



THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

June / 2026

RACING AT THE 24 HOUR Nürburgring Nordschleife
Local Driver takes on the "Green Hell"



A SUNBEAM TIGER STORY
Reliving a Driving Experience

WSCC FLASHBACK
1975 Players Championship

WOMEN IN MOTORSPORTS
Grit, Speed and Skill

BUILT NOT BOUGHT
Wayne's 1949 F-105

SUMMER Edition



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← Cover Photo by Sorg Rennsport Racing

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 74 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.



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



www.wsc.mb.ca



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Upcoming Meeting Dates:

Due to summer break....

Next Club Meeting:

Sept 17

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 on and take the opportunity for your voice to be heard. There always something to talk about and we encourage feedback from all our club members.

Due to the summer break our club meetings are typically canceled for the months of July & August. That said, if you have something important to discuss or want to know the status of anything please reach out to one of our Directors or Executive Board members.



2026 WSCC Executive and Board of Directors

POSITION NAME

POSITION NAME

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Aficionado Editor Mike Demchenko

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Vice-President Guy Dobson

HPDE Director Matt Corrie

Treasurer Valerie Martin

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Steward John Webb

Track Day Director Al Marcoux

WCMA Representative Bob Willmott

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Ice Race Asst. Director Stephen Leiding

Publicity Director Ron Dallmeier

Time Attack Director Roland Hufgard

Drift Director Devin Savage

Autocross Director Valerie Martin

Quartermaster Jennifer Bell

Rally/DirtX Director Al Marcoux

Webmaster David Klassen

As Alice Cooper famously said... School Is Out For Summer!

The Winnipeg Sports Car Club, has two wonderfully successful school events in the books. First the HPDE and Race School was a great success as we had upwards of nine new licensed competitors at our first event at GMP. Two competitors in open wheel, one in closed Wheel, and six entered in time attack. As well, the Autocross group held their annual Ladies First school with 19 registered competitors resulting in a fabulous success in spite of the dreary weather. Autocross has been near or at capacity at all four events held so far with a second school taking place at end of June.

In other news we are excited to have a new partner at GMP at the drag strip in Sheldon Root and Motion Performance Raceway (MPR). They have been working tirelessly for the past few months to get the drag strip back to its former glory and beyond. Its wonderful to see all the work happening. Wishing MPR all the success this summer in the future.

We have had our first race event at GMP to arousing success. Our own Myles Kraut was just over 0.300 of a second from beating the long standing lap record set in 1976 by Billy Brack at 53.192, (with the legendary Gille Villeneuve at 53.298). Myles laid down a 53.516 second lap in his blisteringly fast Wolf race car. What a show! With cooler temperatures expected for our second event, I fully expect a new lap record at GMP.

Drift too was a wonderful success, with competitors running late into the evening on both the Drift Skid Pad and the Road Course.

Event number two is taking place at the time of this writing. Looking forward to another weekend of intense and fair competition.

Continuous improvements are ongoing on the race course at GMP with the next worker party taking place the following weekend, with more track curbing being installed and further park beautification.

All of this reminds me how wonderful it is to be a part of the great group of people that is the Winnipeg Sports Car Club. So looking forward to the next few events over the summer. With the planning for the vintage weekend in August well underway it will be spectacular as always. I can't wait. See you at the track, my friends, my family.

Chris

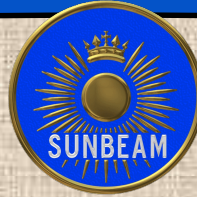
MINUS FORTY RACING





A Sunbeam Tiger Story

By Dyrk Bolger



I have been a member of the WSCC since about 1994. At that time, I joined the Club primarily to get involved with the racing community. I have always owned British sports cars and this story singles out the lure and attraction I have had for that notorious Sunbeam Tiger. The one that was just dripping with “Shelby Cobra” roots!



MOTIVATION

Most of my current interest for automotive projects comes from specific memories of youth experiences and striving to relive those experiences. Purchasing classic cars brings back history by waking up sensory moments of smell (musty, leather, exhaust, oil), touch (smooth, shape), sight (attractive, curves) and hearing (exhaust note, clicking of the fuel pump). Today, I am stimulating an old school adrenaline rush by reliving moments of my Sunbeam Tiger experience!

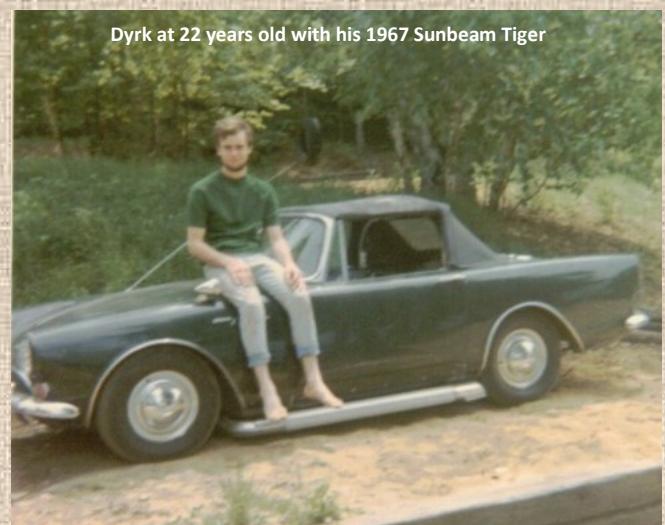
BEGINNINGS

I bought my first 1960 Sunbeam Alpine in 1968. This was my very first car and I did not even have a driver's license back then. There was not even a flicker of Tiger interest as I did not know they even existed. I kicked off my driving experiences as a “wannabe boy racer”. The subsequent spirited youthful driving of my Alpine led to the innocent blow up of three Sunbeam engines. Consequently I found Hillman Minx cars to pillage for replacement engines while discarding the remainder as scrap.

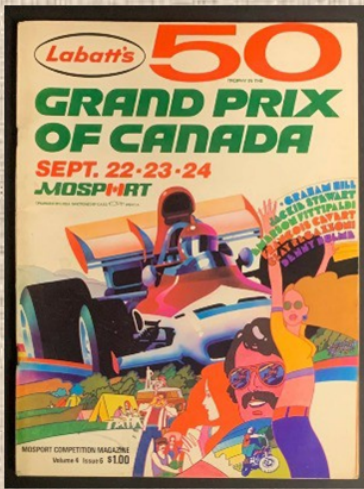
The Sunbeam Alpine was one of the major building blocks adapted by Carroll Shelby for the Tiger. In 1971, I was not looking for a Tiger but because of my experience with Sunbeams, I decided to follow-up on a local ad in Montreal advertising a 1967 Sunbeam Tiger. I figured that it must be better than what I had previously. I did not know the manufacturer only produced a total of 636 of that particular model. I purchased this Tiger for \$2,700.00 which seemed rich for me at that time. Notwithstanding, the temptation was too great to resist as the previous owner alleged fastidious maintenance and care resulting in a car that appeared better than factory new. The oil was changed every 500 miles and he even waxed the underside of the engine bonnet.

