

# THE BROKEN SPOKE



/CALGARY SPORTS CAR CLUB



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MotorsportReg

CALGARY SPORTS CAR CLUB

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## MESSAGE FROM THE PRESIDENT- JAMIE GRAY

How did a girl who is a bit afraid to go fast end up so involved in the Calgary Sports Car Club? I ask myself this quite often. And the answer is: I blame my husband, David (a long-time member who, by the way, LOVES to go fast). I am a natural administrator and, as such and seeking a new opportunity to volunteer time somewhere, thought I could put in some hours assisting the CSCC at a time when everything was in a bit of crisis, during Covid in 2021. The board was happy to have me take on the position of club secretary.

Over time, taking monthly meeting minutes, I noticed that club documents, books, and newsletters were piled up in the open in the main hall, getting very dusty and being affected by the weather coming in the windows. I asked if I could take on the job of cleaning those up, archiving them, and making them safe (did I mention that I'm a bit of a nerd?). Well, of course I could, and did I know that this was part of the job of the Vice President? I should move into that role. So, I did. And so for some months, I visited the clubhouse three to four days a week to clean, catalogue, and make secure every item I could find. Just so you know, we have 2,283 items and counting.

One of my favourite roles has to do with that archiving job because not only did I learn so much about the history of motorsports in Alberta, but I was able to locate, clean, and scan every *Broken Spoke* newsletter I could find (reading most of them in the process), to create digital copies which I sent to the website of the Canadian Motorsport Historical Society. Now they are accessible by anyone for all time. I'm proud of that.

While archiving in the clubhouse, I realized the building itself is actually really cool. So, in the interest of official recognition of that, I contacted the City of Calgary's Heritage Calgary department to begin the long process of investigation. In 2023, the clubhouse entered the inventory of buildings of historical interest. That and the saved *Broken Spokes* is what I'm going to call my legacy.  
Volume 2025, Issue 1

## SAVE THE DATE!



**Calgary Sports Car Club  
Christmas Celebration**

**Thursday, December 11, 2025**

September 2025

I never wished to be put into the position of president, but it came up vacant and it was easier to move up than continue to recruit, so I moved. Not being a racer, as such, it felt odd, but I took it on for what it actually is, which is a role of support to a board of directors whose focus IS racing, so that they could most efficiently do their jobs. I'm pleased to say that we currently have a full, engaged board - all volunteers - all of whom work hard for the motorsports community. I'm very happy to see Darcy Kraus, a long-time member of the community, take on the role of president for the club. He DOES like to go fast and is a good guy on top of that. He's going to take the CSCC forward to new places.

And my next step? As a new grandmother, it's clear: take that grandbaby to the garage, track, and dirt road to learn how to go fast. Sort of. **Safely**. Because she's a girl and I believe girls should be involved in motorsports. I'm happy that I have been. Thank you, everyone, for a pretty fun ride.

