

# RUN-OFFS



Out of several hundred of Canada's best amateur road racers, there can only be a dozen who are truly the best in their fields, and every year, representatives of every region of the country meet to decide the 12 best.

It is for good reason that we call that meeting the Canadian Road Race Of Champions.

The annual event, dubbed "the run-offs", has traditionally moved from region to region every year, giving each section of the country the opportunity to host the touring amateurs. This year, the newly-reopened Le Circuit Mont Tremblant got the nod from the Canadian Automobile Sport Clubs' Quebec

Region for the event, and during the last weekend in September, the racers, crews and CASC officials converged on the beautiful Laurentian site for three days of racing.

The weekend traditionally provides tales of good fortune and bad, of drama and of comedy. The 1975 edition of CRRC was no different. By the end of the Sunday racing, 12 new class champions had been named (and a 13th class had its own separate bash) and the remaining racers headed for home with their plans already underway to unseat the new champion... next year.

Doug Mephram

**The Canadian Road Race of Champions sorts out the best of the amateur racers the country has to offer. It's hard work, but to many, being the national champion is the most important thing there is.**

Photography by Max Wickens and Doug Mephram

## Formula Ford

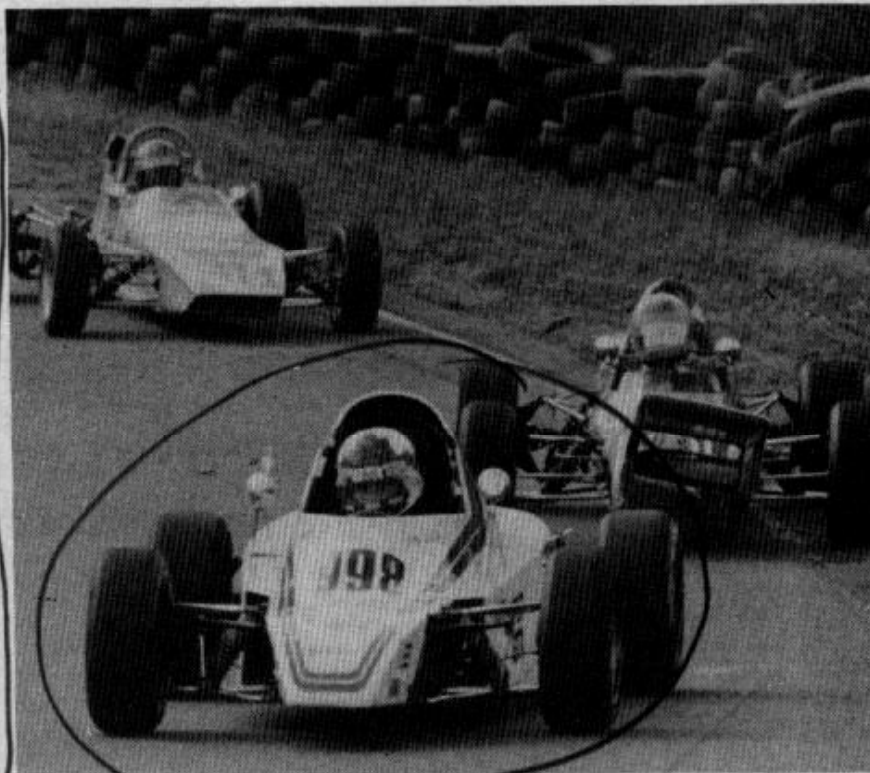
If there has ever been a truly Canadian champion in national road racing, then John Scratch and his Canadian-made Formula Ford Ferret have to qualify for that honor.

The story of the hotly contested Formula Ford race at Le Circuit Mont Tremblant is, in large part, the story of a band of Canadians who really believed they could build an equivalent race car to those brought here from England, and set out to do so with a minimum of grandstanding, fuss — and money.

That outfit — driver Scratch, Designers/builders Alex Purdy and Fred Wilkin and crew — made all of their efforts worthwhile when Scratch wheeled the car around the 2.65 miles of Le Circuit ahead of fellow Ontario driver Don Sobering and reigning Quebec champion Richard Spenard to take the win.

Spenard had qualified his Van Dieman on the pole for the race but the Ferret threat was there early as Purdy, in a second team car, sat on the outside ahead of Scratch, Sobering and the cars of Ontario's Doug Titus (Crossle), Don McKnight (Hayman), and Howard Kelly (Crossle). Just behind them were a pair of Quebecers (Dave Houston in a

CONTINUED Page 36



Scratch leads Spenard [his nose already askew] and Sobering.

## C Sedan, F/G Production

There are always Cinderella, fairytale stories that come out of a race the size of the CRRC. This year was no exception.

Cinderella stories very often nearly become horror stories, and the tale of Geoff Foster and the Honda Civic looked like another bad dream going into the race to determine the C Sedan and F and G Production classes.

Foster had been thrashing the immaculate little car all year, trying to sort

out the new car blues that so often accompany the kind of development program necessary to turn a brand new model into a successful racer — without much success. The car had always been just on the edge of going very quickly, but had always had those little problems that keep success just out of reach. And so, when the car suffered cylinder head problems and blown head gaskets even before qualifying, and it spent most of its

time disassembled, the prospects of even getting it going looked bleak.

But the crew persevered and got the car bolted together in time to start last on the grid.

It was an impressive grid indeed. The MG Midget of Brian Bishop (Ontario), heading the field, with the very quick Triumph Spitfire of Keith Grassie (Quebec), were the best F Production hopefuls while Paul Kitchener and Mike Cleary of Ontario (CooperS's) were the best bet among the small sedans.

