend. Hope to see you all there!

Mike Demchenko
WSCC Race Director





WINNIPEG SPORTS CAR CLUB
proudly presents
CAN-AM CHALLENGE
VINTAGE
RACE WEEKEND

Since 1972

August 16 & 17
2025

GIMLI MOTORSPORTS PARK
info: www.wscc.mb.ca
Sanctioned by Western Canada Motorsport Association



Photo by Mike Fox

Photo by Mike Fox

McPHILLIPS



TOYOTA



**TINTING &
ACCESSORIES**

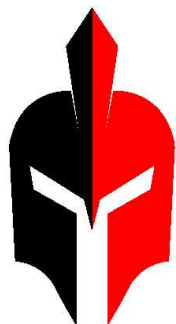


GERRY GORDON'S

mazda

ODYSSEY

METAL FAB & DESIGN



**TITAN
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Armatas
Painting & Decorating
Commercial / Residential
223-3579

SPEED FACTOR

**CD Heavy
Mechanical**



GARDEWINE

JUST GARDEWINE IT!



DOMINION DIVERS

**RSK
MOTORSPORT**

PORSCHE

Centre Winnipeg



On June 12th the Winnipeg Sports Car Club proudly hosted the 2025 Porsche Customer Appreciation Day on behalf of Porsche Centre Winnipeg at Gimli Motorsports Park.



Following a brief track safety orientation and high performance driving session led by our group of WSCC driving instructors the Porsche car enthusiasts hit the track for an exciting day of speed and horsepower.

Special thanks to Anderson Le
(Porsche Centre Winnipeg—General Manager)

Photos by: Luca Essig





BUILT NOT BOUGHT



WSCC Member Car Project Spotlight

Chris Boettcher - Lotus Super 7 Replica



The theme of this (hopefully reoccurring) Aficionado article is to promote and celebrate Winnipeg Sports Car Club members who bravely take on elaborate car projects with a focus on unique DIY design, construction and engineering with the old fashioned car culture spirit of "built not bought". Chris's ambitious project has been an extensive and evolving journey that ticked all the boxes of a great DIY build and the end result has been an incredible street and track car that is out-performing all expectations.

Tell us about your car project...

I appreciate the WSCC for thinking of me and my 2014 Lotus Super 7 R (replica)...also known as a "Locost 7". It has been an amazing journey from the start to present day and it has allowed me to learn new skills, meet great people and share a lot of memories with my daughter. From the time she rolled over and wasn't where I left her she has been in the garage and a part of this.

The car project is a complete scratch build. Kit builders were few and far between in North America back in and around 2010, and quality was often suspect, so I decided to build from the frame up, starting with a pile of tubes. I built it to be street legal and it took me four years to complete initially costing around \$7,500 to build. It's now eleven years old. It has been driven hard and has held up famously.

I used an NA 1.6L Miata as a donor car keeping the engine, trans, driveshaft, axles, rear upright, brakes, front uprights, steering, electrical, gauges, seats, seat belts, pedals and wheels. It is a 'book' sized frame made with mostly one inch 16 gauge steel tube. The body is hand formed aluminum and fibreglass (fenders scuttle and nose). The steering and the brakes are depowered. The steering column is lengthened. The steering shaft is shortened for bump steer along with a shortened drive shaft I had done at a machine shop. The fuel cell I made to fit in the space behind the rear suspension (hasn't leaked in 11 years!). I was less interested in working with fibreglass, so I did source the fenders, scuttle, and nose from Jack McCornack at Kinetic Vehicles, long time contributor to the Locost community and these were all modified then to fit my car. Since the original build the drivetrain has evolved and in its current form the car is has a turbo charger (WRX TD04), intercooler, torsion LSD, 6 speed transmission (after destroying three 5 speeds), and is running an MS2 (Mega squirt ECU). With this setup it last dyno'd with 233 HP to the rear wheels.

The project has been a great journey which involved learning about each aspect of the build as I went along. From construction of the frame, to suspension design, steering angle and bump steer principles as well as meeting so many people, in person and on line throughout the years, locally and abroad. It has been a ton of fun sharing the Locost culture. I have had the opportunity to be a part of local car shows, such as Driven and World of Wheels locally. The car gets a lot of attention where ever it goes which is something I had to get used to as there is nowhere to hide!



What's the background into why you decided to take on this project and why specifically did you chose a Lotus Seven Replica?