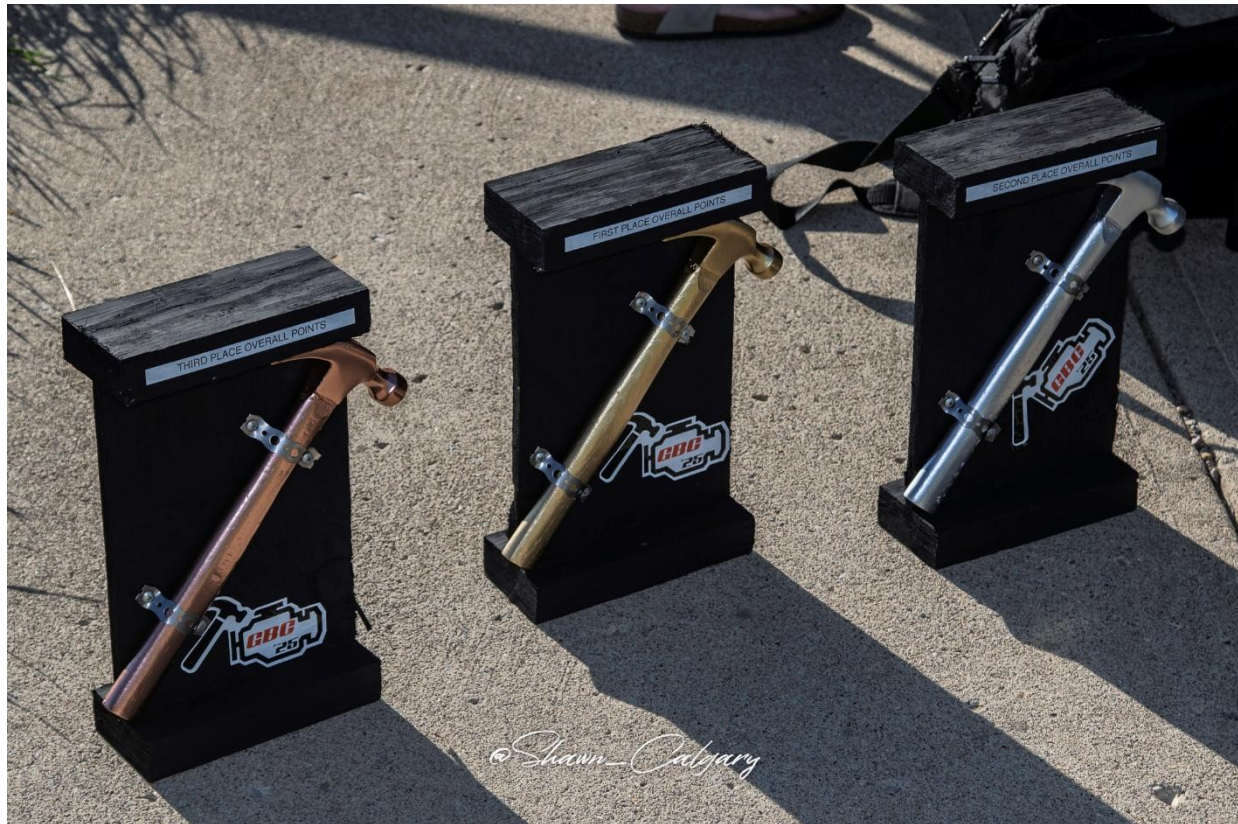
## NEWS OF PASSING: ROBERT BRINK



We have some sad news in our motorsports community. Long-time club member and past president, Robert Brink, has passed away. Robert and his wife Verna were active in the club for many years. Their names show up often in *The Broken Spoke* as they both raced and sat on the CSCC board. There will certainly be some good stories out there. Our thoughts are with Robert's family and friends who, we hope, are gathering together to enjoy some great memories.

## THE GREAT BEATER CHALLENGE: AUGUST 23, 2025

PHOTO CREDITS: SHAWN BISHOP



Teams lined up at the Clubhouse on Saturday August 23rd for the 9th annual Great Beater Challenge.

The Challenge is an automotive scavenger hunt over 2 days throughout various parts of Alberta (or B.C. or Saskatchewan.) Teams need to buy a car and get it running and safetied for under \$1000. The older and weirder the vehicle is, the more points they get. Teams are also rewarded for team themes, costumes, and for generally having fun. And if you competed with your beater in any sanctioned motorsports event, you were also awarded points. Some of these cars would be ideal for CSCC Ice Cup or RallyCross!





The theme for 2025 was 'Gopher Broke' and featured a trip to the Torrington Gopher Museum (a must see in Central Alberta!). The teams enjoyed good weather and a lovely campsite at Wainwright, AB. All but one team made it back to CSCC for judging and trophies on Sunday afternoon.



We can't wait for the 10 Year Anniversary edition of The Great Beater Challenge. If you think you are up for this challenge in 2026, please reach out to James, Cole, or Darcy on the executive.