FIRST IMPRESSIONS

I was about to take a test drive in this Tiger that I was thinking about possibly purchasing. The owner, sitting in the passenger seat, calmly told me to shift to second gear and “floor it”. Which I obediently did! The Tiger pushed my youthful frame deep into the driver's seat and it felt like the steering wheel was pulling out of my hands. Unbelievable! What a rush! I never experienced that feeling with any other car. I was totally sold and became the proud owner of my first Sunbeam Tiger. This Tiger had great acceleration but had quite limited handling characteristics with its soft suspension, skinny wheels and 13” low grip production tires. A particularly significant drive I had in the Tiger was an overnight outing in 1972 to the Formula-1 race that took place at MOSPORT, near Toronto. This was a great opportunity to show off TIGER “brawn” while pretending to be a real sports car driver! At that time spectators at the Formula-1 race could get up close with drivers and their crew and rub shoulders while walking freely through the paddock. Drivers like Jackie Stewart, Graham Hill, and Jacky Ickx were very accessible. Times were very different back then as accidents



Dyrk at 22 years old with his 1967 Sunbeam Tiger



were more frequent compared to today! During that weekend on a cool slippery misty morning a Formula Ford driver unfortunately flipped and was killed. At the start of the drive back to Montreal, it was a cool evening and I had the heater on. I learned one of my first mechanical lessons... when the heater blows cold air there is usually no water in the radiator. These important lessons accumulate over the years and often turn into practical knowledge.

STOLEN....THEN MORE TIGERS

I did love having my first Tiger. However that came to a quick end after my swelled ego decided to make a statement and installed some “Laker Side Pipes” on the car. That changed the car’s appearance from being a high performance sleeper to a very visible desirable car now open to the criminal community. Consequently, I was forced to make every effort to protect my Tiger from theft. I removed the distributor rotor whenever I left the car parked for any period of time. However, one time I did not remove the rotor. I was parked downtown Montreal in a busy, open view area and for a very short time.

Sadly, the Tiger was stolen from me! I reported the theft and it was recovered by Police but found destroyed by fire! Given I had very much enjoyed my first Tiger, it was for too short a time. I wanted to replace it as quickly as possible. I scoured newspaper ads and found a potential replacement advertised in a local Montreal paper. I initially went to check out the Tiger and after consideration called the owner back with an offer. Amazingly, the owner informed me that it was just stolen and was no longer available! Dejected, I decided to cruise around the city randomly hoping to find this now lost Tiger. This was like trying to find a needle in a haystack. To my surprise I actually stumbled across this same stolen Tiger. It was abandoned on a side residential street. Inside the car, there was a pile of various ignition keys left on the floor, illustrating the common practice used by criminals for stealing British sports cars.



Dyrk's second Tiger—1973

THE TIGER COUNTDOWN

I have owned five Sunbeam Tigers over the years with three of them being the extremely rare 1967 model Mark II. Sunbeam Tigers were originally manufactured by Rootes Group. Then Chrysler purchased Rootes Group and subsequently canceled production of the Mark II Tiger because they did not want to sell a Chrysler product with a Ford engine. Consequently that resulted in a very short production run of the Mark II Tiger.

I traded my second Tiger for a Ginetta G4 racecar with a Ford 105E engine. This was a big mistake. The car was complete but disassembled with no place and no means to work on it. I tried to redeem myself by purchasing a third Tiger in Montreal. This turned out to be another disaster as it was the worst Tiger I have ever owned. I had to get rid of that one.

Those were my early Tiger years. Twenty-five years later I caught the Tiger bug again. I purchased my fourth Sunbeam Tiger from fellow WSCC racer Dario Palleva, which to my surprise turned out to be another extremely rare Tiger Mark II. This Italian flavored “red” Tiger was equipped with a Ford 302 and ran smooth with excellent performance. Unfortunately, I was discouraged by the rust and compro-

mised body understructure. I took it to a few events including the Vintage Race Weekend at Gimli as a parade car. It was sold shortly afterward.

THE FINAL PLUNGE

In October 2021, I began feeling a delayed withdrawal anxiety about Sunbeam Tigers. That only took a little over a decade of being without a Tiger. I developed the urge to seek out and purchase another Sunbeam Tiger. Specifically looking for a rust free rare late model Mark II! These were terribly expensive. However I managed to find a project car that was rust free but modified for autocross. I located it on



Vancouver Island and because of its “project” state I managed to buy it at only half of a ridiculously expensive price!

There was a tremendous amount of research involved in trying to bring this Sunbeam Tiger back to original condition.

The Mark II had very limited production and is significantly different than the older Tiger models making research that much harder. The objective was to remove any modifications previously implemented for auto slalom purposes and restore the car back to original where possible. Many brackets that were cut off for streamlining had to be identified, located or parts remanufactured

from borrowed samples. There are matching numbers for the engine and body, but I could not locate the extremely rare original Mark II top loader gearbox. Consequently, a TREMEC 5-speed conversion was installed. This Tiger’s 289 engine was slightly improved over stock with balancing, an improved camshaft and custom ported original cylinder heads. The expected output is an estimated 300 HP. The exhaust system is original and consequently choked a bit for size. Given the original poor handling characteristics of the Tiger, and a need for a safer car, the wheels and tires have been upgraded to fifteen inch.



THE SHOWCASE

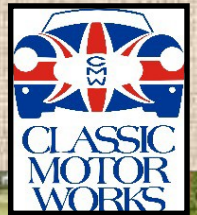
As with any project it is usually never what you expect. In this case I had been toying with the idea that I could give it a quick inexpensive re-spray, hook up a few electrical connections, install a carburetor on the existing engine, start it up and go driving? No, the opposite happened. It ended up as a total strip down of parts from the car, including down to bare metal on the body. Everything was refreshed or exchanged for new or best used replacement. A pile of research was

done to figure out how to bring it back to original. Hundreds of telephone calls, emails, texts to find out more about undocumented restoration ideas. It was an unexpected, time consuming and very expensive endeavor, that would likely not be attempted if I knew then what I know now. Notwithstanding, I am still very pleased with the result. It is now June 2026. So almost 5 years later and at least a thousand hours of my time, not including any contract work, my 1967 Sunbeam Tiger is ready to be released from its cage to the Manitoba roads.

Many thanks to all the businesses, individuals, friends and the Tiger community who helped make this project a success. Doug Newton; Ari Hanson; Hugh Hanson; Jason Stevenson; Dimas Lourenco; Ralf Hallmann; Mark Smith; Peter Foreman and many others.

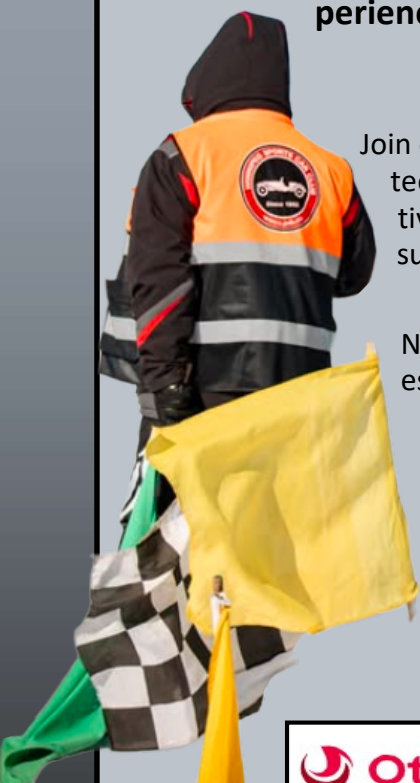


I am ready to start reliving my Sunbeam Tiger driving experience from 55 years ago!





