



THE Aficionado

The Official Newsletter of the Winnipeg Sports Car Club

March / 2026



FIRE ON ICE DRIFT & RACE TOUR

Gimli Ice Festival Season Finale

MANITOBA MOTORSPORTS HALL OF FAME

WSCC Inductee

GRASSROOTS RACING IN WINNIPEG'S BACKYARD

Autocross 2025 Recap

SPRING Edition

WSCC FLASHBACK

1977 Formula Atlantic Challenge

WOMEN IN MOTORSPORTS

From First Runs to Fast Times

BUILT NOT BOUGHT

Jeremy's 1999 Honda Civic



CONTENTS

- Welcome/Club Information 1
- Club Meetings Schedule 2
- WSCC Executive and Board of Directors 2
- Presidents Message 3
- Fire on Ice Drift & Race Tour 7
- Autocross 2025 Recap 13
- 2026 Autocross Schedule 15
- 2026 GMP Track Schedule 16
- Women in Motorsports 17
- Manitoba Motorsports Hall of Fame 21
- Built Not Bought—WSCC Club Member Project Spotlight 25
- WSCC Flashback—1977 Formula Atlantic Race 29

← Cover Photo by AU Media - Anthony Ursa

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.



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



www.wsc.mb.ca



Forums.wsc.mb.ca



wscautoslalom.com



@wscrcracing



@WinnipegSportsCarClub



@wsc_racing

The Aficionado newsletter is prepared by the Winnipeg Sports Car Club. All content is copyright of the Winnipeg Sports Car Club and the respective article



Upcoming Meeting Dates:

April 16
May 21
June 18

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.



2026 WSCC Executive and Board of Directors

POSITION NAME	POSITION NAME
President Chris Boettcher	Aficionado Editor Mike Demchenko
Past President Murray Burkett	Sponsorship Director Greg Eastwood
Vice-President Guy Dobson	HPDE Director Matt Corrie
Treasurer Valerie Martin	Chief Instructor Randy Morash
Secretary Brian Wiebe	Membership Director Helix Li
Road Race Director Mike Demchenko	Steward John Webb
Track Day Director Al Marcoux	WCMA Representative Bob Willmott
Ice Race Director Mike Demchenko	Social Director Vacant
Ice Race Asst. Director Stephen Leiding	Publicity Director Ron Dallmeier
Time Attack Director Roland Hufgard	Volunteer Director Vacant
Autocross Director Valerie Martin	Quartermaster Jennifer Bell
Rally/DirtX Director Al Marcoux	Webmaster David Klassen

PRESIDENTS MESSAGE Chris Boettcher

Appreciating the past while at the same time, driving toward the future.

Yep, blink and it's spring. I know it's spring because the World of Wheels has just blown through town, which gave the Manitoba Motorsports Hall of Fame the opportunity to induct our past president, Murray Burkett. A much-deserved honor! Thank you for all you've done Murray.

Looking back—Toques off to Mike Demchenko and his team Tim Gordienko, and Steve Leiding for a truly wonderful ice race campaign. The new venue format with keeping Lake Shirley as a home base, while still attending two wonderful events in Winnipeg Beach winter festival and Gimli's Icelandic Festival worked out very well. It was not without challenges as mother nature was trying to her best to make it at four event season, but Mike was undaunted and was able repeatedly to reschedule to get all five events in. Shout out to all the dedicated volunteers who know the best place to spend winter is on the ice, and in the corners! Thanks go out to Cochrane Farms and Mike's now famous chilli keeping bellies full and warm. The action was intense all season long from the opening lap to the final races. The drift group provided much entertainment for the crowds, and the passengers. Speaking of crowds, some of Winnipeg's professional franchises would have been envious at the massive draws at every event. Good thing we had Gloria Gordienko to manage those crowds. The ever growing street safe class was impressive all season, with a full 15 car line-up right to the last event. Watching racers start with triangles on their cars learning to run with the championship leaders was a treat. With two competitors, dead equal on points for the championship, going down to the last race of the season it was epic! Studded was fast and furious with a couple wily vets battling up front, and a family battle that had everyone on their feet.

Greg Eastwood and Wayne Kehler have been pounding the pavement and banging on doors getting new sponsors for the club. Please look them up (the sponsors, not Wayne and Greg) on the new website and support them. Yes the new website. Much work has been done in the background to get this up and running with more to come. Thank you David Klassen!

Looking forward—Preparations for events at St Andrews Airport and Gimli Motorsports Park are well underway with improvements planned again this spring to both venues.

Auto cross is as strong as ever, with numerous events selling out last year. A new timing trailer is on the books this year, with 14 events planned, along with a professional driving school and Ladies First day. Details inside.

Dates for GMP have been locked in. The competition license school planning as well under way and as always, is sure to be a great way to kick off the season for both students and volunteers. Spots are filling up! At the track, improvements continue, as there are plans for more curbing. Work dates to follow.

Word is getting out that GMP is again the place to be. On the track and off. It will be good to get back home. Can't wait to see you all there.