I happened on the scene back in the summer of 2006 after reading a Car and Driver article titled 'The Homemades'. It showcased four Locost 7s. All very different from one and other in initial construction and finish. After owning an old 911, I had always wanted to build a 'kit' car (550 Spyder-ish) but could not justify the initial cost. After reading the article I was hooked on the idea of spending as you go. Also, using a modern donor, i.e. Miata, of which I was already very familiar with, was much more appealing than a VW bug based car. Following the article, I came upon the Locostusa.com forum. This followed a four year gestation of researching forums and books and hunting for the right donor car. During this time I really latched onto the Locost mindset of built not bought inspired by the book by Ron Champions – "Build Your Own Sports Car for As Little As 250 pounds."

The adventure really started when I found my donor. I had been actively looking for a donor for about two years. I had decided on a Miata. Unfortunately living here on the prairies of Manitoba there just weren't a heck of a lot of donor class cars at donor class prices around. An example of what I'd been finding locally - '90 Miata, lots of rust, engine has a cracked head 300k++km, \$2000, really? Ugh! This was in 2009! Then one evening back in early September of 2010, I did a country wide Kijiji search and found a 1990 Miata with only 115,000 km for \$1500. Sweet! Unfortunately it was located in New Hamburg Ontario, about 1.5 hrs SW of Toronto or 2147 km from Winnipeg. Ok, not ideal you say, but the car looked like the perfect candidate (good parts for me and good parts for resale). So, naturally, out of curiosity, I contacted the seller, and asked him what the story was behind the car. Terry (the seller, and his real name) told me the car was in great shape aside from the pushed in nose. He



had purchased the car the previous September and after driving it only 500 km, his girlfriend had unfortunately spun it in the rain. Had looked into transporting the car but that was over \$1000 so not justifiable. I asked wishfully, if it drove straight and he said it did. All of the damage was forward of the suspension points. He had driven on a few occasions after the accident before being pulled over by the OPP and having them deem the car unfit and making him tow it home. I asked if he felt the car could be driven back to Winnipeg and he felt it could (wasn't like he was driving it, eh?). Wa'hell, that's all I needed to hear.



Now, I'm not suggesting this is something to teach your kids, but after corresponding with Terry via email and phone on several occasions, I felt confident that the car was as described, and I could and would make it back to Winnipeg (or if you ask my wife, once I get my mind on something I won't let it go no matter how irrational it is). So I purchased the car for an agreed price of \$1300, over the phone, sight unseen. After faxing over the required paper work for MPI, I had valid insurance to drive a car though a province that would not allow it on the road as it sat.

Armed with the paper work I booked the next flight out to Toronto. In Locost tradition I used air-miles to cover the cost of the flight. I have to add, at the time, my wife was not overly thrilled at the idea of me going on this little adventure as she was due to have our 1st child in 3 weeks and she did not want me getting stranded in the middle of now where (and there is a lot of that in northern Ontario). This turned out to be a reasonable concern as she gave birth the week after I got back.

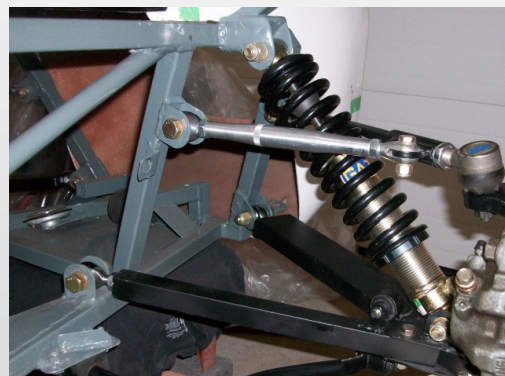
I arrived in New Hamburg, where the car was waiting for me. I went for a short test drive, and aside from the passenger fender rubbing the tire, all seemed ok. The car drove and stopped straight. Back at the house we cut the rad hose back to straighten it out in order to improve flow strapped the hood down so it would not flip up on me on the highway, loaded the car up with extra tires, spoilers, a header so I would not feel alone on the ride back.

Once on the road Miata did well. A bit of an issue with the temp going up when got on to the highway. Likely due to the lack of air across the rad, with the bottom lip of the bumper being pulled up by the hood pulling on the strap. Simply taped the hood down to keep the hood from pulling on the bumper, and used the interior heater to act as a secondary rad. Problem solved. This was not an issue once the ambient temp went down in the evening. Otherwise a flawless 2147km test drive. No issues with the OPP, aside from a speeding ticket, which the officer graciously dropped down so just fine with no points on my license (whew!). He did not even bat an eye at the NASCAR taped nose. After parting out the car, keeping what I needed I made a \$500 profit. The Locost way!