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.



WSSC TRAINING PROGRAM & DEVELOPMENT With new racers, and new volunteers joining the club every year, the WSSC 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 WSSC has access to the latest training technology with OttoLearn gamified micro-learning.

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.



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SUMMER IS "CAR SHOW SEASON"...

WSCC member Ray Ronquillo is often seen racing his Acura with the Time Attack group at Gimli Motorsport Park, however aside from his racing passion he also is a key figure in helping organize a charity car show called Honda Wars. This year brought out a huge amount of cars and raised money for the Winnipeg Pet Rescue. Several club members came out to support the event and promote the WSCC including Chris Gauthier, Al Marcoux, Mike Demchenko, Dan & Pat Barry and Wayne Kehler (with Chris taking home the "Wild Card" award).



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WOMEN IN MOTORSPORTS

Celebrating Winnipeg Sports Car Club Drivers



Grit, Speed, and Skill: Meet the Women Powering WSCC Racing

Motorsports in Manitoba are thriving, and women are at the heart of that momentum. Across every WSCC discipline—from autocross and ice racing to time attack and road racing—women are showing up, suiting up, and reshaping the track. Meet some of the women racers who bring grit, skill, and passion to every corner and straightway—the incredible people driving Manitoba's Motorsports forward:

Story by: Stephanie Fung

Danielle (Danni) Lysak

Years Racing: 1

Ice Racing – Street Safe Class



Mia Schellekens

Years Racing: 15

Road Racing – Formula Class

Nicole Schellekens

Years Racing: 12

Road Racing – Formula Class



Rylee Swiderek

Years Racing: 3

Autocross

Q: What first pulled you into the world of Motorsport?

Danni: It really started with my younger brother, Ryan Lysak. Over the five years he's been racing, I made a point to come out and watch him race whenever I could. It was always exciting—I became one of his biggest fans, just seeing what he was doing and feeling the energy of the community around it. Last season, he mentioned he was looking to expand his racing team and needed more drivers. I jokingly raised my hand... but before I could really back out of it, he had me set up with a helmet and lined up as a passenger with Tim Gordienko in the Street Safe class. I went into that experience expecting to be nervous—honestly, I thought I'd be trying not to scream so I wouldn't distract the driver. But it ended up being completely the opposite. It was exhilarating. Seeing the level of skill and confidence up close, especially racing door-to-door on a slick ice track, really shifted something for me.



Rylee: I saw a post on Instagram about a ladies only Autocross event! The post made it seem super easy to start and I fell in love!

Q: Who has supported or inspired you in your racing journey?

Mia: My dad, I grew up watching him race and always wanted to race with him one day.

Nicole: My family and the club have both supported and inspired me with racing and volunteering for the club.

Q: What moment on course—victory, mistake or surprise—shaped you as a driver?

Rylee: I don't know if I have a specific moment, but I think every run I've done has shaped me. I believe I feel the most "drive" after a run has gone bad. The frustration can ruin a day, but it also motivates me to work so much harder. When a run goes well and I set that pb for the day, that's what keeps me going.



Nicole: The moment that shaped me as a driver was finally seeing my hard work pay off and competing with the people who were faster than me in my class.

Q: What are your Motorsport goals and ambitions?

Mia: To continue having fun and pushing myself to be faster. Also introduce more people into the sport!

Q: What has been your experience with Winnipeg Sports Car Club (WSCC)?

Danni: My experience with the Winnipeg Sports Car Club has been nothing but amazing. From the coordinators to the volunteers to the club members, it's an incredibly supportive and welcoming organization. One of the things that stands out most is how much they value their volunteers and how committed they are to keeping the sport safe, accessible, and growing. Safety is clearly a top priority—for both drivers and volunteers—and that level of care really shows. At the same time, there's a genuine passion across the entire community. You can tell that people truly love being there. It's also a very appreciative environment. Whether you're racing or volunteering, that effort is recognized, and that makes a big difference.



Q: What do people misunderstand most about Motorsport, especially when it comes to women competing?

Nicole: I think most people misunderstand how easy it is to get involved in racing and how welcoming the WSCC is to all new members, regardless of what car you drive or what gender you are

Rylee: I would like woman to realize that there are other woman who compete in events and we would love more of you to join! It sucks that liking cars is stereotypically a 'man's' hobby, but I want woman to know that it's okay to want to drive cars and have fun while doing it!!

Q: What advice would you give to women who are curious about trying Motorsports but aren't sure where to start?

Q: What advice would you give to women who are curious about trying Motorsports but aren't sure where to start?

Mia: Go for it! I would first recommend autocross since all you need is a car and a helmet, making it the most affordable motorsport to start out in. Plus, autocross annually hosts a ladies first event to help get more women into motorsports!

Danni: If you're curious—start small. There are so many ways to get involved before ever committing to racing. Come out as a spectator, sign a waiver, walk through the pits, and talk to drivers. Volunteering is another great option—it gives you a behind-the-scenes look and helps you get comfortable in the environment. From there, you can ride as a passenger in a car to experience it firsthand. That was a huge step for me, and it really changed my perspective. Most importantly, don't feel like you need to have everything figured out before you start. You can learn as you go—and there's a whole community willing to support you along the way.



SEASON KICKOFF

CONES DOWN, NUMBERS UP.



Autocross kicks off 2026 with big turnout, a new timing trailer, and more space to race.

Autocross is off to a great start. We've already run four events, with multiple days hitting the 50-driver mark. A real highlight was the Ladies First School, a event created to empower women and other underrepresented people in motorsport to explore their interest in racing. It offers a welcoming space to build skills and confidence — both behind the wheel and at the track — and this year's was arguably our most successful and rewarding yet.

The weather did its best to test us — brisk, to say the least — but the day more than made up for it. We rolled out a new three-phase format, with the course layout evolving through the day so drivers could build on each session in new way.



Add great food from Press'd and a spread of homemade baking, and you had all the ingredients for something special. More than the driving, it was the camaraderie and community connections that stood out once again.

There's plenty on the horizon, too. A new timing trailer is on its way, and — even bigger — we're regaining the balance of our space at St. Andrews Airport! That means more freedom for creative course layouts and getting cars on track faster.

With 10 events and the Performance Driving School still to come, there's plenty more ahead:

Jun 28	Autocross 5	August 23	Autocross 10
July 5	Performance Driving School	September 7	Autocross 11
July 11	Autocross 6	September 20	Autocross 12
July 26	Autocross 7	October 3	Autocross 13
August 1	Autocross 8	October 4	Autocross 14
August 9	Autocross 9		

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ROAD RACE REPORT



With summer now in full swing at Gimli Motorsport Park the WSCC Road Racing held its first race weekend in 2026 on May 30 & 31 and is currently holding its second weekend event as this issue of the Aficionado went to print. With great weather for the first event of the season 17 cars took to the track for some great road racing action. Recent improvements at Gimli Motorsports Park included the exit kerbing at Turn 5 that was completed late last year and a new Timing/Scoring Building was constructed. As well, behind the scenes lots of improvements were done in the sea-can for storing and managing all the event supplies and equipment. The track was looking great and everyone was excited to hold another season at GMP.