-Chris

WINNIPEG SPORTS CAR CLUB

**RACE
SCHOOL**
& COMPETITION LICENSE



May 9&10

STEINBACH



McPHILLIPS



**CD Heavy
Mechanical**



 **Gould Manufacturing** 
Amusement Products for the World Since 1965



Friesen
DRILLERS



TITAN
OVERHEAD DOOR

Steinbach
TOWING

★★★★★
FRIESEN AUTO SALES INC



STONE BRIDGE

Auto

LOEWEN

Body Shop


CROSSINGS
FUNERAL CARE

WINNIPEG SPORTS CAR CLUB

2020

VINTAGE
RACE
WEEKEND

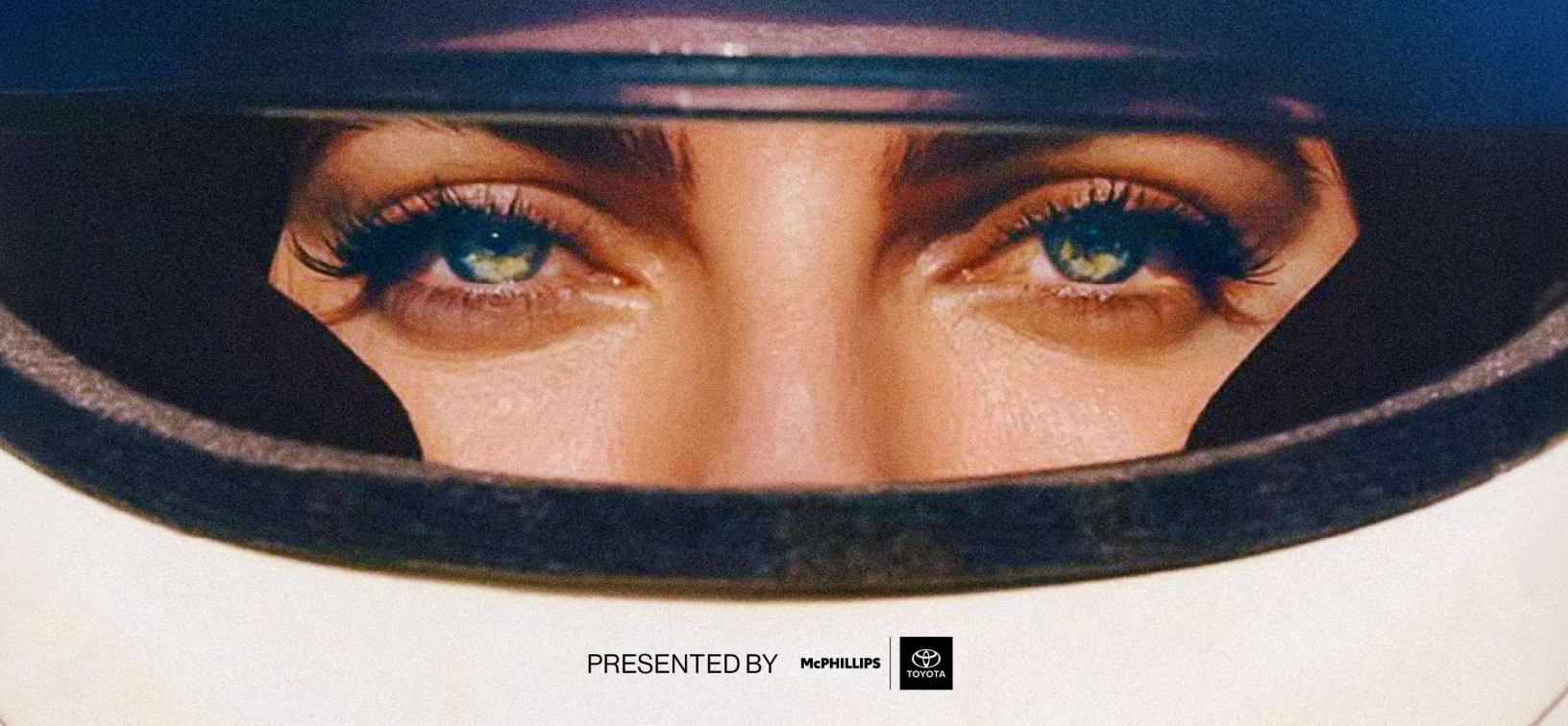



AUGUST 15 & 16 GIMLI
MOTORSPORTS
PARK



wscclb.ca





PRESENTED BY **McPHILLIPS** 

LADIES FIRST.

JUNE 13 / ST. ANDREWS AIRPORT

Winnipeg Autocross and the Winnipeg Sports Car Club are proud to present the fourth annual Ladies First Autocross School.



Ladies First '26 is a grassroots motorsports event designed to empower women to explore their interest in automotive racing.

This school provides a welcoming space for all skill levels to build confidence and develop skills behind the wheel and on course. By fostering an inclusive environment, we aim to break down barriers and invite more women to experience the thrill of motorsport. Autocross is for everyone.

REGISTER AT WSCC.MOTORSPORTREG.COM



LEARN MORE & FOLLOW WINNIPEG AUTOCROSS ON:  

Racing on the Big Pond at the Gimli Ice Festival

The 2026 WSCC Fire on Ice Drift & Race Tour returns to Gimli for the finale double header race weekend

Photos by: Merlin Braun, Anthony Urso and Dustin Anderson

Story by: Mike Demchenko

Just when everyone thought that the ice race season points championship was pretty well settled the drama of the Gimli Ice Festival event returned and did not disappoint. For several past years the Gimli double header ice race weekend seemed to consistently be the tie breaker event as the top couple racers were typically mere points apart going into the event and the championship was often only decided late in the day on Sunday. Once again it went down to the wire with a tie breaker being decided at the last race of the season.



2026 SEASON RACE RECAP

The season kicked off at Lake Shirley on Jan 3&4 with nice weather and a great car count thanks to the numerous new racers that attended the Saturday Licensing School. Over 100 vehicles of spectators came out to watch the inaugural event on Sunday and by the end of the day Al Marcoux took the early points lead in the Street Safe Class as Damon Surzyshyn led the Studded Class group.

The second event on Jan 17/18 was postponed a week due to extreme cold however a week later a -45 wind chill resulted in the event been canceled altogether.



The cars hit the ice at Lake Shirley again finally on Jan 31/Feb1 and Mike Demchenko moved into the Street Safe points lead with Bryce McDonald now in second place as Al Marcoux suffered alternator issues. Damon Surzyshyn

maintained his lead in the Studded Class as Dylan Sabatini continued to suffer axle issues with his car.

The third race event brought the race club to Winnipeg Beach on Feb 14/15 as part of the Wonderful Winter Weekend Festival. The large track and nice weather brought out lots of cars and spectators. In the Street Safe Class Bryce McDonald managed to slip into the lead with a 2 point advantage while Tim Gordienko closed the gap to Damon by only 6 points in the Studded Class.