Bishop roared into the lead from the start and almost immediately put distance between himself and his closest pursuer, the P1800 Volvo of Roger Lachance (Quebec). Grassie had disappeared from the fray. And suddenly there was the Honda. With the car obviously working right, Foster had jumped a half dozen spots by the first half of the first lap, and simply began carving through the back markers like a hot knife. At the same time, some of the front runners began to fall off the pace. Cleary only lasted nine of the 15 laps although he had overtaken Kitchener after a heated duel. Gary Cook's Datsun 1200 then fell off the pace with a done gearbox and the once-quick Spitfire of



FP: Brian Bishop



CS: Geoff Foster

CONTINUED Page 31

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Whalen of Rochester, New York,  
also in a Pinto.

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John Scratch poses beside the All Canadian Castrol sponsored Ferret Mk 4 which carried him to a victory in the next to last Bulova F-100 event at Mosport Park. Photo by Adam

## Ferret in victory lane at Mosport

MOSPORT PARK, Ont. - "Our day will come", John Scratch told reporters two months ago and by the time the sixth round of the F-100 Bulova series rolled around, John proved he wasn't kidding.

The Canadian built, Castrol sponsored Ferret Formula Ford

finally made it to the victory circle last Monday, and its Stratford, Ontario driver, John Scratch was deservedly proud. Though the immaculate white car had led several races, started from more than one pole position, and won some heat races, it had never made its way to the winner's platform. Irritatingly small mechanical problems, along with the crashes triggered by other drivers kept the car from a win all too often this year.

Scratch held off challenges from Richard Spenard of Montreal, Quebec, and Nigel Gough of Concord, Ontario to move into third place in the series standings with 58 points. Gough leads the series with 68 points, five more than David White of Brampton.

Second place in the 20 lap Bulova F-100 feature went to Spenard's Planters Peanut Van Dieman; while third spot was awarded to Nigel Gough driving his Cherokee Industries Crossle 30 F.

The race was a typical Bulova event with a string of ten cars battling for the lead. When all was said and done, however, the fight

eventually boiled down to a battle between Spenard and Scratch.

On the fifth lap, three front-running competitors were involved in a wild pile up. Don Sobering's Crossle, Dave McMillan's car, and Stuart Moore's Hawke were all eliminated from the competition following a collision. No one was injured.

As a result of his victory in the sixth round of the seven race series at Mosport Park, John Scratch's Castrol Ferret Mk 4 has forced the Bulova Championship for Formula 100's down to the wire.

The 2.5 litre sedan division of the Bulova Series saw BMW Autex 2002 driver Werner Gudzus capture a win last Monday. Gudzus' teammate, Werner von Englebrechten, only managed to capture a fourth place finish.

In the Bulova Sedan points race, Peter Clare of Nashville, Ontario and Werner von Englebrechten of Toronto are deadlocked with 80 points apiece. Peter Clare, who drives a "C" sedan mini, failed to pick up any points as he scored a lowly 15th place finish last Monday.

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### Formula 100 standings (after 6 of 7 events)

| Driver       | Hometown   | Car     | Pts. |
|--------------|------------|---------|------|
| Nigel Gough  | Concord    | Crossle | 68   |
| David White  | Brampton   | Lola    | 63   |
| John Scratch | Stratford  | Ferret  | 58   |
| Don Sobering | Brantford  | Crossle | 52   |
| Doug Titus   | Willowdale | Crossle | 30   |

### 2.5 litre sedan standings (after 6 of 7 events)

| Driver                   | Hometown    | Car             | Pts. |
|--------------------------|-------------|-----------------|------|
| Peter Clare              | Nashville   | Mini Cooper S   | 80   |
| Werner Von Englebrechten | Toronto     | BMW             | 80   |
| Paul Kitchener           | Mississauga | Austin Cooper S | 56   |
| Gary Cook                | Cambridge   | Datsun 1200     | 56   |
| Raymond Gray             | Whitby      | Austin Cooper S | 48   |
| George Commachio         | Toronto     | Fiat            | 48   |

Hawke and James Besmer in a Dulon) and another Ontario Bulova series veteran, Nigel Gough in a Crossle. A field of 26 took the flag.

Spenard poured into the lead from the first corner but with Purdy and a horde of buzzing Fords clinging to his exhaust pipe and the first dozen cars held on together for the opening stanza. But the next time around, Scratch had taken over second and Purdy was nowhere to be seen: He had overcooked it into the third turn and had charged off onto the gravel. He came around shortly, a slight nip out of the nose of the car the only sign of his indiscretion.

But Scratch took up where Purdy had left off, and made a good move to get around the charging Planter's Peanut Van Dieman in the first turn of the third lap. Sobering clung to third while the

pack behind was a mass of cars that hadn't yet settled into a formation.

A lap later, Spenard regained the lead and set the tone for the race. It wasn't until late in the race that one leader would emerge as the top two spots kept swapping back and forth every lap with an attentive Sobering behind, watching his chances. McKnight pulled up into fourth temporarily with Titus, Kelly, Jacques Desjardins and Gough all in hot pursuit. Besmer and Victor LaRose attached themselves to that knot to make seven cars hunting fourth spot. With only 15 laps of racing, there was no quarter given, something Spenard made apparent just after the halfway point when he suddenly appeared following Scratch with the nose of his car pointing skyward, the result of its collision with

Scratch's rear. And while the young Quebecker still held on to second, it was apparent that it couldn't go like that forever.

In the closing laps, Sobering moved around Spenard to take over second and the futile pursuit of Scratch. Though the Castrol Ferret never pulled out more than a fraction of a second of lead on the following two, it was clear in the late laps that he wouldn't be caught despite Sobering's efforts that eventually turned him the best lap of the race at 1:48.210.

Behind the front drama, Larose has been steadily clawing his way through the big knot that was fighting over fourth, and though he didn't lead it by much, he held off Titus, McKnight, Besmer, Desjardins, Kelly, Gough and a steaily closing Purdy who had worked his way back from last.

**PRODUCTION/MODIFIED** Continued from Page 15

Johnson got a slight edge at the start and poured through the first turn just ahead of a watchful Heimrath, but with both well in advance of the rest of the 21-car field. The Porsche 908 of Roman Pechmann (Ontario) jumped in behind to lead the Carrera RSR of Marcel Talbot (Quebec), the Chevron-Ford of Bill Bovenizer (Ontario) and the black Porsche Carrera of Quebec regular Marc Dancose.