Open Wheel Group

With 10 registered entries the group of Formula race cars did not disappoint as a couple new entries also came out to join the group of Formula Fords to put on a display of speed. Grant Kubey with his Radical SR3 and Myles Kraut with his Wolf Mistral led the pack throughout the weekend with Myles coming within a third of a second from the historic lap record for GMP. We anticipate only faster lap times by Myles at future events as he learns to adjust the Wolf to the Gimli track. It was also the inaugural race for 2 new drivers who just obtained their WCMA Race Licenses—Garrett Gulenchyn, a previous kart racer who recently purchased Helmut Friedrich's 1969 Caldwell D9 and Garth Hiebert who drove Burkett Motorsport's #03 1969 Chino. Other notable sights in the pits was the new race livery of the #02 Burkett Motorsports Formula car driven by Greg Eastwood. At the end of the event it was the #32 Formula Ford driven by Murray Burkett leading the season points total for the CF Class and Greg Eastwood for the VF Class.



Closed Wheel Group

With 7 sedans taking the green flag the key battle on track was within the IT2 group with 4 cars in that class. On Saturday #2 Al Marcoux took 2 class wins and #88 Mike Demchenko took one class win however the day ended early for Mike with a clutch/transmission issue. In typical WSCC fashion, Al borrowed Mike a spare transmission and helped him change it out at the track on Saturday night. On Sunday Al took the IT2 class win in the first race however at the start of the second race he got caught up in some contact in turn 1 and sustained suspension damage that put an end to his weekend on track. John Van Dorp in car #95 went on to take the IT2 class win in the 2nd race in his Mazda Miata while Mike Demchenko in car #88 took the final class win in the third race on Sunday. At the end of the event it was #88 Mike Demchenko leading the season points total by a slim margin.



Autocross / Autoslalom

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!



GIMLI MOTORSPORTS PARK

2020 TRACK SCHEDULE



May 8	Track Day
May 9-10	WSCC Licensing School
May 29-31	Race Weekend
June 26-28	Race Weekend
July 24-26	Race Weekend
Aug 14-16	Vintage Race Weekend
Sept 11-13	Race Weekend
Oct 3-4	Track Days

HPDE & Track Day every Friday on Race Weekend

wsc.mb.ca



2026 **ADAC RAVENOL** **24H NÜRBURGRING** THE ULTIMATE TEST. THE ULTIMATE RACE.



Racing the “Green Hell”

Damon Surzyshyn started his racing career with WSCC back in 2010 as just another amateur racing enthusiast with a passion for motorsports. His journey started with autocross and then moved to road racing in Formula Vee and later in sedan classes at Gimli Motorsports Park while also racing in the winter off season in the WSCC Fire on Ice Race Series (winning the annual points championship 5 times in the last 9 years).

In 2014 he raced in his first pro race in the USA in the Pirelli World Challenge Series racing in the Touring Car B-Spec class. Since then he has been steadily moving up the ranks driving with various teams in different racing series throughout both Europe and the USA recently competing in the ADAC GT4 Germany series, a feeder to the DTM. When not racing cars, Damon runs a full-service production company Nomad Digital specializing in commercial, corporate, documentary and television production services. His popular and suc-

cessful Going Pro television series documents all the ups and downs with his journey trying to break into the world of professional motorsports.

Recently in 2026 Damon joined the Sorg Rennsport Race Team and drove a Porsche 718 Cayman GT4 car in the legendary 24hour race at Nurburging in front of over 380,000 spectators and alongside 161 other cars that included world class drivers like Max Verstappen. He raced in the Cup3 Pro class competing with 17 other cars within their class, qualifying with a laptime of 9:20.323 and finished in 6th place within their class and 54th overall in the 24 hour race.

WSCC Aficionado Editor Mike Demchenko sat down with Damon to discuss and find out what it was like to race in one of motorsports most dangerous and legendary motor race...

How did you manage to secure a seat on the Sorg RennSport race team for this event?

The seat with Sorg actually came about in 2025. I was supposed to race with a different team in the 2025 Nürburgring 24, and then about 10 days before the race one of the drivers had a cycling accident and broke his shoulder or collarbone. He was out for the race, and the team ended up cancelling that car entry altogether.

So suddenly it was seven or eight days before the race and I had no team. At that point, I really wasn't expecting to get to race. I started reaching out to people I knew, and somebody mentioned that I should talk to Sorg. They're a Nürburgring-based team, they generally run a lot of cars, and as it turned out they were short one driver for their Porsche Cayman Cup 3 car in the 2025 Nürburgring 24.

It was super last minute, but we managed to put it together, and that's how I got the opportunity to do my first Nürburgring 24. I think part of it, too, was that I already had my Permit A. There aren't a ton of drivers who can jump into a Nürburgring 24 entry on short notice, have the required permit, and be available a week before the race. So that definitely helped.

Over the past few years you've raced in several GT4 races on some of the greatest tracks in motorsports however the 24 hour race at Nurburgring is different. How did you prepare for this race event?

I've raced at a lot of tracks in North America and Europe. Some of my favorites are COTA in Austin, Sebring in Florida, and the Sachsenring in Germany. The Nürburgring Nordschleife is obviously an amazing track as well.

Most of the racing I've done has been in series like GT4 America or ADAC GT4 Germany, and those formats tend to be sprint races. Typically, it's two drivers sharing the car and competing in two one-hour races over a weekend. There's a lot of seat time, but it's spread out. You might get a couple of 90-minute practice sessions on Thursday, another few hours on Friday, then a 15-minute qualifying session and a one-hour race on Saturday, followed by the same thing on Sunday. The Nürburgring 24 is completely different. You'll have a three-hour practice session on Thursday, maybe a couple more sessions on Friday, and then a warm-up on Saturday morning. All of those sessions are technically qualifying sessions, so every lap is timed and used to determine the starting order for the race.

Then the race itself starts at around three o'clock on Saturday afternoon and runs straight through until three o'clock on Sunday. That's the

big difference.

Preparing for the Nürburgring is similar to how I prepare for any other track. I use iRacing to learn the circuit and get as comfortable as possible. In the GT4 cars, you might have to tweak the setup a



little, but they're generally in the ballpark of the real cars. Your braking points are similar, the turn-in is similar, and it gives you a very good foundation.

The biggest challenge with the Nürburgring, especially at first, is simply learning the track. You need to know it well enough not just to lap it, but to handle traffic while your attention is split between multiple things. Then you add rain, darkness, or changing conditions, and you really need that knowledge to be second nature.

It's very easy to get distracted and lose your rhythm. You find yourself asking, "Is this the blind crest that leads into the fast left-hander, or is this the one where you need just a little bit of brake?" A lot of the corners look similar, and many of them are blind. If you get out of sync or lose your place mentally, you only have a split second to recalibrate before the next corner arrives, because you're constantly turning on that track.

With 3 other co-drivers on your team how much seat time did you get and how often did you switch off?

In both the 2025 and 2026 Nürburgring 24s, there were four drivers in the car, including me. Figuring out who's driving when is actually pretty fluid. Before the race, we'll usually have a spreadsheet laying out who's getting in the car when and trying to maximize how much sleep everyone can get during the night.