Following the earlier cancellation the Drift & Race Tour returned for a makeup weekend at Lake Shirley on Feb 21&22. Once again a large turnout of spectators took in the action lake-side overlooking the track as both the Drift group and racers put on an excellent show. Both points leaders managed to extend their leads a bit and it was looking like going into the final double header event at Gimli the die

GIMLI *Ice* festival

The Gimli Ice Festival celebrated its 15th year in 2026. Awarded "best winter festival" by Travel Manitoba in 2023, the festival continually grows and builds on its community spirit and is the highlight winter event for both the Interlake Area and the WSCC. The weekend festival includes everything from a frozen fish toss competition to a Viking re-enactment however the centerpiece of each year's event since its inception has been the roar of race cars on the lake as the Winnipeg Sports Car Club brings its Fire on Ice Drift & Race Tour to Gimli to close off its ice racing season.

was cast and the champion was likely already decided.

GIMLI ICE FESTIVAL

With the biggest car count of the year and single digit temperatures everyone was fired up for the final double header weekend event. Following the 3 races held on Saturday and with 4 races planned for Sunday it appeared that Bryce McDonald in car #42 had the championship well within his grasp



with a healthy 14 point lead. However in the first of the four races scheduled on Sunday, Bryce was caught up in an on-track incident and scored a DNF (did not finish). With fairly extensive car damage the usual WSCC support kicked in and everyone in the pits chipped in with parts and mechanical assistance to help rebuild the front of his car in order to hopefully get him back out on track. Eventually joining back on the grid in race 3, Bryce managed to make his way through the pack to score a second place finish, This resulted in an overall tie for season points with Mike Demchenko in car #88 going into the last race of the season. Once again, the final race at Gimli became a showdown for the season points championship. Despite handling problems Bryce was racing well and very quickly was running near the front of the pack just in front of Mike. Mid race however it all unraveled quickly for Mike as his front right side axle broke resulting in him having to pull out of the race and surrender the battle for the championship. Bryce



went on to win the final race and along with it his third WSCC Ice Race Season Points Championship title.

STREET SAFE CLASS

The 2026 season was a great year for expanding the car count within the Street Safe Class. With 5 new rookies joining the rubber tire racing this season we have seen the competition expand

2026 ICE RACING CHAMPIONSHIP FINAL POINTS

STREET SAFE DIVISION			STUDED DIVISION		
ENTRANT	CAR#	POINTS	ENTRANT	CAR#	POINTS
BRYCE McDONALD	42	161	DAMON SURZYSHYN	55	145
MIKE DEMCHENKO	88	153	TIM GORDIENKO	79	117
AL MARCOUX	2	101	RYAN LYSAK	05	44
ERIC CLEFSTAD (R)	07	84	MARLENE JAKABEK	37	28
MYLES ROUTLY (R)	793	49	AARON STUMPF	56	25
PASCAL TETRAULT	30	32	JESSICA JAKABEK	36	21
RON THERIAULT	74	30	DYLAN SABATINI	29	18
DENNIS FRIESEN (R)			GREG EASTWOOD	66	18
WAYNE KEHLER	200	23	MIKE DEMCHENKO	88	7
STEPHEN LEIDING	47	20			
DANIELLE LYSAK (R)	17	18			
SOREN VINNCENT	15	16			
KYLE SWAFER	10	14			
AYDEN WADE	4	10			
RANDOLPH WALL (R)	66	7			

WCTMA.CA GO RACING! (R) ROOKIE

CS colby spence photography

throughout the entire grid of cars. For the final Gimli event we saw a total of 15 Street Safe Class cars on the grid which resulted in position battles occurring at every corner of the track. Eric Clefstad in his #07 Hyundai consistently scored well throughout the season and took the Rookie of Year title while also placing 4th overall in the series.

STUDED CLASS

Six cars were on grid for the Studded Class at Gimli this year. The high energy and speed of the studded cars are always a crowd favorite as position battles were constantly fought for at the front and mid pack. In the end Damon Surzyshyn in car #55 beat out veteran

ice racer Tim Gordienko in car #79 to take home the Studded Class title.

ICE DRIFT

The level of WSCC Ice Drifting continues to grow in both skill display and popularity. Various cars (and even trucks) of all types and styles took to the ice pushing their vehicles



to the limit. 12 of the club's top drift drivers took to the ice at Gimli and proceeded to put on an impressive display of seemingly effortless chaotic control on the ice. With most running higher horsepower vehicles than the race cars and typically with custom studded tires, these drivers dramatically throw the car

around without the significant mechanical stress typically attributed to pavement drifting—and without the tire smoke...the key is staying off the hard banks!



ICELANDIC PURSUIT FEATURE RACE

Over the past few years we have included a feature race called the Icelandic Pursuit. The average lap times of the cars are established and then the difference between each car’s time is

multiplied by the 15 lap race duration. Cars are then started in reverse order individually with this timed “handicap” and theoretically all cars should cross the finish line at the same time after 15 laps. It’s a fun and chaotic race to say the least—congratulations to the winners of both the studded and street safe class race winners::

2026 Icelandic Pursuit—Street Safe



- 1st—#74—Ron Theriault
- 2nd—#15—Soren Vincent
- 3rd -#200—Dennis Friesen

2026 Icelandic Pursuit—Studded



- 1st—#55—Damon Surzyshyn
- 2nd—#37—Marlene Jakabek
- 3rd—#79—Tim Gordienko

VOLUNTEER APPRECIATION BANQUET

The Gimli Ice Festival weekend is also the opportunity that we take to pay homage to all our great volunteers that come out to help support our ice racing season. On Saturday night a special banquet was held in the Lakeview Resort to both recognize and celebrate all our volunteers as well as the race winners for the Icelandic Pursuit Race. With a total of 54 people in attendance the catered buffet dinner, drinks, draw



prizes and award presentation was a great evening of celebration and camaraderie for our entire ice race club..

Thanks to all the volunteers and drivers for a great season and as always....”see you out on the ice!”



Don't wait till the last minute!

Renew/Apply for your Race License and/or hardcard before the season starts

Go to www.motorsportreg.com to get your 2026 licenses and to register for WSCC events.

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



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.

Marshals Training Handbook



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.





DOMINION DIVERS

KALTIRETM

SPACE AGE TIRE LTD.



Metalmaster

AUTO BODY

We'll straighten it out.

