



Vintage Racing Club of British Columbia

VANTAGE MAY

The voice of VRCBC- web site - www.vrcbc.ca



Formula Fords at the Clubhouse Turn at Westwood -Photo Courtesy of Wayne Duval

Tom Johnston's Formula Ford Extravaganza. Potentially a special Formula Ford race at the HMR !
Check out his article on the early Formula Ford races inside.

Three big Vintage events this month: VRCBC's Historic Motor Races in Mission,
Sovren's Spring Sprints and the Wine County Classic at Sears Point . All worth attending as a
spectator, if not an entrant.

2003 VRCBC Executive

		Telephone	Fax	e-mail
President	Dave Williams	604-524-4108	604-273-5624	David@iat-yvr.com
Past President	Mike Tate	604-538-8553	604-538-8561	miketate@shaw.ca
Vice President	Evan Williams	604-531-4806	604-536-7949	evanwilliams@shaw.ca
Race Director	Mike Tate	604-538-8553	604-538-8561	miketate@shaw.ca
Secretary	Andrew Taylor	604-534-1983		aitsho@yahoo.co.uk
Treasurer	Ivan Lessner	604-538-2713	604-538-4517	a3b66614@telus.net

MONTHLY MEETINGS

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. Meeting place is Cruisers Pit Stop Diner 21671 Fraser Hwy, 1.5 km east of Langley.

ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00
The Membership Coordinator, Ivan Lessner, is accepting applications for 2003.

PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

NEWSLETTER

The VANTAGE is sent to all members of the Vintage Racing Club of British Columbia. Complementary copies are also provided to VRCBC supporters and motor sports clubs. Cut off date for articles, paid advertisements and Marketplace for the next issue is

MAILING ADDRESS

16730 Northview Crescent, Surrey, BC V3S 0A8

What is Formula Ford?

In the 1960s, the starter formula for aspiring road racing drivers was the FIA 1000cc Formula Three. The cars were generally tube space frame chassis with a rear mounted engine with a Hewland VW based transaxle. The engines were mostly based on early Cosworth Ford 105E (Anglia) based MAE (modified Anglia Engine) known at the time as "screamers" due to their high RPM.

The 1960s were also the time that the concept of commercial racing driver schools was coming into popularity, mostly in the UK. The Jim Russell School and Motor Racing Stables were examples. These schools used current F3 cars for the advanced students. Needless to say the students were not very kind to the delicate cars and motors causing the schools real maintenance problems. Some bright light at MRS suggested that they fit a standard Ford 1500cc Cortina GT motor. The GT put out about the same power as its smaller cousin (the engine blocks were very similar) was much easier to drive, weighed about the same, was a neat fit and was cheaper and more reliable. While they were at it they fitted steel road wheels with road going high performance radial tires. The first car modified was a Lotus 31 and everyone was very pleased with the result. By 1966 Ford agreed to support the concept of a low cost "starter" formula and so, Formula Ford was born. Now 37 years later it is still a very important world wide starter formula.

The Early Cars

Lotus created a specific car for the formula based on the Lotus 31 and dubbed it the 51, which became the first series produced car for the class. Other manufactures did similar conversions, but soon many were producing their unique FF designs. Popular early cars were Merlyn, Alexis, Titan, Palliser/Winkleman and others. There were a few Canadian cars (Ferret from Ontario and Patterson from BC) and American (Le Grand, Caldwell and others) but most came from the UK (and still do).

Formula Ford in North America and in particular Western Canada.

By 1968 the formula was going strong with future stars like Emerson Fittipaldi and Tim Schenken doing very well. 1968 was also the inaugural year for Edmonton's Edmonton International Speedway, a long gone comprehensive motorsport facility. The first road race at the circuit was held on July 28 of that year. The first race of the day, the novice race, was won by Barry Fox of Edmonton, driving a Lotus 51, although Merlyns went on to dominate other races of the event. I was there that day and I was very impressed. So impressed, in fact, that a year later I sold my Lola Mk 1 Climax (I wish I still had it) bought a Merlyn Mk 11A and moved to Vancouver and became one of the first Formula Ford Drivers at Westwood. Formula Ford racing was bursting out everywhere. The 1970 ICSCC Championship for FF (that I was fortunate enough to win), had ten drivers score points which made it one of the largest classes.