What did you find were the biggest challenges in building this car?

I think just keeping it going. Many people that start these builds do not finish. This is why I bought the fiberglass bits. Often it is the suspension design that causes the dreaded analysis paralysis. I learned to treat it like eating an elephant...one bite at a time. I never put a deadline on it, though the last spring when I was putting it together for the final time, I did become very motivated to finish in time for the summer.

Finding solutions was always fun. Little things like my front suspension interferes with my steering arms... how'd I miss that? Miatas have the ball joint located on the bottom of the upright at a 20° angle.



Ok so, time to flip the ball joints to the top. Ream the top of the upright, going with the straight shot Mazda 323 ball joints. That was better, but the 20° angle does not look happy in droop. OK, heat and straighten the upright so it is at 0°. Bingo! Another challenge was brake lines. Easy choice was custom braided, but that was forbidden for a street car so after much research, I found second gen Honda CRV was the right length and had a tab that perfectly integrated with my front upper A-arm. Beauty! Things like that were fun.

What were some of the key things you learned and your proudest achievement in the overall build?

Proudest achievement is likely a 1:00.9 lap time at GMP! Ha ok, snuck that in. I think part of the joy was the learning required for each system in the car and how to execute it. There was not as much information back then. The 'plans' for the cars were only the basic frame. The rest...you were on your own so lots of research. I felt pretty proud of myself once the frame was done. Then realized I was in the 10% club...ten percent

done, that is. Oh! Then came everything else – a brake system, fuel system, cooling, rewiring the car, suspension design, etc. There were lots of little things like reversing the orientation of the Miata pedals so they would fit (big hammer), integrating the Miata seat belts into the frame or the wipers that became challenging. I ended up grafting the MG/Triumph/Healy system with the Miata motor and switchgear, and building my own wiper blades from scratch. Having everything integrate, fit and work together was often challenging with the function being the most rewarding aspect and proof of that is on the track.

Another thing I am proud of is how the car looks. I don't consider myself to be artsy. I wanted the car to look like a true "Seven" as much as possible, not a Locost. Slowly over the years I created a picture in my head of how it should look. I spent a lot of time trying to get correct tube angles and body lines especially in the back of the car. The cockpit tube sloped downward to the fender, radius follows rear the fender line, top of 'boot' flows from radius above, and is sloped. I did my best to make Jack's steamroller rear fenders "Caterham-ish". Little details like having the

many rivets spaced and aligned just so or having the aluminum panel end 1/8" from the side of the tube in the cockpit so it didn't catch and cut you. Little details. If I may say so, I am very happy with the results.

Having finished the car was only the start of the journey. Once it was done, and on the road I wanted to commission it in a safe environment. I had been away from the WSCC for 20 years due to 'life' so I got back into Autocross. Wow was that fun. I was instantly hooked. I was not very fast but seeing top level drivers setting FTDs with my Super 7 was very satisfying and confirming that I'd built a capable car. This brings us back to people. I met a lot of great folks in a great car culture with Autocross.

I even went on a few adventures with fellow Winnipeg Autocrossers to Lincoln Nebraska to compete at the SCCA Nationals which was a great experience. I was totally out of my league as I had did not build the car to a rule set which left me in the E Mod class which is a very fast group. It was however a ton of fun and as always a great group of people.