204-424-4040



**USED VEHICLES - NEW AND USED PARTS
CAR, LIGHT/MID TRUCK, & MOTORCYCLE SAFETIES**

204-424-5532

ODYSSEY

METAL FAB & DESIGN



GERRY GORDON'S

mazda



Armatas

Painting & Decorating

Commercial / Residential

223-3579

SPEEDFACTORY

GARDEWINE

JUST GARDEWINE IT!



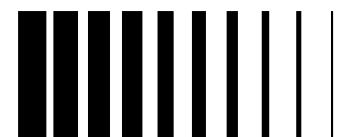
AMSOIL

www.premiumoil.ca | [@amsoilcanadadealer](https://twitter.com/amsoilcanadadealer)

(204) 298-5701



**TINTING &
ACCESSORIES**



Finely Tuned ©

SEASON PREVIEW

GRASSROOTS RACING IN WINNIPEG'S BACKYARD.



Autocross is for everyone.

Coming off one of the most competitive and community-driven seasons in club history, Winnipeg Autocross heads into 2026 with momentum firmly on its side. Across a full championship calendar, the 2025 season reinforced just how far the club has come. Building on the gains of 2025—strong fields, closer competition, sold-out schools, and stronger partnerships than ever—the club continues to prove that grassroots motorsport can be both welcoming and fiercely competitive. From first runs to championship battles, it all unfolds on the St. Andrews Airport tarmac.

On-Track Evolution

The double-lap format, first introduced in 2023, truly came into its own in 2025. Longer runs rewarded rhythm and composure, while course designs blended fast sweepers with technical complexes that demanded precision. The result was a sharper mix of strategy, bravery, and adrenaline—battles decided by tenths, and multiple event sellouts as competitors and spectators packed the site.

Course design continued to strike the balance between approachability and challenge—giving newcomers confidence while pushing veterans to dig deeper. It's a philosophy that carries directly into 2026.

Ladies First: Empowering Drivers, Strengthening Community

One of the defining successes of 2025 was the continued growth of the **Ladies First Autocross School**. After overwhelming demand in previous years, the program once again delivered a



supportive, high-impact entry point for women and underrepresented drivers.

Led by SCCA National Champions Briget Sawatsky and Emily Janzen, the school focused on car control fundamentals, racing line analysis, and confidence behind the wheel. With accessible pricing and loaner vehicles provided through McPhillips Toyota, Ladies First stayed true to its mission: lowering barriers and opening doors.

More than a school, it has become a cornerstone of the club's identity.

Performance Driving School: Leveling Up

The **Performance Driving School** returned in 2025 as the club's premier skill-building experience. Designed to be adaptable for drivers at every stage, the program paired a classroom session hosted at N90s Grid—featuring a rich,

2025 KEY NUMBERS

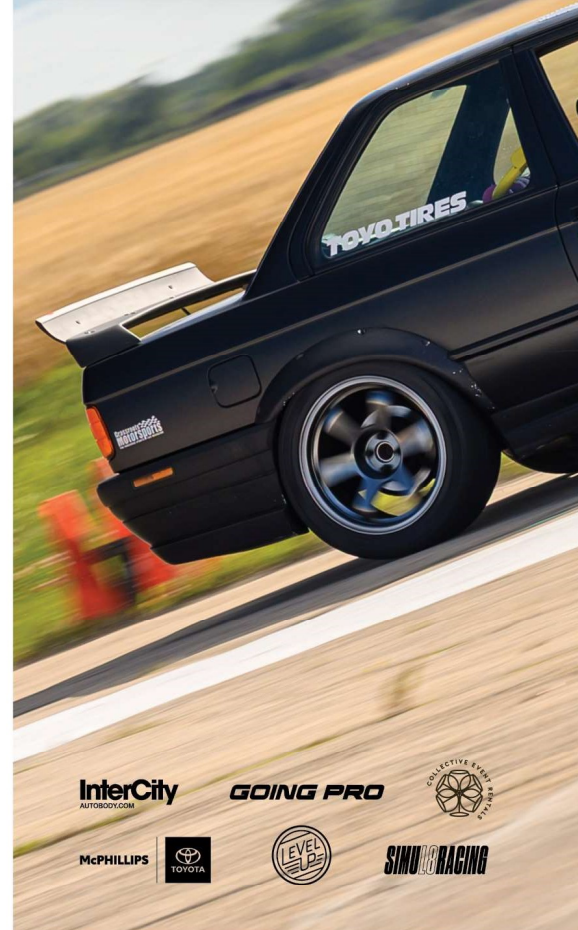
SEASON ATTENDANCE

826 ↑
DRIVERS

169 UNIQUE DRIVERS ↑

34 ↑
FEMALE DRIVERS

92 ↑
NOVICE DRIVERS



InterCity
AUTOSPORT.COM

GOING PRO



McPHILLIPS



SINU RACING



graphic-led presentation that set the stage for the track day—with extensive seat time and one-on-one coaching.

Key focus areas included Weight, Grip & Tires, The Racing Line, Vision, Pre-Race Planning, and The Mental Game—helping drivers transform their driving toolbox into the skills needed for repeatable performance and reach their next level.

Rivalries That Defined the Season

Across Street, Novice, Mixed, and Modified divisions, 2025 delivered some of the tightest championship fights to date. Returning champions faced relentless pressure from emerging talent, while Novice fields showcased the next generation of contenders.

With deeper grids and minimal margins, every run mattered. The Overall PAX Championship in particular reinforced a familiar truth: consistency, not just outright speed, wins seasons.

Race It.

Behind the wheel, in the grid, or cheering from the sidelines—there's a place for everyone at Winnipeg Autocross. With new partnerships, a timing trailer update on the horizon, and a ever growing community, we're making sure that this season is our best yet.

Buckle up—let's race.