Heimrath dogged Johnson for the first lap but picked the Lola off on the second lap as the two shot down the quick hill before the Esses. From then on, it was all clear sailing for the Henninger Carrera as Heimrath steadily increased his lead over the field as he sliced through lapped cars without ever backing off.

For a short time, Johnson sat in a vacuum but soon had Talbot, Pechman and Bovenizer on his tail. From the second lap, Talbot had moved into third and closed in on Johnson until he was passed by Pechmann and Bovenizer together on the 12th lap. On the sixth lap, Murray Edwards (Atlantic) had taken sixth spot from Dancose, but was well off the pace.

As the chequered flag fell, Heimrath still had an enormous lead over Johnson, who was now keeping the other B cars of Bovenizer and Pechmann at bay. Bovenizer had made a move on the last lap that won him third. A surprise fifth second AP was Edwards when Talbot failed to appear, the result of a 1st lap scrape with a rail. Dancose was sixth, the last car on the same lap as the winner, and third in A.

First C Production car through was

the immaculate Apple Bee Datsun 240-Z of Doug Aishford (Ontario), who had sprinted away from a tightly knit field of CP cars and remained in command for the duration. Arnold Hoar (Atlantic) was second in that class in his 240-Z with the Lotus 7 of Eugene Antonyszyn (Quebec) third, the last car running of the six that started. Ken Staples, the only Prairie racer to start, was sidelined when his Pacemaker Sunbeam Tiger returned to the pits with a well-crashed fender after six laps.

Another Prairie driver triumphed in C Modified, however, as John Reski guided

his Lotus 23 into a first in class, two laps off the pace. He led a pair of Quebec drivers for the title as Claude Houde was second in a Unipower effort and a lap farther back was the Renault-powered racer of Marius Dandine.

But all of the drama was not over as Heimrath refused to pull a head off his engine for a displacement check in the grassy compound set aside for technical inspection and, as dark drew near, Edwards was declared class winner, leaving Dancose second and elevating Peter Hanes (Ontario) and his Corvette into the third spot.

**B SEDAN, D/E PRODUCTION** Continued from Page 14

Graham Vickers (Quebec) and the similar car of Quebecker Luc Williams.

Stevens set a scorching pace on that first tour, but his progress was halted before he could make a complete circuit when his engine expired in dramatic fashion going into the tight Namerow corner. He coasted into the pits, out of the action.

Lambke inherited the lead but with Wheatley, Vickers, Williams and George Commacchio (Ontario) less than half a second behind. But Comacchio's Fiat 124 Coupe fell out of formation less than half of a lap later when the Ontario veteran crested the hill at the exit of turn one and looped into a long, lazy spin that had the rest of the field hard on their brakes in an attempt to get around him. Miraculously, there was no contact as a dozen cars slid past. Comacchio regained his composure and resumed the chase, well back.

Vickers emerged from the fight for

second and began to haunt Lambke, turning lap times consistently quicker than the Datsun. The inevitable happened on the seventh lap as the green MGB took over the front spot. The only real fight that remained was for third, where Wheatley, Williams, and the BMWs of Werner von Engelbrechten and Werner Gudzus were engaged in a push/shove match.

Von Engelbrechten made his way through to the front where he was locked in a fight with Williams when Wheatley made contact with him and sent him off into the rough. The BMW driver got back on course but his disposition wasn't any the better for the ride. But on the 12th lap, Wheatley was put out of further action when he came to a hard rest against a mud bank.

That left Gudzus in fourth, but he was about to be displaced by a race from behind that featured the MGBs of Bob

CONTINUED Page 37

## A/C Production, B/C Modified

For every winner there is a class, or so it seemed following the fourth race of the day, the 15 lap bash for A and C Production cars and B and C Modified cars.

It was almost a foregone conclusion that one of the front row cars would run away with the race. Leading the pack after qualifying was Ontario's David Johnson. Wheeling his red Davalar Racing 2 litre Lola endurance racer (B Sports Racing), Johnson had put himself in the best spot before any of his competitors could sort out their cars or learn the track. While there were only two other cars in his category — both of which were to eventually turn faster laps during the race — Johnson appeared to be well in control.

The other front row car was the immaculate Porsche Carrera RSR of regular IMSA GT competitor Ludwig Heimrath (Ontario). Heimrath's Ontario-based Henninger Beer Porsche had earned the other front row spot just a little short of Johnson's best, and the two were destined to battle it out for the overall race even though Heimrath was an A Production entrant.

So it came as no surprise when

CONTINUED Page 36



AP winner Murray: Atlantic's only champion



JOHNSON



RESKI

## Formula Four

And now... Ladies and gentlemen... For our grand finale... Formula Four racing!

Though not a nationally recognized class, the CASC national body made provision for a special race at this year's run-offs for Formula Fours.

Formula Fours, for those not versed in such matters, are a class of open-wheeled cars powered by engines of up

to 750 cc's. And almost any engine will do!