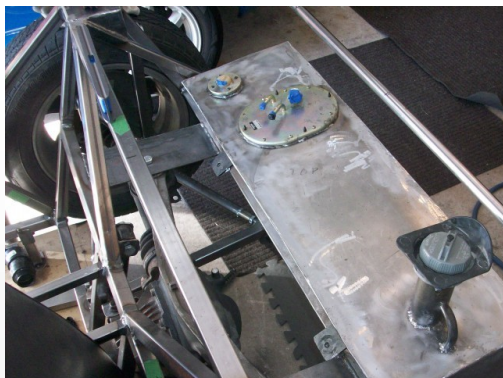
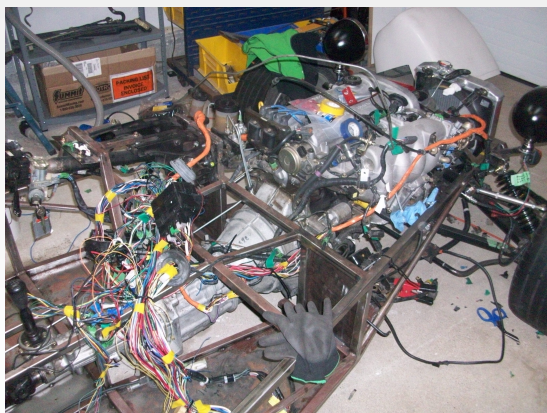
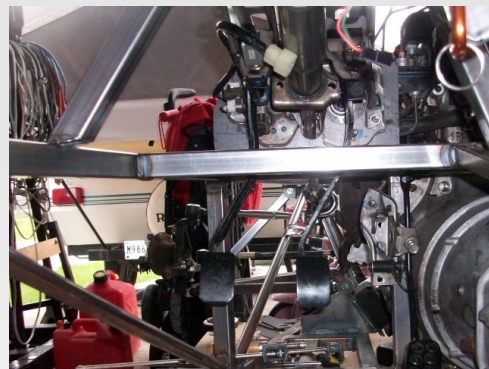
Also, speaking of adventures, there are events in the United States called Midwest Gatherings for Lotus type vehicles and I attended two of these. The first one was eighteen hours away in Cuba Missouri and the second in Galena Illinois. It was great to meet many of the people I had corresponded with through all of the years while building the car. I drove the Super 7 on a lot of great winding roads. All part of what was now the Locost lifestyle.

Lastly, sharing is caring. I have very much enjoyed sharing the car with others. Whether in the driver's seat or passenger seat it is so visceral and an experience to be had.

Your car has had several engine variations over the years; can you describe the power plant evolution along with the challenges/benefits that resulted?

After Autocrossing the car in 2014 I came to the conclusion that the car is fast, I am not so much, so the car needed to get even faster over the winter as I won't. With that in mind I decided to turbocharge it which was another great learning experience.

I initially had in mind a basic Begi kit or the like, I reasoned 150-160 WHP would be a good step up on a 1300lb car. But then I read the 'DIY FaQ - ALL your answers in one big post' on Miataturno.net and the DIY'er (cheap) in me kicked in. That led to wanting a Mega Squirt ECU as I didn't want drivability issues that I've read go along with band-aid systems. More importantly that also means I can go with more boost! And so over the winter, I picked up an MS Labs MS2 enhanced ECU locally, 255lph Walbro fuel pump, Aus 450cc injectors, WRX TD04 turbo from Ontario that I rebuilt, WRX intercooler, 3" STI downpipe chopped up, HKS SSQV4, BOV adaptor, Innovate MTX-L



Wideband, IAT sensor, VPTS, assorted intake hoses, Boost gauge, Moroso oil catch can, Stant thermostat, Moss thermostat neck spacer, Gates racing timing belt, gates water pump, and so that it would all fit...built my own manifold using the stock flange. My Megasquirt ECU tune came via email from a fine gentleman in Greece and I purchased an LSD from the US. This also then meant I needed a new even shorter drive shaft. Once I had the new found power I learned of cheap used slicks I could pick up at the border which then meant I could not drive the car to events and thus needed a trailer. Of course a built not bought self tilting trailer (another project all together).

This kinda brings us to where we are now with the car. I took the car up to GMP for the vintage weekend in 2015 and was treated to some 'parade laps'. I was very entertained by what the car could do on long straights and corners and I actually got to be on the same track as a real Ford GT40 which was very memorable. I took the WSCC race school the following year and have been at it ever since. I have competed in both time attack and road race. The road race meant I needed to add a full roll cage and add a fuel cell which was another new learning experience. This of course meant tearing the car down again. As much as I miss Autocross I really have enjoyed GMP and the people involved there. It's fun competing with a car built in a shed.



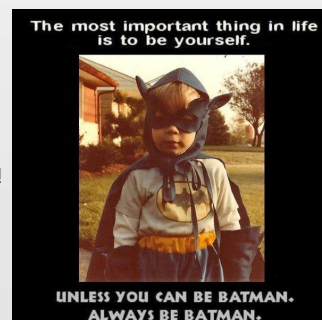
Are there any additional modifications or goals planned for the Super7 or other projects in the works?