Full results can be found at this [link](#)

|   | TEAM NAME             | TEAM MEMBERS                  | VEHICLE                     | TOTAL POINTS |
|---|-----------------------|-------------------------------|-----------------------------|--------------|
| 1 | Wild Bills Honky Lips | Dustin & Hayley Vipond        | Mercury Grand Marquis Wagon | 5400         |
| 2 | The Big Top           | Jess, Cadence, Max Bunney     | 1984 Ford Wayne Bus         | 5200         |
| 3 | Team Golang           | Ian McCrimmon, Hagen Hartwell | 1962 Vauxhall Victor FB     | 5075         |



## CLUB HOUSE REPAIR

A special thanks goes out to Darin Steinke, and all the volunteers who helped out in July to replace the eavestroughs on the clubhouse. The eavestroughs were badly damaged by hail and the volunteers spent several days removing, painting, and replacing with fresh aluminum materials that will last much longer.

Thanks for braving the mosquitos and the heat to get the job done!



## INCOMING PRESIDENT'S MESSAGE FROM DARCY KRAUS

First and foremost, I want to thank Jamie Gray as the Past President who took on the role of archivist and organizer of our club. With a history dating back to 1954, this club has a legacy in motorsports that Jamie has preserved digitally for the future. I would also like to thank those who stepped up to the call for volunteers to run the various events and look after the clubhouse.

My dad had been a CSCC member in the 1960s and I remember The Broken Spoke newsletters arriving in our mailbox until the 1990's. He and a couple friends rallied in a 1958 Studebaker Golden Hawk, a 1967 Volvo 123GT, and they also did some Formula Vee open wheel racing.

In 2015 or so, my own involvement started when I saw a friend share a Facebook post about Ice Racing on Ghost Lake. I started competing in an '08 Chevy HHR SS, a '99 Jaguar XJR, an AE92 Toyota Corolla GT-S, and a Mazda Precidia purchased from David Gray. One thing led to another, and soon I tried out Autocross in my 2018 Mustang.

This year CSCC welcomes The Great Beater Challenge into the array of events we host. This event is a low budget, low speed scavenger hunt on the backroads of Alberta, Saskatchewan, or B.C., and is incredibly fun. I fielded the Precidia, a Lincoln Town Car, and a Cadillac (Cruella) DeVille and can't wait to do it again.

I have not tried my hand at Rallying as yet, but I'm looking forward to volunteering this fall to learn more.

We are very fortunate in that the Rocky Mountain Motorsports racetrack has come to life, and our recent High Performance Driver Education/Lapping Night earned rave reviews from all who attended. This is a great way to get educated, freshen up your skills, and get on track.

Our clubhouse is a unique in that as far as we know, is the only motorsports clubhouse in North America. Originally sited where Dalhousie Canadian Tire is located, the building was moved to the present site in the 1970s.

We recently learned that the land immediately north of 80<sup>th</sup> Avenue N.E. is zoned for a recreation centre. This means there will be development pressure on our clubhouse site soon. Working alongside our executive and our membership, I want to develop a plan for the building and site. I welcome ideas from all of you. If you are knowledgeable in commercial real estate, or accounting, we need to chat!

On the motorsports front, I am happy to hear that autocross and rallycross events are selling out. Our membership rose by 20+ people over the summer, and I invite you all to our meetings on the first Thursday of each month at 7:30pm. The October meeting will be our Annual General Meeting.

I believe grass roots recruiting via word of mouth, social media shares, and chatting with business owners within the automotive community can get us more members and more registrations. I'd like to do some informal meetups or cruises around Calgary for coffee, networking, and learning what everyone wants out of the club.

In my day-to-day life, I sell some lovely high-performance plumbing fixtures by Kohler. For my other hobbies, I am a books/art/music/design/architecture nerd. I have no athletic abilities or athletic inclination whatsoever. My daughter is 14 and already has her eyes on my Mustang. My son is 9 and got loves to get the adrenaline pumping. I can't wait for them to put on a helmet and go for some ride-alongs.

## ROCKY MOUNTAIN RALLY UPDATE

Unfortunately, the Rocky Mountain Rally has been cancelled due to the job action by the BC General Employee Union. The union began job action in early September and this put the permitting for the event at risk. We are sorry for any inconvenience or disappointment.