'25 CHAMPIONSHIP WINNERS

OVERALL PAX

1	Louis Martin		7997
2	Curtis Janzen		7994
3	Brendon Rebillard		7964

MIXED

1	Mark Sawatsky		7997
2	Corey Matthews		7928
3	Jeremy Wivcharyk		7923

MODIFIED

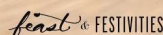
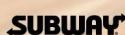
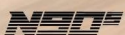
1	Korey Patey		7910
2	Jon Du		7825
3	Igor Cabrilo		7719

NOVICE

1	Ryan Gullage		8000
2	David Gregory		7609
3	Berty Braun		7420

STREET

1	Louis Martin		7997
2	Curtis Janzen		7994
3	Brendon Rebillard		7964





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 3	Autocross 1	June 20	Autocross 4	July 26	Autocross 7	September 7	Autocross 11
May 24	Autocross 2	June 28	Autocross 5	August 1	Autocross 8	September 20	Autocross 12
May 30	Autocross 3	July 5	Performance Driving School	August 9	Autocross 9	September 3	Autocross 13
June 13	Ladies First Autocross School	July 11	Autocross 6	August 23	Autocross 10	October 4	Autocross 14

October / TBD [Season Wrap-Up Party](#)


REGISTER AT WSCC.MOTORSPORTREG.COM



LEARN MORE & FOLLOW WINNIPEG AUTOCROSS ON:  

GIMLI MOTORSPORTS PARK

2025 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



WOMEN IN MOTORSPORTS

Celebrating Winnipeg Sports Car Club Drivers



From First Runs to Fast Times: Women making their mark in Autocross, one cone at a time

The fast paced world of Motorsports has attracted people to get behind the wheel for more than 100 years. And women have always been interested and involved (even if most of the history books leave them out). Today, we're doing things differently and are highlighting some of the incredible women in Manitoba's car racing scene. From pros to novices, meet some of the women autocross racers:

Article by: Stephanie Fung



Briget Sawatsky

Years in Autocross: 24

Current Racing Car: 1968 Camaro "Casper"

Emily Janzen

Years in Autocross: 14

Current Racing Car: 2005 Honda S2000



Berty Braun

Years in Autocross: 2

Current Racing Car: 2018 Subaru WRX STi

Nicky Wolfe

Years in Autocross: 1

Current Racing Car: 1998 Civic & 2016 Scion FRS



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

Emily: My (now) husband got me hooked. Before we were even dating, he took me to an autocross—likely to impress me. At the time, I was planning to buy a motorcycle, but after my first run, autocross completely satisfied that adrenaline itch. I dropped the motorcycle idea and started autocrossing regularly, with Jeff as my coach.

Q: How would you describe your driving style, and how has it evolved since your first event?

Nicky: My first events I was afraid of everything and everyone, but now I drive like the track owes me money. Zero fear of spinning out or hitting cones. I'd rather overshoot the limit and learn something than play it safe.

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

Berty: Winning third place in the Novice division surprised me in a very good way, encouraging me to continue learning and giving me all every race day

Briget: One that always sticks with me is losing at SCCA Solo Nationals in my Boxster by 0.001 seconds over two days. Right before one of my runs, my husband noticed I still had my purse in the trunk and suggested I take it out to save a bit of weight... and I didn't. Realistically, it probably didn't make a difference — but we still joke about it: what if? That moment really reinforced how incredibly small the margins are at that level. It taught me that everything matters — preparation, focus, and attention to detail — but also to keep a sense of humor, because sometimes the outcome is just that close.

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

Nicky: That there is somehow something unique or special about women competing. Reaction time, spatial reasoning and risk calibration all respond to training regardless of biology. Women have proven this throughout motorsport history: Helle Nice, Michele Mouton, Janet Guthrie... The reason women's participation in motorsport has historically lagged is gatekeeping. A woman at the start line isn't special, a novelty or a statement—she's a competitor. The clock doesn't care who's behind the wheel, and neither should anybody else.

Q: Tell us about your car—what makes it the right partner for you on the course?

Berty: My car is my dream car, and I have learnt a lot about it in the past few years of owning it. It's aggressive and I find that my driving style suits it well.

Emily: This question makes me laugh. Love is a choice. I don't know that the S2000 is the right partner for me simply because of how predictably unpredictable it is. It's stubborn, bold, and raw, and yet I choose to love it. It demands precision and punishes mistakes, which forces me to be a better, more intentional driver. It never stops challenging me, and that's partly what keeps me coming back.

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

Briget: Just show up and try it — that's honestly the hardest part. You don't need a special car or any experience. Most of us started in our daily drivers, and the community is incredibly welcoming and supportive.

It's normal to feel unsure or even out of place at first — I definitely did. But the more you get involved, the more confident you become, and before long you realize you absolutely belong there. Autocross is one of the most accessible forms of motorsport, and once you try it, it's very hard not to get hooked.



Pick YOUR Passion!



Road Race



Time Attack



Drift



Ice Racing



AutoX



DirtX



Ice Drift

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 Km/h. 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!



MANITOBA MOTORSPORTS

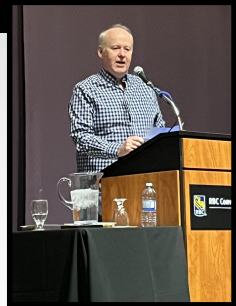


Hall of Fame

Manitoba Motorsports Hall Of Fame



On March 21, 2026 the Manitoba Motorsports Hall of Fame Committee, in conjunction with the Piston Ring's World of Wheels Autorama inducted Murray Burkett into the Manitoba Motorsport Hall of Fame. Murray has been a long time WSCC member as well as recent past club president for WSCC. He has a long history and lifelong passion for motorsports both locally and nationally participating in Autocross, Karting, Ice Racing and Road Racing. Murray continues to participate and contribute to motorsports in Manitoba today.



Murray proudly joins the ranks of 4 other prestigious WSCC members previously inducted into the Manitoba Motorsport Hall of Fame: Greg Eastwood (2025), Dino Calvert (2018), Frank Mancini (2017) and George Chapman (2010).



Murray's passion for the motorsport hobby began at a young age and continued for over 50 years. His father loved cars and passed along his love of vehicles to Murray. As a young boy Murray watched every Indy 500 that he could and also watched the Formula Atlantic Broadcasts in the 70's from Gimli Motorsport Park (GMP). He couldn't wait to be able to drive.



In 1979 he purchased his first car, a 1972 Volkswagen Super Beetle. His first motorsport event was an Auto Slalom event held at St. Vital Centre in the VW Beetle.