Generally, you'll do a double stint at night, which is about three

hours. The idea is that a few drivers do longer stretches so the others can get a decent block of sleep. In theory, you might have a six-hour window to rest, but in reality you need to be at the track and ready to go about 90 minutes before your scheduled stint. If something happens—a change in strategy, an issue with a driver, a mechanical problem—they might need you in the car





much sooner than expected.

So that six-hour window usually turns into more like three-and-a-half or four hours of actual sleep, depending on how far your hotel is from the garage or whether you're willing to sleep in a hammock in the trailer, which is definitely an option.

The 2025 race was especially unusual because there was a massive power outage and the entire local power grid went down. There was no live timing, the fuel pumps didn't work, and eventually the race had to be red-flagged. I got in the car sometime around the early evening, but with the outage everything was delayed by about two-and-a-half to three hours.

Once the race restarted, we changed our plan. A different driver took the restart, and then later we had a transmission issue. I ended up getting in the car at around one o'clock in the morning for my first stint. Instead of doing double stints, we switched to singles because of everything that had happened earlier in the race.

In 2026, my first stint was around eight or nine o'clock at night. We didn't have any major mechanical problems, but one of the drivers was feeling under the weather. Normally, with four drivers, you'd expect everyone to do roughly four stints, but I ended up doing five, which worked out to just under eight hours of seat time.

My first stint ran from around eight o'clock until a little after eleven, and that's actually one of the trickiest times to be in the car. The hardest conditions are often during sunset and sunrise. It's almost easier when it's fully dark because your eyes and your brain can adapt to one set of conditions. When the light is changing every lap, though, the shadows are changing, visibility is changing, and the track temperature is dropping. There's so much happening that it's mentally very demanding, and it's easy to make mistakes. Later in the race I did a double stint overnight and then three more stints in the morning. In total, I drove about eight hours within roughly a 15-hour period. By the end of that, I was completely exhausted. It definitely takes a toll.

The other thing is that when I'm there, I'm also filming for the show *Going Pro GT Euro*. So when I'm not driving, I'm interviewing other drivers, doing interviews myself, and helping create content around the event. There's always something going on. By the time the race is over, you're pretty wiped out, that's for sure.



How did you find racing during the night in the rain and what was the biggest challenge that is unique to an endurance race at the Nürburgring?

The first time I drove at night at the Nürburgring, honestly, it was terrifying. You can't see anything, the lights are blinding, and there's very little visual information. It's extremely difficult.

I remember at the end of the first lap thinking, "Okay, I'm going back to the pits and I'm done. This is no fun at all." But you stay out there, and by the second lap it starts to feel a bit easier. By the time I got to my fourth lap, it was fine.

That was during qualifying for the 2025 race, and it was the first time I'd ever driven there at night for real. I'd done it in the sim, but it's just not the same. I kept thinking, "Are my headlights even on?" I'd check and they were on—it's just that this is what you get.

A big part of it is that the corners are so fast and there aren't many surfaces for the light to reflect off. You're basically just lighting up a dark strip of asphalt, and it doesn't help that much. The cars do have extra lights, but even then it's not very bright. Once you adjust, it's not so bad, but the first time is a shock.

In 2026, my first race stint was at night in the rain. It wasn't fully wet, more just damp, but I'd never actually driven in the wet at the Nürburgring before, which is kind of unheard of. It always rains there, but I'd done four NLS races and a previous 24-hour race and still hadn't had a single wet lap. So my first real wet experience there was at night in my second 24-hour race.

We went out on wet tires, but it was in that awkward in-between zone—too wet for slicks, but not really wet enough for full wets. In



GT4, you don't have intermediates. Some GT3 teams will have multiple wet compounds, dry compounds, and even drying-track options, but in GT4 you basically just have wets and slicks.

The wets worked okay for the first few laps, but then they started overheating and going away, and it just felt like you were driving on these big, squirmy, worn-out tires. That was probably one of the biggest challenges.

I also had a small moment in my first stint in some traffic. It was a weird situation in a really fast section, and I misjudged my braking heading into Adenauer Forst and just tapped the barrier enough to bend a steering arm. I was able to limp it back to the pits, and after that it was fine.

At night, another big challenge is traffic. You just see headlights behind you. GT3 cars have the yellow film on their lights so you can identify them coming up, but in GT4 everything starts to look the same. A Cayman Cup car, a slightly faster Cayman, a slower Cayman—they all look identical in your mirrors, and they're all flashing their lights.

So figuring out what's behind you—whether it's a faster car, someone in your class, or just someone trying to unsettle you—is really difficult. Learning to read that properly takes time.

With all the different classes of cars and the incredible performance and closing speed differences between some of the classes how did you find sharing the track with that many cars?

The multi-class element of the Nürburgring 24 is probably one of the



biggest challenges. I actually have quite a bit of multi-class experience from racing in TC America in 2019 and 2020. There were three classes of cars—TCR, TC, and TCA—and you get used to dealing with traffic all the time. I was in TCA, so I was mostly dealing with faster traffic. It trains you to constantly process who you're racing, who's ahead of you, and who's coming up behind you, and how quickly they're approaching. That experience was really valuable at the Nürburgring 24. The class spread there is extreme. The GT3 cars can be up to 50 km/h faster through the corners, but sometimes a bit slower on the straights. Then you've got SP8T cars, which are essentially unrestricted GT4s—they're much faster on the straights but only slightly quicker in the corners. On top of that, there are multiple Cayman-based classes, so the performance differences are all over the place. The biggest challenge is definitely at night. You can't really tell what's behind you. You can pick out the GT3 cars because of the yellow film on the headlights, but everything else just looks like headlights flashing in the dark. You don't know if they're a little bit faster, a lot faster, or basically the same speed as you. It can be really hard to judge in the moment, and that's what makes it so challenging.

What's next for your racing career goals and what other plans do you have for this year's racing season?

The N24 this year was a massive checkbox on my career goals as a racing driver. Getting to be part of such a high-profile event—with Max Verstappen, Timo Glock, and top GT drivers like Maro Engel, and really just every top driver you can name—it was an unbelievable experience. It was also the biggest Nürburgring 24 ever held. It had never fully sold out before. There were around 380,000 official spectators and 161 cars on the grid. The grid limit is normally 150, but they allowed additional entries because there was so much interest in being part of the event. I still have a hard time wrapping my head around what that experience was. It was just so extreme and so far outside my normal racing environ-

ment that it's difficult to fully put into context. I think it's going to take a while to really process it.

Looking ahead, I'm hoping to do some more racing this year—maybe GT4 Germany again, or possibly some Creventic events. We'll see how it all comes together. Generally, there isn't a lot of racing in Europe in June and July, especially July, so most of the calendars start picking up again in August. So I'll see what comes up from there.

What are the key digital production projects you are currently involved in and what we can expect to see in the next episode of the Going Pro GT Euro?