**Rocky Mountain Rally**  
**September 26-28, 2025**  
**Whistler, BC**

**Cancelled**



## RALLY CROSS: SEPTEMBER 14, 2025

*PHOTO CREDITS: GREY DICKSON*

The RallyCross Season is well underway for 2025. The Dirt Cup had 4 events from June through September. There were 43 competitors, laying down some amazing times.

Here are some photos from the September 14<sup>th</sup> event.











## HDPE AT ROCKY MOUNTAIN MOTORSPORTS: AUGUST 8, 2025

PHOTO CREDITS: SHAWN BISHOP



High Performance Driving is all about safety, learning, and enjoying your car — and everyone achieved that on our first HPDE at RMM for 2025. We had **99% track time with a 0% incident rate**, and each driver enjoyed **over 120 minutes of seat time**.

We had 7 new drivers, including one driver who had never been on a track before. The Club provided in-car instructors for all of these new drivers so that they could safely explore the limits of their driving and their car.

We started the afternoon off with a classroom session reviewing the track and the rules. Right after that we did a Lead-Follow session at moderate speeds to demonstrate the line and the flagging stations.

Drivers then spent a session practicing passing in the passing zones to reinforce safe passing techniques and locations.

For the remainder of the afternoon, we had open lapping to for drivers to try different techniques and discover the differences in car behaviour on the track compared to the road or autocross.

We invite all of our members to keep enjoying motor sports and sharpening our skills by attending events like these. We also encourage members to consider volunteering as instructors, organizers, or general helpers to support future events.







I was very privileged to have David instruct me. He went above and beyond to help me understand the track. David's help (and patience lol) was very much appreciated and made the day that much better of an experience for me personally. Thanks!!!!

- Paul M

It was my first CSCC event and David and the team made it a safe and calm event with lots of opportunity for learning.

Thanks David and the team for all the hard work in pulling this together.

- Joshua H



## FROM THE ARCHIVES

The Calgary Sports Car club is unique among many car clubs in Calgary because we embrace our deep and long history of car culture in Calgary. We hope that you will enjoy this article from July 2000. I was drawn to this article because it shows that in 25 years, our members are still very data focused to measure improvements in our driving.

### **The Perfect Segments towards the Perfect Lap – Gary Leadbetter**

As a beginner learns their new sport they must trust others to explain the most efficient way around a course. A new competitor often then blames their car for lap times and then buys expensive parts instead of practicing. The experienced driver knows the perfect fast lap only comes from doing everything perfectly right and not totally relying on the car. The very easiest part of the perfect lap is to perfect the perfect line by hitting the perfect clipping points. The hardest part is doing it quickly.

Rick Coutts and I have been the co-chief instructors for the Annual WCMA competition licensing school, 5 & 6 years respectively. During that time period we have heard many people say their line or their buddies' line is different and far faster than the paint by numbers clipping points we use in our schools. We all agree there is a difference between lines (arc into to the corner and the arc out) and corner clipping points/apex. For expediency and simplicity for this article we will not go into these in detail nor will we discuss the theoretical apex or our common use of the word apex/clipping point.

When Rick and I both completed our first competition driving school in the spring of 1981 at Edmonton International Speedway we were taught a basic line, however the driving school focused on a principle that all of us have since used at other tracks and solo events. It was based on Allan Johnson book "Driving in Competition". In that book he breaks down a circuit in different types of corners. By the way, we used that book up until the early 90's. The principles are still solid however but there are other books that cover the overall subject of going faster in a superior fashion.

For those not familiar with Johnson's break down of a racing circuit, there are three types of corners: TYPE 1 – a corner that leads on to straightway. TYPE 2 - a corner at the end of a straight away. TYPE 3 – a corner that connects other corners. We have always taught on this premise.

At a recent school it was brought to our attention that one of the solo 1 drivers (Lawrence Romanesky) who is very fast has a different line through corner 2, 3 (especially 2 to 3) & 4 and contributes part of his superior lap times to this different line. Being open minded, we wanted to look into this for ourselves, especially since Lawrence has set some incredible lap times. We had to investigate. We have been confident in our teachings for we know the Allers, Lees', Morris' and Spenards all use the line we teach at our school; but we have assumed their lines are the fastest? Maybe they were wrong?