In 1984 he purchased his first true sports car, a 1974 Triumph TR6, which he still owns and has just finished a complete restoration. In 1985 he competed in the Winnipeg Sports Car Club Ice Racing Series driving a Renault with an Audi engine mounted in the back seat making it a mid-engine car. The car was affectionately known as "Renugly". In 1986-1988 he continued racing Auto Slalom in the TR6 and Ice Racing a Ford Fiesta. Murray became involved in the organizing of the Auto Slaloms and was President of the Manitoba Auto Cross Association (MAXA)



In 1988 he drove the TR6 in stock form and became the D Stock Champion in the National Auto Slalom Championship. Times from all across Canada are recorded and a Canadian winner is picked. Also, in 1988 Murray switched to Studed Class Ice Racing and raced a highly modified Fiat 128. He continued auto slaloms in a 1967 Lotus 51 Formula Ford. This was his first time driving a Formula car and he was hooked. He raced the Lotus 51 in Auto Slaloms in 1988 but due to an accident in Lethbridge the Lotus was not available for National Slalom Day in 1988 so he drove the TR6 in its place.

In 1989 he ice raced a Ford Fiesta in Rubber to Ice Class and eventually Studed Class with a lightened Ford Fiesta. He made a removable fiberglass front clip and hatch to reduce the weight of the car. He raced this car until he built a Toyota Tercel fitted with a 4AGE twin cam engine,

which were used in the Formula Atlantic Series at the time. In 1989 he won the Sioux Narrows "World as we Know it Championship"

In 1992 Murray raced a Toyota Tercel in the Fire on Ice Series which raced in various Manitoba tracks and was broadcast on TSN. He also raced in the summer at Gimli. In 1994 he built a turbocharged Ford Fiesta using a 2.3L Mustang engine and raced at Gimli Motorsports Park in the summer and ice raced in the winter of 1995. In 1995 Murray and friends Wally Butler and Bob Zimmerman, fitted the Toyota 4AGE engine in a 1974 Johnston JM-2 Sports Racer. The Johnston was entered in the 1995 World of Wheels. He raced the JM2 at Gimli and in the SCCA races in Brainerd, Black Hawk Farms, and Road America.



In 1998 he decided that they needed open wheel classes back at Gimli Motorsports Park and encouraged people to buy Formula Vee race cars. After a decade or more of absence of Formula cars running at GMP it became a reality. His commitment was, if anyone bought a car he would also. Bill Vallis and Murray organized a draw for the use of a Formula car supplied by Bill to run in the WSCC summer races. Three people won the use of the car and shared the ride, during the summer of 1998. In 1998 Murray purchased and

raced a 1974 Lynx Formula Vee. His goal was to build the Formula Series in Manitoba. In 2001 he sold the Lynx and purchased a BRD Formula Vee from Bill Vallis and raced the BRD in SCCA races and WSCC races at Gimli. In 2003 Murray won the Winnipeg Sports



Car Club Formula Vee Championship at Gimli in the BRD. The BRD is a brand of Formula Vee cars manufactured in Southern Ontario.

From 2004-2012 Murray's son (Daniel) and daughter (Dana) started Kart racing with the Manitoba Karting Association (MKA). He

began coaching the children involved with MKA eventually purchasing Extreme Karting, creating Burkett Racing Enterprises. He

provided parts and karts to the Manitoba karting community. In 2011 his son became the first Manitoban to be invited to participate in the Grand Finals (Rotex World Championship) in Dubai.

In 2013 Murray helped his son enter the world of Indy Car Racing. They purchased two Van Diemen DP08 USF 2000 cars and Daniel raced with Belardi Racing in Indianapolis. In 2014 he arranged for Daniel to compete in the Formula Atlantic Challenge Series winning the series and 7 of 9 races for K-Hill Motorsports and winning the Atlantic Championship in Pennsylvania.

In 2015 Murray purchased a Lotus Type 61 Formula Ford to start



racing again. In 2016 he raced in the WSCC vintage race weekend in the Lotus 61 and purchased a package of Canadian built Formula Fords called Chinooks. The Formula Vees were powered by Volkswagen and the Chinooks had 1.6L Ford Cortina engines. Daniel raced the Chinook serial #3 at the Circuit of Americas Formula 1 racetrack in Austin Texas in the US Vintage Championships and Murray raced the Lotus 61.

In 2017 Murray (Burkett Motorsports) rebuilt the second Chinook serial #2 and they competed in the VRAC vintage Grand Prix at Mosport. In 2018 they raced the Chinooks at multiple events in the Vintage Formula Ford category at Brainerd, Road America, VRAC Mosport and at Gimli. In 2019 they raced the Chinooks at Brainerd and the 50th anniversary of Formula Fords at Road America and Watkins Glen for the final of the Formula Ford Challenge Series. Daniel won the race overall in the #002 car.

In 2020 Gimli Motorsports Park was too rough to run the formula cars and was the year of covid so racing was suspended. In 2021 they raced at Mosport and Greg Eastwood joined Burkett Motorsports and raced the Chinook #002. The next few years they raced at Brainerd as Gimli was still too rough.

In 2023 Murray was elected President of the Winnipeg Sports Car Club and his promise to the club was to repave the track at Gimli. In 2025 Murray with doz-



ens of volunteers and key people Gimli was repaved and in great shape for the grand reopening.

For over 50 years Murray has continued to race and be involved in the sport. They won the VRAC in 2021, 2023, 2024 and 2025. He has been president of the Manitoba Autocross 1986-1988, President of the WSCC 1999-2000 and again in 2023-2025. He has belonged to the Manitoba Karting Association, the Manitoba Autocross Association, Winnipeg Sports Car Club, British Car Club, Austin Healy Club of Manitoba and the National Karting Association.

Murray's accomplishments in the hobby include getting open wheel racing back to Gimli and encouraging people to buy formula cars to run at Gimli. He was proud to win the National Slalom Championship with his stock TR^ with the fastest time in the nation in 1989, and the repaving of the Gimli track 2019-2025.