The 2025 season of *Going Pro GT Euro* is 11 episodes long and is still airing. It will also be coming to Rev TV Canada in the next month or two. The series really showcases what it takes to get into the Nürburgring 24 and what it's like to participate in it—from my perspective, my teammates, and pro drivers like Arjun Maini, who races in DTM, and Finn Wiebelhaus, who was on my car in 2025. He went on to win GT Masters that same year and is now racing in DTM and having a great season. You get to see the full spectrum, from top-level professionals down to drivers like me doing the race for the first time, and what it takes to make it all happen. It's been a really exciting season, and it'll be airing on Rev TV shortly. In the meantime, it's available to stream on Motorvision.tv, which you can access on Roku, Apple TV, Google TV, and other platforms. The app is free and features a wide range of motorsport programming, including *Going Pro GT Euro*.

We're currently editing the material we shot at the 2026 Nürburgring 24. That season was especially exciting for us—we got to interview Max Verstappen's team, as well as drivers like Adam Christodoulou, who won the 50th anniversary AMG 24-hour race back in 2016, along with many others.

It's a very in-depth look at the 2026 Nürburgring 24 and how intense and extreme the whole event really is.

NOT YOUR NORMAL RACE TRACK

Steeped in danger, history and adrenaline, the Nürburgring Nordschleife is not your normal race track. First raced in 1927, the forest lined circuit winds through the German countryside and encompasses 3 municipalities. The village of Nürburg, with its medieval castle that gives the circuit its name, is located inside the original layout. During races, local residents are effectively "surrounded" by the cars. The Nordschleife (northern loop) itself is 20.832 km of rollercoaster and when combined with the 5.148 km Grand Prix Circuit the full track is 25km long with elevation changes of up to 300 metres. There are more than 70 corners including blind crests, long forest-lined straights and rapidly changing weather throughout the circuit. It is not uncommon to have rain and fog in one section of the track and dry sunny weather in another area of the circuit. Modern racetracks are designed with safety in mind, featuring wide run-off areas and forgiving gravel traps. The Nordschleife is different. Its layout has barely changed since the 1920s, and the guardrails sit just a few meters from the racing line. At high speeds, even a small mistake can have serious consequences, a reality that commands respect from both drivers and engineers. Tackling the Nordschleife is like stepping into controlled chaos. Corners such as Arénberg, Fuchsröhre, and Pflanzgarten come at you fast, each demanding precision, split-second timing, and nerves of steel. Many turns offer no clear view ahead; you must trust your memory and instincts to carry you through. And when the Eifel weather adds fog or slick patches in the forested sections, even Nordschleife pros are sometimes forced to slow down and respect the track's unpredictable nature. There's nothing else quite like it.

THE GREEN HELL—After winning the rain-soaked and fog-covered 1968 German Grand Prix, the three-time Formula 1 Champion Jackie Stewart famously described the track as a "Green Hell", a phrase born from raw fear, admiration, and survival. The name stuck.

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BUILT NOT BOUGHT



WSCC Member Car Project Spotlight

Wayne Chin's 1949 Ford F-105



The theme of this reoccurring Aficionado article is to promote and celebrate Winnipeg Sports Car Club members who bravely take on elaborate vehicle projects with a focus on unique DIY design, construction and engineering with the old fashioned car culture spirit of "built not bought". Wayne's unique "farm truck" definitely is a one of a kind project that involved a lot of unorthodox engineering and DIY skills and is guaranteed to turn heads and raise eyebrows where ever it goes. Well done Wayne!

Tell us a bit about this wild fabrication project:

The truck is insured as a 1949 Ford F-105. The body is a 1949 F-105 and everything else is from a 2005 Ford F-350 Super Duty with a 6.0L diesel engine.

I started the project in 2015 when I purchased a 2005 F-350 Super Duty with a bent frame from an MPI auction which had to be picked up in Hamiota, Manitoba. A few months later I attended a farm retirement auction in East Selkirk and bought a 1949 Ford F-105 cab-and-chassis truck. With not-so-careful planning, I decided to widen and lengthen the body. Widening the cab created enough room for my wife, my son, and me, while also accommodating the monstrous 6.0L Ford diesel engine that was originally in the F-350. Over the months and years, the body was cut in half and widened by approximately 9 inches





while 11 inches was added to the hood and front fenders. I found a straight F-350 crew cab frame, removed roughly three feet from the middle, and reconfigured the body mounts, cross braces, and rear suspension mounts. The transmission and front end were converted from four-wheel drive to two-wheel drive. I also built the bed and reused the floor from the donor truck. Some extra features the truck has include cruise control, remote start, air conditioning, radio and suspension air bags with wireless controls for trailer towing.

During COVID, the truck sat on hold for about a year and a half and was finally road-ready in late spring of 2023. Since then, we've driven it to the Back to the Fifties car show in Minneapolis in 2023, 2024, and 2025. It has been remarkably reliable. The only issue occurred last year outside Fargo, when the plies separated on one tire.

I call it a farm truck and tried to keep the farm-truck look as much as possible—as if a farmer were still using it today. The last I heard, this truck originally served on two different farms.

What is it about this specific vehicle that interested you in taking this project on?

My wife and I had been attending the Back to the Fifties car show in Minneapolis for several years. Naturally, we decided we wanted a vehicle of our own to drive and be part of the show. Around that time, I was becoming more interested in diesel trucks. Then Vegas Rat Rods came on TV, and Steve Darnell showed me that you can build a vehicle that doesn't follow any rules. It doesn't have to come from a catalog. It doesn't need perfect paint, and dents are okay. It can be whatever you want it to be.

I also wanted something that could tow.

What have you found to be the biggest challenges with this project?

The biggest challenges were:

- * Fitting 10 pounds of stuff into a 1-pound bag
- * Wanting to change things long after they were finished
- * Having to change things long after they were finished
- * Finding and making time
- * Wanting to slap people when they say, "I would put a Cummins in there," or "Is that a Cummins in there?" Just kidding. Maybe.

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

What I learned from this project is that all those years working as a welder/fabricator—working weekends and holidays for 25 years—gave me skills that could be applied outside of work. And for everything I didn't know, I had to learn it in order to get the job done. My proudest achievement is simply that it got done. After years of building, it was finally finished. As the article title says... "Built, Not Bought." It's mine, and there isn't another one like it.



Are there any additional plans or future goals planned for this truck?

I'd like to go through all the wiring and remove anything that's no longer being used. And then there are the head gaskets. The 6.0L Power Stroke is notorious for blowing head gaskets from the factory, so that's likely in the truck's future as well.

Tell us a bit about your automotive and motorsports background.

I joined the WSCC around 2009. Back then, I was heavily involved in autoslalom. In 2011, my wife signed me up for race school as a birthday gift. Ever since then, I've been participating in Time Attack events. I've been tinkering with cars since I was 16 years old. I got more serious after college with my Mustang, and then Time Attack became a major focus. I've always

been working on something. My key vehicle is a 1995 Mustang GT, which I currently use for Time Attack.



Any advice for anyone thinking of taking on a project like this?

My advice is simple - don't over think it. You can stand there staring at it, thinking about this way and that way until the cows come home. Just put that damn grinder in your hand and start cutting. That's what I kept telling myself.



Any special thanks or shout-outs you would like to add?

I'd especially like to thank my beautiful wife Karla for her patience and my friend Bob for his advice and some of the farm trinkets that helped complete the look.