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At the first solo 1 event of the year Rick Coutts positioned himself at a point on the track that allowed him to watch and time various drivers go through corners 1 to 4. The nicest aspect of this was that Lawrence & I were driving Acura Type R's shod in identical tires. The only difference was a few subtle differences in each car, in driver's ability and familiarity with the car. Lawrence has over 700 laps on the track in his Type R and I had only 25 laps in my Type R. However I have thousands of laps in other cars so lets say this was equal. Overall it was an excellent opportunity for a comparison of lines.

Yes, we know Rick was using a stop watch but let's say he carried the timing of his reaction time throughout the exercise.

The driving schools' paint by numbers lines have the drivers place their car to the edge of the track on the drivers right going into 3 before turning left for 3. This means sacrificing speed from 2 to 3. The school has a late apex on 3 and a very late turn in for 4. From just before the schools clipping point at 3, for low HP cars, it's flat out from here to the chicane.

Lawrence, and over the years a few other very distinguished race drivers, has carried more speed through 2 & 3 and ended up going into 3 on the far side of the track or drivers left. They then turn harder for 3 and then arc out and turn very early for 4. Closer to the west end of the speed curbing between 3 & 4 as opposed to the schools turn in for 4 at the very east end of the speed curbing. To summarize: the clipping point for them is very early for 3 & 4 and the schools is very, very late.

Below are the tables with data and times that Rick accumulated. For those of you who are scientists, engineers or statisticians you may wish to review the data in greater detail.

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| <i>Drivers</i> | <i>Turn-in 1-<br/>turn in 2 -</i> | <i>Turn-in 2<br/>apex 3</i> | <i>Apex 3-<br/>track out<br/>3</i> | <i>Track out<br/>3 apex 4</i> | <i>Total time<br/>turn in 1 to<br/>apex 4</i> |
|----------------|-----------------------------------|-----------------------------|------------------------------------|-------------------------------|-----------------------------------------------|
| Lawrence       | 4.71                              | 4.93                        | 3.64                               | 3.64                          | 16.92                                         |
| -              | 4.62                              | 4.67                        | 3.67                               | 3.62                          | 16.58                                         |
| Type R         | 4.65                              | 4.63                        | 3.64                               | 3.56                          | 16.48                                         |
|                | 4.59                              | 4.57                        | 3.64                               | 3.59                          | 16.39                                         |
|                | 4.61                              | 4.48                        | 3.92                               | 3.7                           | 16.71                                         |
| Average        | 4.64                              | 4.66                        | 3.70                               | 3.62                          | 16.62                                         |
| Std Dev.       | 0.047                             | 0.169                       | 0.123                              | 0.053                         | 0.207                                         |
| Gary -         | 4.63                              | 5.18                        | 3.31                               | 3.34                          | 16.46                                         |
|                | 4.58                              | 5.20                        | 3.28                               | 3.37                          | 16.43                                         |
| Type R         | 4.67                              | 5.11                        | 3.37                               | 3.37                          | 16.52                                         |
|                | 4.67                              | 4.99                        | 3.46                               | 3.37                          | 16.49                                         |
|                | 4.64                              | 5.32                        | 3.19                               | 3.40                          | 16.55                                         |
| Average        | 4.64                              | 5.16                        | 3.32                               | 3.37                          | 16.49                                         |
| Std Dev.       | 0.037                             | 0.121                       | 0.101                              | 0.021                         | 0.047                                         |
| Remi           | 4.8                               | 5.03                        | 2.99                               | 3.11                          | 15.93                                         |
| Race           | 4.65                              | 4.9                         | 2.98                               | 3.28                          | 15.81                                         |
| Toyota on      | 4.53                              | 5.09                        | 2.95                               | 3.32                          | 15.89                                         |
| Slicks         | 4.86                              | 4.78                        | 2.93                               | 3.17                          | 15.74                                         |
| Average        | 4.71                              | 4.95                        | 2.96                               | 3.22                          | 15.84                                         |
| Lance -        | 4.83                              | 5.38                        | 3.28                               | 3.37                          | 16.86                                         |
| MR-2           | 4.77                              | 5.29                        | 3.28                               | 3.53                          | 16.87                                         |
|                | 5.15                              | 5.57                        | 3.31                               | 3.4                           | 17.43                                         |
|                | 4.86                              | 5.32                        | 3.28?                              |                               |                                               |
|                | 4.67                              | 5.39                        | 3.28                               | 3.32                          | 16.66                                         |
|                | 4.65                              | 5.48                        | 3.41                               | 3.58                          | 17.12                                         |
|                | 4.82                              | 5.41                        | 3.31                               | 3.44                          | 16.99                                         |
| Chase Lin -    | 4.65                              | 4.9                         | 3.49                               | 3.28                          | 16.32                                         |
| Integra        | 4.92                              | 4.97                        | 3.47                               | 3.46                          | 16.82                                         |
| GSR-           | 4.79                              | 4.94                        | 3.48                               | 3.37                          | 16.57                                         |