Murray has owned a 72 VW Beetle, 74 Triumph TR6, 1967 Lotus 51, 1970 Lotus 61, 1969 Chinook, 2003 Porsche 911 and a 1934 Chevy Master Coupe. His most memorable moment in the hobby was in 2014 when his son Daniel won the Formula Atlantic Challenge for North America.

Burkett Motorsports is finally back home at Gimli and Murray continues to race his Chinooks, ice racing in winter and rebuilding race cars all year long. No thoughts to retire any time soon.



WSCC 2026 HPDE Track Days & Licensing School Sponsor

SAFETY

SERVICES MANITOBA

STEINBACH DECAL LAB



UFS UNGER

FOAMING SOLUTIONS

WCMAL.CA

GO RACING!

THE RENTAL HOUSE Steinbach, MB
204-326-2266 



NOMAD

DIGITAL

Oak Leaf Promotions



Speedworld

INDOOR KART TRACK

PORSCHE

Centre Winnipeg



BUILT NOT BOUGHT



WSCC Member Car Project Spotlight

Jeremy Norquay—1999 Honda Civic



The theme of this recurring 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”. Jeremy’s Honda Civic race car build ticks many of the boxes as a journey of discovery and development with an emphasis on DIY garage built modifications and track tested performance engineering.

Tell us a bit about your car project

The car is a 1999 Honda Civic Hatchback purchased almost stock in September of 2017 with the intention of using it as a track/autocross car. I had been looking at both Civics and Miata, the Civics won out due to the aftermarket support, parts bin style Architecture sharing most its components with other Hondas (Integras and older Civics) plus the ease of swapping in a K series in place of the factory 80hp D series engine. The ethos of the build was to make a fun budget car on track that was built with mostly used or NOS parts bought off Marketplace or bartered for. Now 9 years later it’s got a K24 from a TSX, all the normal bolt-on parts making 240whp,



roll cage and aero all home built from engine swap to cage. Almost everything used in the build was bought used or traded parts for. I have never built a track oriented car before so hundreds of hours of research and talking to people much smarter than me led me to where I am now with the car. Lots of things I have done are not one off but uncommon from the large tire size stagger front to back to the Genesis Brembo brakes I made work with some Nissan rotors and CRV hubs, all on a budget and built in my garage.

What was your goal when you started with this car?

It started out as just a fun seat time car, it had been 20 years since I had been on a race track and I wanted to get out again. I had no particular class or discipline in mind - just fun. I had heard of time attack and watched it in Japan for years so I found a local club and joined. After 1 track day and at my first time attack track day I sent a connecting rod threw the factory D series. I swapped in a 400k kms K20A2 out of a 2004 RSX type S that I got for \$800, best part was I made \$1600 off that RSX type S parts car after taking the drivetrain out for my car. So that was put back into the project. Once I got the K swap done I decided that Time Attack was what I wanted to do with some track days at various tracks around the Pacific Northwest where I was living at the time.

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

Probably trying not to make too many changes at once. For a while I was changing too many things and chasing my tail trying to sort out the handling. I also found that a few parts that where claimed as being specifically for track use like Urethane bushings just don't hold up to real track use. So I wasted a lot of time and money rebuying parts in Spherical bushings.



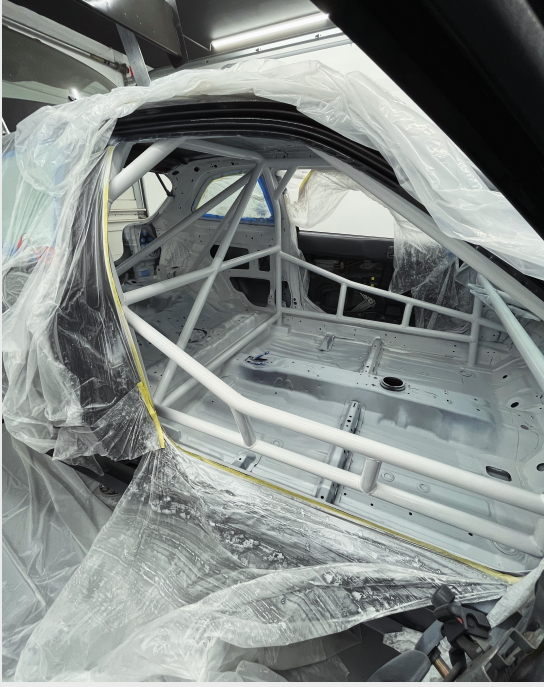
What were some of the key things you learned and your proudest achievement in the overall build?

You can build a competitive car in your garage on a budget. Proudest achievement has been seeing people kind of snicker at the car for its wild looks and then once they see it on track (and usually getting passed by it) they come over and check it out expecting to see some crazy turbo car. I have had this experience at almost every track I have had it at and I'm also extremely proud to have stuck to my ethos of home budget build.

Are there any additional modifications or future goals planned for the Honda?

I would not be a car guy if there was not - haha. The car has not changed at all since 2021, I still feel it's got more in it as it is so I hope to continue improving as a driver. The car guy in me wants to toss a turbo or a super-charger on it and make it proper fast. Family priorities however currently have that in check as both my boys are getting into Karting so my car and mods are sidelined to offer them all my attention and funds.





What's your automotive and motorsports background?

I have always worked on and played with cars and trucks as a hobby but never any formal training or anything - just getting out and doing it, learning from mistakes. My dad did the same to a lesser degree when I was a kid and I learned so much from him and his help along the way was immeasurable. A couple close friends made this happen, hours in the garage or late nights making the cage would not have been possible without them. My motorsports background was limited before I got the Civic, when I was a teenager I had a Alfa Romeo that I took to Pacific Raceways a few times with the local Alfa club. I also Autocrossed for about 5 year from 17 to 22 in both my Alfa and a 1989 Supercharged MR2.



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

You can do it, the information is out there, YouTube was a huge source of information for me and inspiration so if you want to do its never been easier. I have most of my build documented on there.





**MINIUS
FORTY
RACING**



WSCC Supporters:

Hanover Plumbing

RAM Recycling

Edge West Contracting

Penner Performance

R&R Cycle

Dason Wowk Auto Biography

THANKS TO ALL OUR VALUED WSCC SPONSORS AND SUPPORTORS

GIMLI—Bobby Rahal and his crew discovered something about his March-Ford on Saturday, but he's not saying what.