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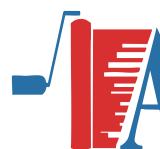


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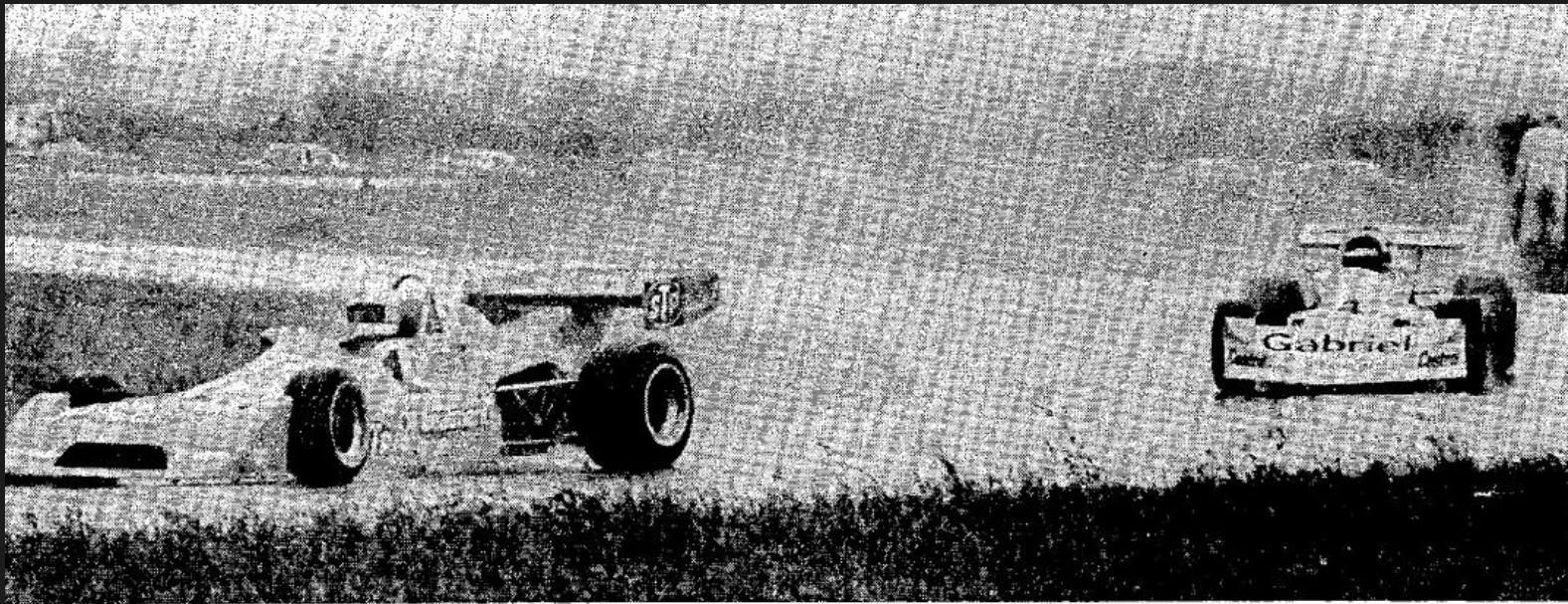
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FLASHBACK



JUNE 22, 1975 PLAYERS CHAMPIONSHIP



Bill Brack has his STP Special in front of Craig Hill's Gabriel March (4) and all other cars early in Sunday's downpour.

Villeneuve's Right At Home In Manitoba

BY WAYNE PARKS
Free Press Writer

GIMLI - First it was snowmobiling victories at Beausejour...now Formula Atlantic supremacy at Gimli Motorsports Park.

Gilles Villeneuve has developed a growing fondness with the province of Manitoba.

"I do alright in this province, eh?" joked the winner of Sunday's Formula Atlantic feature, the third leg of the 1975 Player's Challenge Series.

Many of the drivers experienced visual difficulties throughout the race, but Villeneuve, who admitted that he was "lost" on several occa-

sions, enjoyed a slight advantage.

"I learned while driving snowmo-

biles that a layer of racing tape on the bridge of the nose works wonders," he said. "It forces your breath down and doesn't fog your visor. I think it helped me."

A dominant force in snowmobiling for several years, Villeneuve prefers racing cars because it offers far more of a challenge.

"I have won almost everything on the snowmobile and there's not much left for me here. And the sport is leveling off now.

"But here, in car racing, I'm just a beginner. The challenge is great and you always run at "the Gimli."

Player's filter
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Player's Manitoba
CANADIAN CHAMPIONSHIP CAR RACING



Gimli Motorsport Park
Gimli, Manitoba
June 21-22
Organized by The Winnipeg Sports Car Club
Sanctioned by C.A.S.C.

Player's CHALLENGE SERIES

(Continued on page 28)

There's more opposition and no room at all to make the slightest mistake."

Hi did experience a few shaky moments on the road to victory in a driving downpour. Following Chip Mead into corner No. 1, Villeneuve's Skiroule Special angled with Mead's car, sending Mead into the guardrail. Mead walked away from the accident, but his car was finished for the day.

Villeneuve also spun a couple of times during the race and was pushed to the grass but managed to return to the pavement of the 1.33-mile circuit almost immediately.

"At times I found myself driving directly at some other cars which I didn't even know were there until I was upon them," Villeneuve said.

"But I relaxed as the race went on and took it easier in the corners after the early part of the race. I found I was pushing too hard and I didn't lose position by slacking off a bit."

"I thought I worked harder and felt more pressure Saturday during the qualifying run."

In the qualifying run, he finished 19th, with a lap time of 56.038 seconds, just 1.202 seconds behind Bill Brack, who started No. 1 on Sunday's grid.

The victorious Villeneuve is working on his own machines this year, under his own racing banner. Together with mechanic Francois Larose of Montreal, he finds he has more confidence under his own leadership.

"I think my future can be in this sport. As long as I can keep improving I intend to run. It's a more demanding sport than snowmobiling ... but the more you win the more you like it."

Racing, however, is in Villeneuve's blood. Look for him on the snowmobile circuit next winter... he'll be riding high in a Skiroule.

"Good motor racing is fast, close and tough to win. The Player's Challenge Series is all of that."



Scotland's Jackie Stewart has won the World Driving Championship three times ('69, '71, '73). Because of his interest in the advancement of motorsport around the world, he has agreed to act as Consulting Director to the C.A.S.C. for the Player's Challenge Series.

"A motor race that's easy to win is no race at all. It's no joy to watch and it doesn't do a driver any good to win a race like that.

I don't just mean from the point of view of his frustrated sense of achievement. You don't have to win the race to know you've accomplished something as a driver. But you do have to have competed well against drivers who are just as capable of winning as you are.

Then you learn something.

For this reason, the Player's Challenge Series is very important to me.



Not as a driver, that's past history, but as someone who is keenly interested in the future of the sport of motor racing around the world.

I happen to think it would be a very good thing for motorsport generally to see Canadian drivers competing seriously for the World Championship.

And I'm looking to the Player's Challenge Series, with its excellent field of experienced drivers in real

Formula racing cars, to produce the stiff competition you need to develop that sort of challenger.

But fast, close motor racing like this isn't just good for the drivers. It's good for the spectators, too. And that's what motor racing is all about."

"Come and see what I mean. At the Player's Manitoba, June 20, 21, 22. Gimli Motorsport Park."