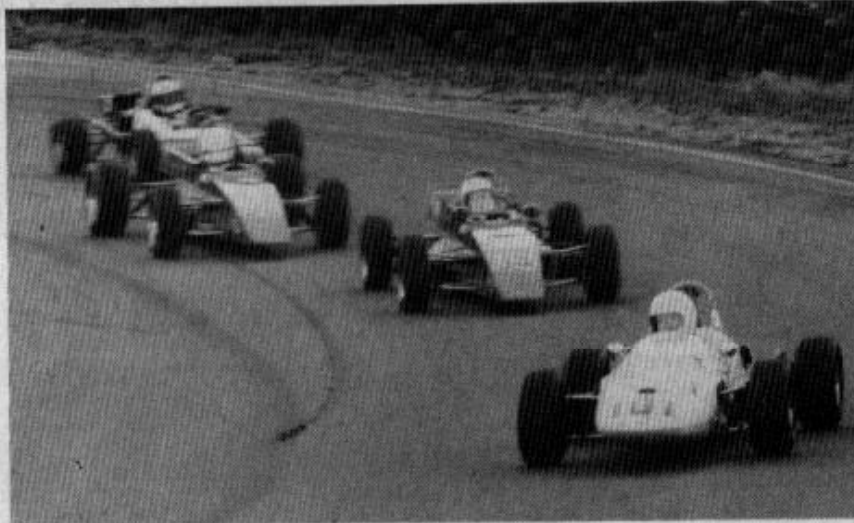
The patrons of the class — mostly in Ontario and Quebec — have been working hard at getting the class recognized nationally as a cheap, fun place to start racing. You can buy a car and be racing for under \$5,000, they say, or if you are so inclined, can build your own for considerably less. There are

currently more than 30 cars in the country, Formula Four exponents say.

Only 13 of those showed up at the track to put on a show following the last national title race, and of them only nine made the grid. But the racing didn't suffer from lack of participants. The front four cars had enough going on between them to make the race worthwhile.

Bob Long and Doug Weaver, both in remarkable, Canadian-manufactured cars called Xpits (pronounced "speet") powered by Honda engines led the starting grid, but behind were the P & G Special of designer/racer Gord Green and the Walker car with Dick Fennell at the controls.

From the moment they got the green flag, they circulated together around the 2.65 miles of Le Circuit in times that would have put them into the Formula Ford field. First Walker led, then Fennell, then Walker, then Fennell and finally, in the dying moments, a crafty Green dove out front and then wheeled his water-cooled Suzuki-engined car to the win with Long, Fennell and Weaver less than a second behind. Fifth, in a beautiful but bizarre car called a Deflater Mouse (?) was Formula Ford designer/racer Alec Purdy.



Going down to the wire, Green takes over the lead. It was close to the end.

Two rounds of

# A cliffhanger

Just like the Player's Challenge Series, the Bulova Championship for F100 cars will go down to the last round before a winner will be declared.

John Scratch ensured that the winner wouldn't be chosen until the supporting event for the Labatt's 50 Grand Prix of Canada in September, when he took the Canadian built Castrol Ferret Mk. 4 to victory in the sixth round of the Mospport championship.

The early part of the race featured an 11 car train of Formula 100 cars disputing the lead, but that was broken up when a crash eliminated the Lola T340 of New Zealander David MacMillan, the Hawke DL11 of Stuart Moore and Don Sobering's Crossle 25F. These three crashed when they came upon a modified Formula Vee that had spun at corner three.

MacMillan clipped the Vee which launched his car into a series of flips and Moore and Sobering who were following MacMillan closely, collided while trying to avoid the ensuing accident.

Doug Titus had led the race at several points in his Crossle 25F but on the last lap, while battled for second with the Planter's Peanut Van Dieman RF75 driven by Richard Spenard, Titus left the road between corners eight and nine and lost any chance of a good placing.

This gave second to Spenard, in front of the Crossle 30F of Nigel Gough, who had come from the back of the field after having practice problems. Fourth was the Arden Dulon MP15b driven by Burke Harrison ahead of the Gareri

Travel Lola T342 of Dave White and Howard Kelly's Crossle 25F.

The series' fifth round, held in conjunction with the Player's Ontario, resulted in a Don Sobering victory with Gough in second ahead of Spenard. Moore took fourth, in front of Harrison and Hans Snizek's Race Tren Titan Mk.6C.

In that race, White, Scratch and Don McKnight in an Arden Titan Mk.6 were eliminated from further competition in an eighth lap accident in front of the pits.

With 20 points awarded for a series win, Gough is in front with 68 points, five more than White. Scratch is currently



Werner von Engelbrechten finished fourth in his BMW-Autex but still holds a share of the Bulova sedan points lead.



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the Bulova Series.

# in the making

third with 53 points, one more than Sobering. Titus still has 30 points, while Spenard is closing in on him, having collected 27.

The sedan division will also go right down to the wire as one B and one C Sedan are tied for first place.

The sixth Bulova 2.5 sedan event was taken by the BMW Autex of defending

Canadian Sedan Champion Werner Gudzus, but it is his teammate, Werner von Engelbrechten, who is tied with the SRT Cooper of Peter Clare for first place in points.

Von Engelbrechten finished fourth in the race, behind the Datsun 510 of Paul Lambke and the Fiat 124 driven by George Comacchio. Fifth place went to

another Fiat 124, driven by George Battaglia, while tops in C Sedan was the Datsun 1200 of Gary Cook.

Clare had a disappointing race, finishing sixth in class and therefore out of the points. He still retains a share of the series lead. Should the two drivers be tied at the end of the final race in the series, the championship winner would be Clare as he has scored more class wins than von Engelbrechten.

Von Engelbrechten had won the fifth race in the series, run in an incredible torrential downpour at the Player's Ontario. On that occasion he was followed by teammate Gudzus who passed the Fiat 124 of George Comacchio on the 12th lap of the 20 lap contest.

Lambke, who had been running well in the early going, was forced into retirement with mechanical problems after five laps, giving second to Comacchio.

Fourth and the first C Sedan finisher was Clare in his Cooper. He had followed the Honda Civic of Geoff Foster through the puddles, lakes and rivers of the Mosport track during much of the race, but in the last few laps moved past when Foster suffered wet electrics, ironically after the worst of the rain had come and gone.

The overall winner of the F100 part of the championship will receive the \$7500 Mosport scholarship to race in England in 1976 while the next nine highest drivers in points will split the \$2500 prize fund provided by Bulova. The top ten sedan drivers will share in a \$1500 division points fund.



Nigel Gough leads John Scratch, Richard Spenard, Dave White and Don Sobering in the Bulova F100 race at the Player's Ontario. Chris Waddell photos.