For some reason, North American racing organisations never adopted the street radial tire rule so the cars raced on real racing tires right from the beginning (years later the "spec." tire concept returned). Both CASC and SCCA adopted the formula quite early.

Professional Formula Ford Racing

During the 1970 season at Westwood, I was approached by SCCBC president Bob Randall and was asked if I thought they could gather up enough cars to hold a professional race. I thought so, and sure enough on September 20 the first Western Canadian Pro Ford race was held at Westwood (maybe this event was the first pro Ford race in the world); the Export Invitational. A field of about thirty cars turned up, the racing was great and everyone was thrilled. I remember Pierre Phillips of Portland OR won in a Titan Mk 6.

EXPORT INVITATIONAL

• Canadian, Oregon, Washington Pacific Amateur Championships
• Canadian Auto Sport Clubs regional

SUNDAY, SEPTEMBER 20, 1970



There followed a series of events, sometimes twice a year at Westwood. The biggest and best were the Pepsi-Pro races run 1971 through to 1974. The Pepsi Pro had been previously for Group 7 Can Am style sports cars and had been a feature of Westwood's program since 1966, however, in 1971 based on the Export race success, it was switched to the new popular Formula. Formula Ford was perfect for Westwood at the time, relatively economical and suitable for the narrow twisting circuit. Literally hundreds of drivers from all over North America participated in these races during the early 1970s.



Formula Fords at Westwood Hairpin

FOR PEPSI PRO

Formulas swarm to Westwood

By BOB DUNN

Given no entry limitation, Westwood could produce its own rush hour Sunday, with all traffic jams restricted to Formula Fords.

A few years back, it was impossible. There weren't enough Formula Fords hereabouts to produce an accident.

"I can remember," Tom Johnston, a journeyman driver from West Vancouver, was saying Tuesday, "when I had the only Formula Ford at Westwood . . . and when I used to win all the time."

Now, there are 40. At least there are 40 hoping to start Sunday's Pepsi Pro Invitational, the circuit's traditional season highlight. Only 30 will.

If 40 started, they could run bumper-to-bumper for the 100 miles, 1,408 yards. They could probably set a record for the slowest Formula Ford race in history, thereby causing the late Dan Odenburg to turn over in his grave.

It was Odenburg, you may recall, who won the Pepsi Pro last year and who smashed the FF lap record at Westwood along the way.

With 30 cars starting, chances are good the record will fall again. Odenburg's time was 1:12.2, a time lowered last month to 1:12 by Tacoma's Marty Loft, who goes in as the favorite Sunday.

By no means, however, is Loft a lead-pipe cinch.

"Restrictions make the cars so equal," said Johnston, "that there won't be more than five or six seconds between the first qualifier and the last."

Breathing down Loft's neck, on paper at least, is Vancouver's Bill Melnikoff, who purchased Odenburg's Lola T202 after the Seattle driver was killed last fall.

And Tom Weichmann of Kent, Wash., the pole sitter in the '71 race and the race leader until he crashed four laps from the checkered flag.

And Seattle's Al Kariberg, who abandoned the Northwest Formula B circuit to drive the slower Formula Fords in Europe all last season.

"I learned more in one season in Europe than ever before," admits Kariberg, who's at the wheel of a GTA 102.

None of the former event champions will be on the grid. Toronto's Eppie Wietzes, who won three of the previous six annual Invitationals, stayed with his Formula A when this race became restricted to Formula Fords two years ago. Ross de St. Croix of Montreal, the '67 winner, no longer drives and Portland's Monte Shelton, first in '68, is only an occasional driver in the Continental series.

The field will be cut Saturday, during qualifying runs, and those who don't make it can stick around for the regional Formula Ford race on Sunday's program.

Sunday's main event is split into two heats, each of 28 laps. First place is worth \$500 and a trophy. Second is worth \$450 and no trophy.