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| <i>Drivers</i> | <i>Turn-in<br/>1- turn in<br/>2</i> | <i>Turn-in 2<br/>apex 3</i> | <i>Apex 3-<br/>track out<br/>3</i> | <i>Track out<br/>3 apex 4</i> | <i>Total tin<br/>turn in 1<br/>to apex -</i> |
|----------------|-------------------------------------|-----------------------------|------------------------------------|-------------------------------|----------------------------------------------|
| Allan Brown    | 5.07                                | 5.59                        | 3.34                               | 3.37                          | 17.37                                        |
| - Rx 7- GSL SE | 5.1                                 | 5.56                        | 3.29                               | 3.32                          | 17.27                                        |
| race prepared  | 4.83                                | 5.57                        | 3.19                               | 3.37                          | 16.96                                        |
|                | 4.95                                | 5.48                        | 3.37                               | 3.39                          | 17.19                                        |
| Average        | 4.65                                | 5.56                        | 3.37                               | 3.34                          | 16.92                                        |
| Std Dev.       | 4.86                                | 5.84                        | 3.19                               | 3.35                          | 17.24                                        |
|                | 4.91                                | 5.6                         | 3.29                               | 3.36                          | 17.16                                        |
| Helga Herbst   | 5.67                                | 5.86                        | 3.4                                | 3.74                          | 18.67                                        |
| BMW M3         | 5.58                                | 5.74                        | 3.29                               | 3.73                          | 18.34                                        |
|                | 5.94                                | 5.63                        | 3.34                               | 3.8                           | 18.71                                        |
|                | 5.52                                | 5.32                        | 3.19                               | 3.7                           | 17.73                                        |
|                | 5.54                                | 5.41                        | 3.46                               | 3.83                          | 18.24                                        |
|                | 5.61                                | 5.66                        | 3.46                               | 3.49                          | 18.24                                        |
| Average        | 5.64                                | 5.61                        | 3.36                               | 3.72                          | 18.32                                        |
| Porsche 928    | 4.92                                | 5.21                        | 3.37                               | 3.37                          | 16.87                                        |
|                | 4.71                                | 5.17                        | 3.25                               | 3.4                           | 16.53                                        |
|                | 4.85                                | 4.99                        | 3.35                               | 3.47                          | 16.66                                        |
| Average        | 4.83                                | 5.12                        | 3.32                               | 3.41                          | 16.69                                        |
| Miata          | 5.01                                | 5.09                        | 3.43                               | 3.43                          | 17.09                                        |
|                | 4.5                                 | 5.35                        | 3.55                               | 3.52                          | 16.92                                        |
|                | 4.95                                | 5.26                        | 3.31                               | 3.47                          | 16.99                                        |
|                | 5.01                                | 5.23                        | 3.43                               | 3.37                          | 17.04                                        |
|                | 4.82                                | 5.23                        | 3.46                               | 3.45                          | 17.01                                        |

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## **Perfect Lap Cont:**

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As you can see at the end of the day there wasn't a whole lot of difference between the two Type R's, nor between any of the other cars. However if you believe in Allan Johnson's theory of Type 1 corners, then the time to the chicane should be faster with a greater speed exiting out of 4. In theory a faster exit to four should carry greater speed and terminal velocity to the next braking point on the track. It should help for a faster lap time.