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# Copped by Byman

WINNIPEG (CP) — Ed Byman, who defeated U.S. touring professional Lee Trevino in the Mexican Open, recorded a three-under-par 69 Sunday to win the \$14,500 Manitoba open golf tournament.

Byman, making his first stop on the Canadian tour this year, finished three strokes ahead of the field with a 54-hole total of 208, eight under par on the par 72, 6,506-acre Brossy Bend Golf Club.

The victory was worth \$2,900 to the 25-year-old bachelor from Boulder, Colo., who now plays out of Manzanillo, Mexico.

Wulf Homenk of Winnipeg, posted a two-under-par 70 in the final round for a 54-hole total of 211, three strokes ahead of Terry Wien of Vancouver, and Homenk pocketed \$2,175. Wien collected third place money of \$1,100 after an even-par 72 in the final round for a 54-hole total of 214, two under par.

Gar Hamilton of Toronto and John Elliott of Fort Lauderdale, Fla., both closed with rounds of 70 for three-round totals of 215 to share fourth spot. Each player collected \$1,015.



GENE LITTLER  
Defeats Loros in playoff

KINGSTON - WHIG-STANDARD - AUG 5/75

## Mosport Scratch sizzles

By ROB BULLER

Special to The Whig-Standard

MOSPORT — Mosport racing fans have come to expect exciting racing from the Bulova Series for Formula 100 cars but no one anticipated the closeness of the feature race here on Monday.

For almost half the race, nine cars battled nose to tail, exchanging the lead several times a lap with only six car-lengths separating them. A mid-race mishap eliminated three cars leaving a dash to the checkered flag that was won finally by John Scratch, driving his Ferret. Less than one second behind were Richard Spenard and Nigel Gough, who finished second and third respectively.

"We were passing like mad on the straights," said Scratch after the race. "I was able to keep a good tow on Spenard and get by." Spenard, the young Quebec Region sensation, had a tough time keeping up with the slippery Ferret but he held on and led the scramble for several of the race's 20 laps.

"I was losing ground on two of the corners," Spenard commented, "and I had to work to keep the slipstream on the straight. Scratch was losing some oil and it was slippery behind him, and my rear tires were losing traction. Maybe next time..."

The closeness of the front-runners

almost overshadowed a brilliant drive by Nigel Gough who started dead last from the grid, and carved his way through the pack to claim third place.

Kingston native Howard Kelly had a bitter-sweet day. Mechanical problems plagued his Crossle during both his practice and qualifying heat. However, with the car finally running properly for the feature Kelly charged away from his 17th place on the starting grid. He then methodically began to improve his position, passing car after car. Mid-way through the race he was involved in a four-car scramble for eighth place that held him up for several laps. Once clear of that group he continued his superb driving and finished in sixth position. For Kelly, who has had more than his share of bad luck this year, it was a very encouraging finish in a very tight race.

With the Series almost over for 1975, Nigel Gough, now holds the Series lead with 68 points. Dave White retains second place with 63 points while third place is claimed by Don Sobering. Sobering did not score any points at this race as his car was eliminated in a three-car shunt that also claimed the cars of Stu Moore and David MacMillan. No one was hurt as the three ran off the track trying to avoid Lee Hidy who had spun his Vanguard as he was about to be lapped by the leaders.

COVES, England (CP) — The Admiral-Cup yachting series was in confusion today following disputes over Monday's 30-mile inshore race.

Red Rock III of Argentina, under skipper Robert Mandelbaum, was Monday's winner on corrected time while West Germany took over the points standings ahead of the United States.

The team standings, however, were provisional pending a decision by the World Council.

Mercedes IV of Australia, Don Alberto of Argentina, Mandrake of Italy and Cerberus V of Hong-Kong were reported to have started early and could be disqualified or penalized.

Bumblebee of Australia, Sammie of Spain and Wah Wan Two II were first across the finish line Monday but ended well down the list on corrected time.

Second on corrected time was Yachtsman XX of Britain with a time of six hours, 27 minutes.

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ous event, and felt they were now out of contention for this event.

#### A DELICATE SITUATION

rtly after Pedersen and Woodlands got on the road and completed the stage, it be blocked for the balance of the stators. The blockage was caused by a resident who, obviously under the "ence", decided that this type of motor-as not to his liking. He placed his car on the road just past the selective start al and then defied anyone to get past The selective captain, after a futile pt to reason with him, ordered the equipped traffic control crew to contact ntario Provincial Police through the communication station. A short time an OPP informed the officials that the gged barrier was well known to them, at he had been their guest the previous

contention. The rally was Thomas'.

The Leverton/Humphrey second place finish was enough to move them ahead of Pedersen/Woodlands in the final standings. The 240Z team had led most of the series. Third driver went to Chuck McLaren, with a tie for fourth. The Thomas/Arthur victory pushed them into a dead heat with Walter Boyce and Dave Weston.

Rookie of the year honors went to Ross MacKay, with Milo Forstl and Gary Thomas second and third.

#### RESULTS

##### LAST CHANCERALLY

/ G. Thomas/R. Arthur, Datsun 710 14:1  
2 D. Leverton/K. Humphrey, Datsun 710  
15:04. 3 R. MacKay/A. White, Toyota Corolla  
15:37. 4 R. Jackson/R. Sinclair, Datsun 510  
16:37. 5 M. Forstl/G. Murakami, Toyota  
Corolla 16:55.

## Reg Kennedy

sued from Page 5

of a 30 mile radius from local Langley way.

Reg Kennedy won the series and it will be officially recorded in the yearly NASCAR along with such notables as Richard and company.

How did he do it? Kennedy may have placed higher than third but his worst was eighth in Regina and there lies the his success.

Western Canada NASCAR people ed points in a way that gave drivers ere not necessarily fast but consistent vantage.