PIT STOPS — Loft set the lap record while finishing third in a Formula B race April 30 . . . The old entry record for a pro event at Westwood was 34 . . . Johnston, the 1970 International Conference champion and second in the hillclimb at Kelowna last weekend, figures to give Melnikoff a run for pick of the local entries . . . Total purse Sunday is \$3,000 and, yes, it's a B.C. Festival of Sport event.

Vancouver Sun, May 31, 1972



John Holloway from Graham, Ore won the 1972 Pepsi Pro Invitational.



Dan Odenborg receives 1971 Pepsi Pro Invitational Trophy.



Al Lader from Portland, Oregon won the 1973 Pepsi Pro Invitational.

Pepsi-Pro winners
 John Holloway-1972 Dan Odenborg-1971 Al Lader-1973

The last Pepsi Pro ran in 1974, but pro Formula Ford racing continued for several years with smaller, but just as intense racing events. The McLoughlin and Levy Motors Series, later known as the MCL series ran at Westwood in 1976, and the Western Province wide Cannon Yokohama series ran at various tracks in 1989 to 1991. Finally there was a Hankook tire backed series in the 1990. Active Club racing and hill climbing continued through all of this and Formula Ford is still popular at Mission today.

No.	Driver	Town	Car
PEPSI PRO INTERNATIONAL ENTRIES			
99	Selby, Roland G.	Delta	Winkelmann
37	Wiechmann, Thomas	Kent	ADF Mk II
38	Gloy, Tom	Walnut Creek, Cal.	TGR Lola
8	Stansbury, Ronald	Los Altos, Cal.	Lola T340
88	Sorteberg, Harry L.	Santa Clara, Cal.	Lola T340
73	Atkin, Michael	Edmonton	Elden Mk 10A
72	Forest, Ric	Edmonton	Elden Mk 10C
78	Polly, Don	Kirkland, Wash.	Hawke DL9
77	Boeger, Bogie M.	San Bruno, Cal.	Royale RP2
61	Loewen, Gary	Steinbach, Man.	Lola T340
9	LePoole, Robert F.	Edmonton	Titan Mk 6C
49	Freutel, Ed	Thousand Oaks, Cal.	Lola T340
87	Henderson, William M. II	Golden, Col.	Titan Mk 6C
26	Robertson, Don	Calgary	Elden Mk 10
94	Sabin, George	Oregon City, Ore.	Titan Mk VI
24	Darr, Pete	Govt. Camp, Ore.	Lola T340
3	Phillips, Pierre	Portland, Ore.	Lola T340
23	Elmer, Dale M.	Portland, Ore.	Lola T340
4	Munroe, Mark	Sunland, Cal.	Titan Mk 6
44	Hoffman, Ed	Lompoc, Cal.	Lotus 61
5	Loft, Marty	Tacoma, Wash.	Titan Mk 8
21	McLoughlin, Brian	Vancouver	Titan 6C
89	Ransom, John F. Jr.	Portland, Ore.	Titan Mk 6C
76	Young, George K.	Puyallup, Wash.	Crossle 25F
17	Scyphers, Billy Jr.	Marina, Cal.	Lola T340
1	Wendler, Alan	Milwaukie, Ore.	Pallisier WDF2
98	Goodwin, Michael	Sacramento, Cal.	Merlyn Mk 25
11	Cameron, Graeme	Vancouver	KRB Mk 6
28	Wheatley, Paul	Winnipeg	Van Dieman RF 74
75	Sauerbrel, H. Thomas	Fresno, Cal.	Titan Mk 6C
18	Black, John	Portland, Ore.	Titan Mk 6
7	Collinson, Bob	Vancouver	Merlyn Mk 17
63	Pugh, Bill	Lafayette, Cal.	Dulon MP 15B
39	Cross, Steve	Seattle, Wash.	Lola T200
14	Rawlings, Jim	Portland, Ore.	Lola T340
13	Rempel, Jake	Abbotsford	Lola T202
2	DeJager, Jerry	Portland, Ore.	Lola T340
71	Scher, Jack	Seattle, Wash.	Crossle 25F
36	Lundy, Burke	Vancouver	Alexis Mk. VII
97	Lader, Alan	Gresham, Ore.	Titan Mk 6
80	Crowe, Bruce	Spokane, Wash.	Winkelmann WDF2
20	Meadows, Terry	Prince George	Merlyn 24/25
58	Evans, Bryan	White Rock	Royale RP3A
22	Loyning, Arnstein	Portland, Ore.	Titan Mk 6AL
27	Melnikoff, Bill	N. Burnaby	Bowin P6F
57	Craik, Charlie	Burnaby	March 719
15	Murphy, Higgs	Willowdale	Titan
0	Hopkins, Riley	San Francisco	Winkelmann
74	Crawford, Don	Molalla, Ore.	Titan Mk 6