Conclusion: The other lines in this part of the RC is not a major contributor to their lap times nor is it slower. We still conclude Johnson's theory is correct. Each of us may have a different arc into/through/exit of a corner and yaw of each car is different &/or drivers style of yaw balance/control but overall Johnson is still correct. Thus clipping points/apex (not theoretical apex) are fairly consistent.

On that note Lawrence is still faster than yours truly by a full second but it certainly isn't corners 1 to 4. That's a long straight isn't it?! By the way Lawrence's' fastest lap in his street legal Type R is only a fraction off the fastest lap of a stripped down racing Type R driven by very experienced race car drivers.

The perfect lap is always the same. Minimize your time between points A & B. One must decide how many point A & B's there are around the circuit.

Discussions about racing lines is not just amongst solo drivers and amateur race drivers. While in England for the F1 race in April, I read an article about an active discussion between Mika Hakkinen, Michael Schumacher and the F1 press about the difference in segment times in one part of Silverstone during a testing session in early April. Michael claimed there was only one fast way into, through and exit through a group of corners. Slow in and fast out. Mika claimed his telemetry and segment times showed for him no difference in lap times between fast in and slow out or slow in and fast out. For mega power to weight cars that maybe less true, however for our lower HP cars fast out on to a long straight should always be faster.

What is most interesting about Rick's data was the similarity of the times of the various different cars. Did gearing (torque & power bands), tires (pressure, tread, compounds), weight of car, suspension (springs, shocks, rebound/damping, camber, castor), center of effort/gravity, downforce, exhaust, etc have major implications on segment times of a specific car. Does all this tech stuff make a huge difference or is it the driver? The

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**Perfect Lap Cont:**

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bottom line, that surprised me, there really isn't as big a difference between cars and drivers than I would have thought through corner 1 to 4.

\*Note Chase Lin's Integra GSR times. Being familiar with it's torque curve and power band compared to the Type R, these times compliment that data. The GSR's power curves make it a far superior car than the Type R's through 2 to 4, however the Type R's curves should be better half way down the front straight and on the back straight.

So what is most important? Is it car modifications & knowledge of the cars' characteristics or the driver's ability to squeeze every aspect of performance out of the car?

The perfect lap. Be smooth and consistent. Lap times and segment times should be very consistent. Minimize time through the corners, maximize adhesion on acceleration and maximize the length of all straight a ways, minimize braking and never lose momentum. Most of all minimize your time in every aspect of every segment in each corner.

Now that's a perfect lap. By adding up the best time in each segment for each driver we come up with the perfect run through 1 to 4 would be for: Randy - Miata (16.27), Gary - Type R (16.13), Allan - Rx-7 (16.82), Lawrence - Type R (16.36), Remi's - race car and slicks (15.34), Lance - MR- 2 (16.66), Acura GSR (16.3), 928 (16.32), M3 - (17.52)

This exercise tells us a lot. Yes, big HP at Race City makes a huge difference. However, by adding up all the little fractions from each segment you can find a couple of seconds and make a difference. For the solo competitor or the race car driver it really is a sport of hundredths of seconds, isn't it?

We really appreciated Lawrence being a generous competitor and bringing this to our attention for in this sport you never stop learning. Whether you're a beginner race car driver or a seasoned solo driver consider different approaches to transiting each segment of the course. For many of you, you may wish to try new lines. Other lines may indeed be faster for some of you or maybe there is a balance or compromise.

Only to have the telemetry system of an F1 team. We'd all be a Michael Schumacher.....ha!....Only in your dreams.

Next issue:

The hardest part of the perfect fastest lap is braking. Rick & I will consult with fellow solo 1, 2 and road racing drivers, and do an article on that subject for the next Spoke

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