7/er, racing McGriffs Permatex 200- ig Oly Express, cleaned up on four of ven races, breaking a bundle of track is in the process. But in Calgary the le Albertan DNF'd with a flat tire and even start because of engine trouble in e and only B.C. race (Westwood).

inwhile, Kennedy was merrily plugging never fast mind you, but plugging the less.

sort of proved you don't have to be d Petty to win," smiled Kennedy. look what Benny Parsons did a couple rs ago... took the NASCAR Grand al title without winning a race. Must hough, the series title gives us a ition to be successful in upcoming s. Our credentials are creditable."

# FERRET INDUSTRIES

manufacturers of the 'all Canadian' Ferret Formula Ford, congratulate John Scratch on his 1975 Canadian Formula Ford Championship.

Think Ferret for 1976!

Castrol  
**SUPER  
GTX**

**FERRET**  
INDUSTRIES

# Pete Chapman

Despite numerous reports to the contrary, USAC has decided to continue to allow the use of ground-effects machinery in its Champ-car series. At the same time however, the sanctioning body has reaffirmed its position against articulating or movable skirts. In addition, skirts that drag on the track in curtain-like folds will not be permitted; all skirt materials will have to be approved by the USAC Technical Committee, and any material that might damage race-track surfaces will not be permitted...The pace car for next year's May 25 Indianapolis 500 will be a Pontiac Turbo-Trans Am. The pace car will feature a silver-limited removable roof and aluminum white "air-flow" wheels. Some 5,600 copies will be made available to the public through GM dealers. The only previous Pontiac pace car was a dealer-sponsored model back in 1958...The Indy 500 is one of six major races that we're planning air tours to in 1980. Details are elsewhere in this issue...

As expected, STP has decided to sponsor both Richard and Kyle Petty in next year's NASCAR Grand National series. The teen-aged Kyle is expected to run only one-third of the 30 races on the 1980 schedule, while father Richard will of course run the entire series...Both Pettrys are entered in the Arizona NAPA 250, which goes at Phoenix International Raceway on November 25. It's a 250-miler and will be Kyle's first Winston West National set will be coming to Canada next season. Seems that a June date at the new tri-oval at Jacques Guertin's fine Sanair facility just south of Montreal is under discussion. The race, if it happens, will apparently be sponsored by Molson's, and could very well be scheduled for the St-Jean Baptiste weekend, which is a major holiday in Quebec. NASCAR, by the way, still hasn't released its 1980 schedule, which is a bit of a surprise as the Daytona Beach-based organization usually is one of the first sanctioning bodies to finalize its next year's dates...Tony Novotny, who has earned rave reviews in his first year as promoter of Ontario's Delaware International Speedway, came up with a super end-of-the-season idea. He ran off a few hundred extra copies of the cover of his regular race

program and wrapped them around those school scribblers that all the kids are using these days. This relatively inexpensive little gimmick has given Novotny's Delaware track a great deal of ongoing exposure through the "off" months.

The 1980 Formula Atlantic series should be one rich series. Fourteen events have already been confirmed with a purse of 40-grand per race. The series points fund, provided that Chris Pook is able to come up with a series sponsor, should be over \$100,000. Then there's the Driver to Europe Scholarship, which carries a price tag of \$150,000. Both the points funds and the scholarship will be determined on the basis of race results and on qualifying positions as well. Pook, who is based in Long Beach, California, seemingly isn't too current on his Canadian geography. The latest F-Atlantic press release by Pook's Sports Consultants International notes that Quebec City race (June 22) will reach the Montreal market some 180 miles away, while the Trois Rivieres event on August 31 will reach the Quebec City market, which is at least 100 miles away. Maybe someone should tell Pook that Trois Rivieres is considerably closer to Montreal than to Quebec City. The same press release claims that the estimated attendance at the Westwood, B.C. event on May 18 will be 30,000 spectators. Hell, that track would literally burst at the seams should a 30-thousand crowd turn up. An estimate of 10,000 for Westwood would probably be much more accurate Mr. Pook...Alec Purdy, who has done most of the design and construction of the Canadian-built Ferret Formula Ford, won the final event in the 1979 American Formula Ford Association series at Lime Rock, Conn. on October 13. It was Purdy's first AFFA win and will probably be his last as well. He's planning to retire from the FF ranks to concentrate his talents on the business side of the operation. Purdy will probably put in a bit of time behind the wheel of the newly-built Ferret three-quarter midget, however. It's been quite a year for the Ferret folks, who are based in Hanover, Ontario. Their longtime driver, John Scratch, drove a Ferret to the 1979 Canadian Formula Ford title at the recent CRRC at Mosport

Park, and a week later scored a fine win in the FF preliminary at the Labatt Grand Prix du Canada. Scratch, Purdy and team boss Fred Wilkin are to be congratulated on a great season. Ditto to former F-Atlantic driver Craig Hill, now the ad manager at Burnham-Castrol, who has provided the Ferret team with some much-needed sponsorship help this season. It's too bad that this dedicated Canadian-based company couldn't get more commercial support so it could expand its production facilities and start turning out more than one or two cars a year. Those Ferrets are strong and fast, and with the price of the Canadian dollar these days, would probably be very price-competitive in the U.S. market...Speaking of sponsors, little Arturo Merzario had his car sponsored by a funeral director at the recent Italian Grand Prix at Monza. The company, La Varesina, also distributed its brochures at the track. Nice, real nice.