1974 Pepsi-Pro entry list. Marty Loft went on to win

2003 Vintage events - check before you drive!!

VINTAGE SCHEDULE

May 10/11 Seattle SOVREN Vintage weekend
 May 23/24/25 Seattle SCCA Vintage grid
 May 24/25 Mission VRCBC Historic weekend
 June 13/14/15 Portland SCCA Rose Cup Vintage grid
 June 27/28 Mosport VARAC 24th Vintage Festival
 July 4/5/6 Portland SCCA Vintage grid
 July 4/5/6 Seattle SOVREN Pacific Northwest Historics
 July 4/5/6 Mt Tremblant Sommet de legends Historic Grand prix cars
 July 11/12/13 Portland Historic weekend
 Aug 9/10 Bremerton SOVREN SCCA weekend
 Aug 16/17 Portland SCCA Vintage grid
 Aug 16 Mission CACC/VRCBC Vintage grid
 Aug 23/ 24 Calgary CVRC Vintage weekend
 Aug 30 Sept 1 Portland SOVREN Vintage weekend
 Sept 7 Mission CACC/VRCBC Vintage grid
 Sept 20/ 21 Seattle SOVREN Vintage weekend
 Sept 27/28 Portland SCCA Vintage grid
 Sept 27/28 Mary Hill SOVREN Hill climb

DUES are now payable for the 2003 season. Send your cheque to VRCBC Single membership \$50cdn family \$60cdn

CACC Competition Licenses are to be purchased from Rod Mores CACC Treasurer 11113-84B Ave Delta B C V4C 6Z2
 Then Dave Bell will issue the License his Phone # is 604 839 3476, email Licensing@cacautosport.organd

SOVREN Event applications available on their web site www.sovren.org
 Note the North West Historics entry fee jumps to \$430 if you don't send in your entry by May 31!!!.

HISTORIC MOTOR RACE ENTRY FORMS ARE AVAILABLE FROM EVAN WILLIAMS, THIS YEARS REGISTRAR email ewilliams@dwg.com

BUY AND SELL

Matching Legrand MK 21 FF's Scholar and Ivey Motors- complete with single axles trailers
 Negotiable sold only as a set!! \$10,000 US
 Rodger Hayes rhayes@helix.net

1969 Camaro , 302 , T 10, roll cage, fuel cell, Fire system, \$10,000US
 Rodger Hayes rhayes@helix.net

Datsun 510 quick competitive car, cage 4 wheel disc, lap record holder at Pacific raceway
 With trailer \$6800, could be converted to vintage.
 Robert Barg -604 942 6685

1969 RCA Formula Vee basket case- frame has been restored, need mechanicals, \$950.
 Robert Barg 604 942 6685

Possible garage /shop space available Pitt Meadows area
 Robert Barg 604-942-6685

1967 Corvette vintage racer ex trans am car has flares and is not legal for local Vintage races

\$39,000 cdn. 604 590 2448

1937 Riley Adelphi 1 1/2 litre... offers to Rob Follows.

3 layer nomex suits for young beginner/starter racer, ex McGregor see Bob Smith.

Lots of used 15 inch tires, see Evan Williams (604-531-4806)

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[Schedule](#)

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[Website: Gunter Pichler](#)