Gimli is 58 miles north of Winnipeg. Park is 1 mile west of Gimli. Organized by Winnipeg Sports Car Club/Sanctioned by C.A.S.C.

Quebec Driver Finds Winning Formula at Gimli

By Wayne Parks
Free Press Staff Writer

GIMLI - The heavens opened - and in drove Gilles Villeneuve.

The 25 year-old native of Berthierville, Que. overcame an unenviable 19th position on the starting grid and deplorable race conditions Sunday to win the Player's Manitoba, the third leg in the 1975 Formula Atlantic Challenge Series.

Driving the Skiroule Special, Villeneuve passed Bobby Rahal's Lola T-360 on the 32nd lap of the 1.33 mile Gimli Motorsport track and held on to win by 4.7 seconds.

Villeneuve, in only his third year of racing, finished the 75 laps in one hour, 32 minutes, 20.4 seconds. Rahal was the only other driver to complete the full 75 laps.

Chip Mead, of Adrian, Mich. was slightly injured when his car hit a guardrail after a collision with Villeneuve. Two race marshals suffered slight injuries when hit by debris from Tom Klauser's car, but despite the bad conditions, there were no serious accidents.

Thirty cars started the race in a heavy downpour and just 16 cars were running when the diminutive French-Canadian took the checkered flag.

"I found a road through the traffic just as the pace lap ended," said the jubilant winner, "and got past about four or five cars. But I was surprised when my crew showed me I was running sixth after just 10 laps.

"After that I just relaxed and tried my best to keep the car running and on the track. You could not see much, especially on the straights. There was a lot of bumping but only because the other drivers had the same problem. I often found myself just a foot or so away from other cars."

Pre-race favorite Bertil Ross of Sweden, did not finish the race. His March Special got wet and died on the 20th lap. Tom Klauser of Patine, Ill., winner of last year's Player's

Manitoba, also did not finish, leaving the race after just three laps.

Price Cobb, a 20-year-old driver from Dallas Tex. was the last driver to qualify in Saturday's pre-race run, but ran a spectacular race Sunday to finish third.

Two-time Canadian driving champion Bill Brack of Toronto, in the STP Special, led the early laps after starting from the No. 1 position on the grid. But he fell back after several spins and finished fourth.

"That's not really racing," Brack said shortly after the end of the race. "You just couldn't see anything. I took my visor off and got some more speed but the spray was too much. After I started lapping some cars that was it.

"I still didn't run as well as I would have liked, though. I guessed wrongly on my equipment and that didn't help."

Veteran Craig Hill of Hamilton, Ont. started 11th on the grid and his luck turned quickly.



GILLES VILLENEUVE
... charged to title

Come to The Player's Manitoba Gimli Motorsport Park. All Weekend June 20, 21, 22.

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Organized by Winnipeg Sports Car Club Sanctioned by C.A.S.C.

(Continued on page 30)

"Man, I had car trouble on the pace lap," he said. "Then my visor fogged and it all went downhill from there."

Rahal, 22 and a native of Chicago, Ill. had a mixup with pit crew which caused him to lose the lead to Villeneuve.

"I thought he was a full lap behind me" Rahal said. "The crew showed me that I had a 15-second lead... but it turned out that Villeneuve was about one second behind and away he went. Traffic was a problem after that."

The victory was worth \$5,000 for Villeneuve and moved him into a tie for third in the Challenge Series points standings.



Bertil Ross continues to lead with 60 points from his two wins in the first two legs of the series. Brack is now in second place, with 58 points on a second, third and fourth.

Villeneuve, who was 15th at Edmonton and fifth at Westwood, B.C., now has 43 points, the same as Tom Klausler.

The next leg of the 1975 series will be held at le Circuit, Mont Tremblant, Que. July 6. The Player's Ontario will be run at Mosport July 20 and the Player's Maritime is scheduled August 17 in Nova Scotia.



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June 22, 1975 Players Championship Race Results

Position	Driver	Number	Car Make/Model	Laps	Qualifying	Time
1	Gilles Villeneuve	#69	March 75B - Ford BDA Swindon	75	19	0.56.038
2	Bobby Rahal	#23	Lola T360 [HU9] - Ford BDA McCoy	75	6	0.55.352
3	Price Cobb	#6	March 73B/74B/75B - Ford BDA Race Shop	75	30	0.56.829
4	Bill Brack	#1	Chevron B29 [29-75-16] - Ford BDA Hart	74	1	0.54.836
5	Brett Lunger	#19	Tui BH2 [2?] - Ford BDA Nicholson	74	7	0.55.373
6	Tim Cooper	#8	March 75B - Ford BDA Williams	73	29	0.56.778
7	John Nicholson	#18	Tui BH2 [3?] - Ford BDA Nicholson	72	22	0.56.189
8	Bruce Jensen	#14	Chevron B29 [29-75-14] - Ford BDA Hart	71	25	0.56.449
9	Tom Gloy	#13	Lola T360 [HU16] - Ford BDA Smith	70	20	0.56.128
10	Juan Cochésa	#15	Chevron B29 - Ford BDA Hart	68	17	0.56.025
11	Howdy Holmes	#24	Lola T360 [HU10] - Ford BDA BSR	66	9	0.55.613
12	Craig Hill	#4	March 75B [10] - Ford BDA Hart	66	11	0.55.774
13	Hugh Cree	#16	Chevron B29 [29-75-28] - Ford BDA Hart	65	21	0.56.147
14	Mikeal Bystrom Jr	#92	Brabham BT38B [18] - Ford BDA Hart	63	28	n/a
15	Bobby Dennett	#50	Chevron B29 - Ford BDA Hart	63	12	0.55.813
16	Dave Walker	#30	Lola T360 [HU21] - Ford BDA Nicholson	60	14	0.55.826
17	Bob Beyea	#77	Motul M1 - Ford BDA Hart	47	24	0.56.338
18	Chip Mead	#17	March 75B [6?] - Ford BDA Hart	44	15	0.55.947
19	Héctor Rebaque	#5	Chevron B29 - Ford BDA Hart	37	4	0.55.188
20	Peter Ferguson	#76	Chevron B29 [29-75-09?] - Ford BDA Hart	33	16	0.55.982
21	Vern Schuppan	#11	March 722/73B - Ford BDA	30	27	0.56.659
22	James King	#22	March 73B/74B [10] - Ford BDA Nicholson	26	10	0.55.686
23	Vince Muzzin	#99	March 75B - Ford BDA Cosworth	26	13	0.55.820
24	Elliot Forbes-Robinson	#44	Lola T360 [HU11] - Ford BDA BSR	24	5	0.55.130
25	Bertil Roos	#40	March 75B [5] - Ford BDA Hart	20	3	0.55.164
26	Seb Barone	#28	Chevron B29 - Ford BDA Hart	19	26	0.56.591
27	Bobby Brown	#79	Chevron B29 [29-75-21] - Ford BDA	14	8	0.55.510
28	Mike Hall	#26	Lola T360 [HU2] - Ford BDA Smith	13	23	0.56.237
29	Jon Woodner	#01	March 75B [11] - Ford BDA Cosworth	8	18	0.56.028
30	Tom Klausler	#63	Lola T360 [HU12] - Ford BDA Whitehurst	3	2	0.55.156

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