Whatever the discovery, he was a surprise victor in the second event of the Labatt Challenge Series for Formula Atlantic cars held here on Sunday.

Rahal had qualified in fifth position on Saturday, but during Sunday's morning practice session, he demonstrated that better things were in store when the racing began for real later in the day

"We did some experimenting last night and it looks like the gamble may pay off," he predicted prior to the race. "We're easily getting the speeds today that we couldn't get yesterday."

The Chicago resident won the 97.5 mile race in a time of one hour, nine minutes and 23.009 seconds, which is 3.8 seconds faster than the runner-up Keke Rosberg in a Chevron B39.

Twenty cars were on hand to take the pace lap, and only two were forced out in the first half of the race due to mechanical problems. Howdy Holmes, the No. 4 qualifier called it quits after 8 laps, while pre-race favourite Gilles Villeneuve called it a day after 27 laps.



WINNIPEG SPORTS CAR CLUB

FLASHBACK



JUNE 26, 1977 FORMULA ATLANTIC CHALLENGE

The race was run on a treacherous asphalt track due in part to some mid-afternoon showers and a new surface that failed to give the Formula Atlantic cars the desire traction. There were numerous spin outs during the race, although the skill of the drivers kept the caution flags to a minimum and there were no serious accidents or injuries.

After pocketing his \$12,000 winner's cheque the 24 year-old Rahal was asked to divulge the key discovery. "I'd rather not," he replied, "as

you can see the series is very competitive. We just found something wrong with the car. It's kinda silly really. We just fiddled around with it and suddenly it dawned on us, but we better keep it to ourselves right now."

"Right now, there is only about five horsepower difference in the cars," he added, "so you have to take any advantage."

Rosberg jumped to the lead at the start, moving from his outside position in the third row to the front of the pack at the first turn. He managed to hold the lead until the final 25 laps of the 75-lap event, but a stabilizer in the front end came loose in the first lap and eventually fell off, creating handling difficulties for the 28-year old Finn.

In the series first event at Mosport, Rosberg led for most the race, only to blow his engine. "At least it's a finish this time," said Rosberg, who collected the second place jackpot of \$7000 for his efforts. "Losing the nose splitter cost a



Bobby Rahal's victory lap with checkered flag—photo by Randy Morash

half-second a lap. It controls the front end of the car. You wouldn't believe how hard I had to work to keep on the track."

Actually, Rosberg seemed destined for no better than third place, after losing the lead, as Price Cobb and then Rahal passed him. But Cobb was forced out of the race by mechanical problems in lap 68 after losing the lead to Rahal, quashing any chance of duplicating his win in the series opener at Mosport.

Three time Canadian champion Bill Brack, was unable to take advantage of the pole position he earned during qualifying. Brack spun out in turn one at the start when Rosberg made his early bid for the lead, and then went out-of-control a second time,

while running second to Rosberg. He managed to scramble back from the mishaps to claim third-place.

It wasn't until Cobb's departure, that any racer had any breathing space. While holding the No. 1 position Cobb and Rahal were engaged in a bumper-to-bumper duel when Cobb left the track for the pits. "It's either my engine or gearbox," Cobb said, as the car would jump out of gear. For the last ten laps I was holding it in gear."

Cobb said he was confi-



Rahal received \$12,000 for his victory Sunday in Gimli

Photo: June 27, 1977 Winnipeg Free Press

dent he could have recaptured the lead if the car had stayed sound. "I was planning how to get by him when the trouble started," he said. "He (Rahal) was difficult to get by, but I wasn't aware he was blocking me."

Meanwhile the feud between Rosberg and defending champion Gille Villeneuve never materialized on the track. After Rosberg took the early lead, Villeneuve settled in third place, behind Brack, before he blew his engine on lap 27.

At the Mosport race, Villeneuve charged Rosberg with trying to run him off the track, and had suggested he would return the favour if he had the opportunity at Gimli. But Villeneuve was on the sideline before he ever had the opportunity to close in on Rosberg after the Finn's opening burst.

"That's the first time an engine has ever blown on me," Villeneuve said, on the sidelines.



Gimli Motorsports Park

26th June - 160.53 km (2.140 km x 75 laps)

RACE RESULTS

1 Bobby Rahal	March 76B-Ford BDN/Morris	1h09m23.009
2 Keijo Rosberg	Chevron B38-Ford BDN/Titan	1h09m26.0
3 Bill Brack	March 77B-Ford BDN/Nicholson	75 laps
4 Marcel Talbot	March 77B-Ford BDN/Hine	74 laps
5 Cliff Hansen	March 76B-Ford BDN/Willis	74 laps
6 Juan Cochesa	Ralt RT1-Ford BDN/Willis	74 laps
7 Chip Mead	Ralt RT1-Ford BDN/Willis	74 laps
8 Tom Gloy	March 76B-Ford BDN/Morris	73 laps
9 Richard Spenard	March 77B-Ford BDN/Morris	73 laps
10 Kevin Cogan	Ralt RT1-Ford BDN/Willis	73 laps
11 David Oxtan	Tui BH2-Ford BDN/Nicholson	73 laps
12 Jeff Wood	March 77B-Ford BDN/Jennings	73 laps

Fastest Lap: Rahal, 54.09s (142.536 kph)

ENDURO CHAMPS

GIMLI—The Toronto team of Klaus Byztek and Rudi Bartling won the Moly slip Enduro automobile race here on Sunday by completing 168 laps in the allotted three hours.

The two men, driving a Porsche Carrera, took home \$1000 for their efforts. The total distance covered on the 1.3-mile oval track was 218 miles, and the team's average speed was about 70 mph.

Second place and a prize of \$600 went to J. Berner and Willi Goebbels of Toronto, also in a Porsche Carrera. The team completed 162 laps.

Originally published by the *Winnipeg Tribune* on June 27, 1977 — story by Murray Rauw





**GET IN THE CLUB
AND DRIVE
ALL YEAR LONG!**