I would like to call the Seven done. Goals? Hopefully get through this season at GMP. The reason I'd like to call the Seven done is I do have a project waiting in the garage. I became hooked on the Project Binky series on the Interweb. For those that don't know, it is a British series where a couple blokes built a Mini, stuffing in a Toyota AWD Celica GT4 turbo drive train, suspension etc. and I was thinking having a car with a roof would be nice at Gimli. There was an opportunity for me to purchase a stripped out and caged 1978 Civic that had been in the local scene for some time (thank you Al) along with a highly modified, turbo charged, AX championship winning 1993 Civic (thank you Jeremy). The project? Yeah you guessed it...stuffing the '93 drive train, steering and suspension into the '78. I have it sitting on a chassis table with the inverse pick up points done. I was fortunate to also get a King Motorsports GT5 body kit for it as well. Daughter is now old enough to help properly, and she wants to get on it (she can't get the pedals down to the floor in the Seven). This will be strictly a track car and I have collected everything I need to complete it. No excuses so on to the next adventure.

Finally, what's the story behind the Batman theme?

That goes back to my daughter, Ava. That was not a plan when I went with the color scheme. One day, in April of 2014 (she was three and a half at the time), when the car was about done, Ava came into the garage as she often did to 'help'. She stopped, looked at the car, tilted her head and said, 'Dad, that looks like a Batmobile'. Mic drop, and the car was named. We went to the mall. Found a belt buckle and welded it to the still naked grill. So glad she wasn't a fan of Barbies!

For a detailed build log of Chris's car check out the forum section on "locostusa.com" and search for "chris' miata based book frame build"





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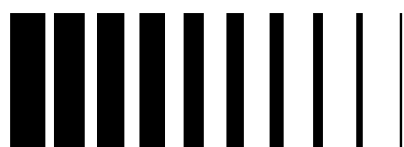


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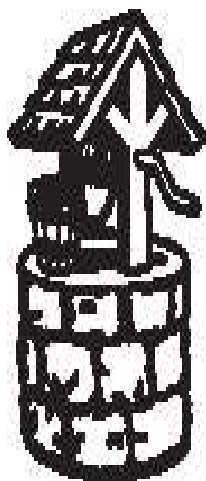
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Experience the most accessible, educational, and dynamic grassroots racing in Winnipeg. Autocross is a timed motorsport competition that rewards intense concentration and finely tuned car control skills. Drivers navigate one at a time through a course defined by traffic cones, usually on airport runways or in large parking lots.



Drift - Asphalt & Ice

The Asphalt and Ice Drift divisions provide a safe environment for those that want the excitement of drifting on a skid pad, race track and purpose built ice track with their daily driver, track toy or winter beater. This is a non-competitive class designed for all makes and models of streetcars and trucks to drift in solo and tandem.



Time Attack

Time Attack is a fastest lap competition on a real racetrack, using everything from street-driven cars to full-blown race cars. The competition is against the clock; with the aim being to record the fastest lap. Time Attack, also known as Superlap originated in Japan in the 80s as a proving ground for street-tuned cars built by tuning companies.



Open Lapping

Get ready to experience a track day with your street car. No timing and no pressure. Just you, the track and lots of other driving enthusiasts to meet. Most cars are eligible. If you are new to WSCC and Gimli Motor Sport Park, the High Performance Driver Education event is highly recommended to attend.



Ice Racing

The "Fire on Ice" Racing group is divided into 2 classes - Street Safe and Studded Class. The newly formed Street Safe Class is an entry level race class that utilizes DOT winter tires, minimal car preparation and a tighter track design while the Studded Class includes caged race cars with spec made studded tires for high speed racing action.



Dirt X

Similar to Autocross DirtX takes place on a 1-2km course on various loose surfaces. This is a timed solo activity where drivers can expect to hit speeds of +/- 80 Kmph. Each event will feature 3-4 runs to record the fastest time. As long as your car is well maintained, complete and wider than tall it should be permitted to participate.



Road Racing

Need the challenge and excitement of door to door action that only legal, sanctioned racing can provide? Build your own race car to meet Western Canada Motorsport Association regulation and race with us. Tune yourself and your car and pass your competition as you head for the checkered flag. There is no better rush!





Planned 2025 Events

September 27 (rain date: Oct 4)

October 18 (rain date: Oct 25)

*****check the club forums for more info*****

www.forums.wsccl.mb.ca