The Aurora AFX British Formula One Championship, which has just concluded its best season, will be expanded in 1980. Four European events are likely to be included in the '80 schedule, two in Spain and two on Italian tracks...The Langley Speedway, just outside of Vancouver, has run afoul of the politicians. The Greater Vancouver Regional District Parks Committee, at a meeting on October 17, ordered the oval to reduce its schedule from 22 to 11 race dates in 1980. The GVRD has offered the track a new three-year lease, but at the same time has decided to back out of any track relocation project and said it's up to "oval racing interests" to find their own location for a new track. The committee has also ruled that the track will not be allowed to run its popular contact racing series next year, and has also ordered that the track's noise level allowance be reduced each year between now and 1982. It's the first time that the politicians have involved themselves with the noise levels at a Canadian track, and if the U.S. situation is an example of what's to come, could very well be the tip of a rather nasty iceberg for the track operators in this country...Dick O'Brien, the promoter at New York's popular Oswego Speedway, sends along a

copy of the track's 1980 scheduled variable fund of information, lists dates of all the 1980 events, the ticket prices, times and even the radio. The centre pages of this superb folder includes a complete listing of 1980 car specs, plus a diagram showing proper type of roll cage to be used on track. Too bad a few more of the promoters in this part of the world come up with something along the lines of a perfect mailing piece for booklets and competitors alike. Maybe we get Dick to bring along a few samples first. Canadian Promoters Works Toronto next February 22-23...You know Hawley, whose Hawley Family drag cars have enjoyed considerable success both sides of the border in the last few years, has sold his Funny Car to a driver named Tom Ihala. Hawley reports car will be driven in one or two C races next season, then shipped to where the sport is becoming very popular. Hawley, who has recently gone into for himself in his London, Ont. home, plans to build a new dragster and compete in the Pro Comp ranks next season. Specialty Equipment Market Association decided to recognize SEMA members their efforts in recruiting new members the California-based organization. The member signing up the most new members will be honored at the upcoming SEMA in Las Vegas and the next nine best runners will receive plaques for their efforts. It is very much in the running for award. Bob Molannett, who heads Performance Improvements operations in Toronto, has already signed up 20 new SEMA members this year according to my figures, brings the Canadian membership of SEMA to approximately 100. When Wheelspin News Inc. became a three years ago, we were the 11th most populous country, which says something about the growth of the Canadian performance industry in recent years.

# Hurry up!

Sun. Oct 4/76

## Racing partners cross line together

MOSPORT — Ferret Industries team-mates John Scratch and Alec Purdy played swap the lead for 20 laps before the pair coasted over the finish line together in Sunday's Bulova Series for Formula 100 cars.

First place was officially awarded to Goderich native Scratch, but neither driver seemed to care.

"Alec waved me by on Turn 8, so I just returned the favor on the front chute," said Scratch after he slowed in the final few yards of the race to allow Purdy to pull alongside.

The Ferret pair were never far apart throughout the race, after qualifying for the front row of the 20-car field only .4 seconds apart. Scratch jumped from his pole position to lead the race's first lap, then the exchange program was underway.

Purdy, from Hanover, out-braked Scratch for the lead as the pair came off the Andretti Straight, a move that Scratch used to his advantage a couple of laps later.

Only Doug Titus of Willowdale, managed to interrupt the Ferret show, moving past Scratch to hold second place for a few laps midway through the event.

As Scratch and Purdy made their final pass down the long Mosport straightaway, they were running side-by-side. Scratch worked his way through the last two cor-

ners in the lead, before slowing to allow Purdy to cross the finish line with him.

The lone female in the starting field, Dianne Barber of Willowdale, was involved in the race's only serious incident. Her Crossle 30F slammed into the guardrail near Turn 1 on the first lap of the race.

Barber was taken to the track hospital by ambulance, but track physicians said she suffered only minor bruises and a strained back. Her racing car was less fortunate, being heavily damaged. Repairs to the track guardrail held up Mosport's racing program for over an hour.

The Ferret photo finish all but wrapped up the Bulova Series title for the Canadian team. Purdy boosted his first place points total to 93 while Scratch is second with 72 points. Titus will be hard-pressed to close the 23-point gap from third place with only one race to go.

In the Bulova 2.5 Sedan race, Werner Von Engelbrachtan of Scarboro, emerged the winner of an aggressive battle with Cambridge's Paul Lembke, bringing his BMW home a couple of seconds ahead of the runner-up Datsun.

Vancouver's Andy Field won the C-Sedan class in a Honda Civic.

STAR July 5/76

# Rain causes wacky ending to race

MOSPORT — Those zany young men in their flying Formula 100 racing cars were at it again at Mosport Saturday, fashioning the wackiest ending to a race in the track's 16-year history.

The winner ended up in a ditch with his rear suspension wrecked. The runner-up finished the race crunched up against a guardrail. The third-place car was demolished in a series of end-over-end flips.

The rest of the field fared almost as badly in a scheduled 20-lap Bulova Championship race.

The cause of the chaos was rain, which started on lap nine. For three laps, it was a steady downpour, but on lap 13 it suddenly turned into a deluge, catching the leaders on the fastest part of the 2.45-mile course.

By the time they stopped flipping, spinning and rolling, the track was blocked with wreckage and the race had to be halted. Amazingly enough, there were no injuries.

The scorers reverted to the end of the 12th lap to get the finishing order. John Scratch of Goderich in a Ferret in first place, Don McKnight of Scarborough in second in a Crossle,

Scratch's teammate Alec Purdy of Hanover in third in another Ferret, and Doug Titus of Toronto, fourth in a Lola.

The race wasn't stopped early enough to suit the drivers, almost all of whom signed a protest against the race officials.

"You have to red-flag it earlier," said Scratch. "If you wait for a downpour, it's too late."

The fateful 13th lap started with Scratch only inches ahead of McKnight and Purdy right on McKnight's tailpipe.

McKnight lost control on the wet track at corner three, bouncing into a guardrail.

Scratch and Purdy crested the hill on Andretti Straight at 100-110 m.p.h. running first into a wall of water, then into a pack of spinning cars.

"I thought 'omygawd, here we go,'" said Scratch, who had to leave the track to avoid the other cars. He bounced over a culvert and came to earth with a mangled rear suspension.

Purdy thinks he flipped end-over-end once, rolled side-to-side a couple of times and, perhaps, threw in a barrel roll in the air for good measure.

Pit patter: Danny Burritt of Stouffville, who won the earlier qualifying heat and then led the final in the early going, didn't wait for

the rain. He hit an oil patch and crashed into the guardrail on lap eight . . . Don McKnight's engine, which carried him to a lap record for Formula 100 cars, will be inspected this week after Alec Purdy filed a protest . . . John Scratch later matched McKnight's 97.38-m.p.h. mark, but said the only way he could do it was to slipstream McKnight up the straight . . . In the 2.5-sedan feature, completed during a lull in the showers, Paul Lambke of Cambridge kept his perfect record intact, topping Scarborough's Werner Von Engelbrechten by 16 seconds. Lambke has won all four of the 1976 series races in a Datsun 710.

—Len Coates



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AFFILIATED TO FEDERATION INTERNATIONALE DE L'AUTOMOBILE

October 14, 1975

Ref: G-1A/

Mr. John Scratch,  
National Formula Ford Champion,  
232 Tenth St.,  
Hanover, Ontario N4N 1N9

Dear John:

Congratulations on your fine showing in your Castrol Ferret at the Canadian Road Race of Champions. A win at a "driver's" track like St. Jovite must be very satisfying to you, Castrol and especially to the people at Ferret.

I know most competitors probably classify the Bulova Championship as a tougher, more meaningful Championship but believe me in potential sponsor's boardrooms, the National Championship far overshadows any other.

Now that you have reached the pinnacle of Formula Ford racing I would hope you will turn your considerable driving abilities to the next obvious step in the ladder. You have proved yourself in a Ford, now it's time to show that ability in an Atlantic car! Don't waste another year in a Ford.

John, if there is anything I can do to assist you and/or Ferret in securing the necessary financing to compete in the Player's Challenge Series please do not hesitate to ask. Perhaps some Saturday we could sit down over a brew or two or maybe if Alec is in Toronto during the week we could get together (got a P.D. day coming up?)

Again, congratulations on your National Formula Ford Championship and your 4th place Bulova finish.

Yours for good motorsport,

Robert R. Tanner - Co-ordinator  
Player's Challenge Series.

RRT/JH

Canada and the United States. John was a consistent front runner in this series, winning one race and leading the points standings at mid-season before succumbing to a mechanical failure in one race and an unavoidable accident in another. At the seventh and last race of the series John still had a slim chance of capturing the overall championship, so we gambled on a new and different set of tires. It didn't pay off, he finished the race in fifth position, his lowest finish all season, which gave him a fourth overall in the final "Bulova Championship" standings.

Our best performance was finally made at the last race of the season, the "Canadian Road Race of Champions" held at Le Circuit, Mont Tremblant, Quebec in early October. Alec qualified his car on the front row of the grid with John right behind him on the second row. Alec made an error on the first lap but John went on to win the "Canadian Formula Ford Championship" a most satisfying way to end an excellent season of racing.

I am sure you are aware of the fact that to win races and get media exposure, requires a significant financial investment. During the past two years we have had a promotional sponsorship agreement with Burmah-Castrol Canada Ltd., which I am sure has been worthwhile for them. However, Burmah-Castrol has changed their marketing policy somewhat and will not be renewing their contract with Ferret Industries for the coming racing season. I am sure that if you were to contact their advertising manager, Mr. David Weston (416) 252-5511 that he would give you his opinion as to the returns Burmah-Castrol has received as a result of their involvement with Ferret Industries during these past two years.

If sufficient financial assistance is available, it would enable our team to be winners again in 1976. We intend to run a two car team; to defend our "Canadian Championship", to capture the elusive "Bulova Championship" and to win the "Ontario Region Championship." We will also enter selected races in Quebec and the Northeastern United States and would very much like to run a race at Westwood, British Columbia sometime during this coming season.

If this proposition sounds like an attractive promotional tool to you, I would be only too happy to discuss further details with you at your convenience.

How can Motor Racing and Ferret Industries promote your company? The following is a brief outline of our team, the car, our successes in 1975 and our objectives for 1976.

There are three individuals involved in Ferret Industries and I would like to introduce them to you.

ALEC PURDY-Designer, constructor and driver, was born and raised in British Columbia. Alec graduated from the University of British Columbia as an Engineer in 1967 and was then employed by Westinghouse working primarily with gas turbines, until 1970 when he left to fulfill his childhood ambition of fulltime involvement with Motor Racing. In May of 1973 Alec moved to Hanover, Ontario to join forces with Ferret Industries and start the design and construction of the now successful Ferret Mk 4, Formula Ford racing car.

JOHN SCRATCH-Driver, is from Stratford, Ontario and has been driving racing cars for Ferret Industries since 1972. A veteran of nine racing seasons, 29 year old Scratch began racing in 1968, the year he graduated from Stratford Teachers College and began employment as a grade 7 and 8 Geography teacher in Goderich. Unlike the two other key members of the team, John cannot date his interest in racing to his early childhood, but when a friend took him to the sports-car races in the mid sixties, he was so intrigued by the high performance racing cars that he decided on the spot that he too would be a racer.

FRED WILKEN-Team manager, constructor and mechanic, was born and raised in Hanover and has been involved with Motorsports in one form or another since he was the local soap box derby champion some 25 years ago. In 1964, along with two engineer friends, he built the fastest 'Canada Class' car in Canada. This was the very first car to bear the "Ferret" nameplate.

The cars, designated, Ferret Mk 4, embody the latest technological features in design. They are unique in their class, in both appearance and construction. These features were demonstrated by their success in the 1975 racing season, where they left a significant impact on the owners of more conventional imported racing cars. The distinctive appearance of our cars enables them to be readily identified from the other cars on the track.

During the 1975 racing season our two cars raced at only two different race tracks in the United States, Watkins Glen, New York and Waterford Hills near Pontiac, Michigan. John Scratch won both races while Alec Purdy succumbed to mechanical problems at both these tracks. Both cars competed in the "Ontario Region Championship" series of races run at Mosport Park racing circuit, with Alec Purdy finishing the season in second position and John Scratch in third spot.

Only one car (John Scratch) was entered in the seven race "Bulova" Formula Ford series of races held also at Mosport Park. The "Bulova" series is generally acknowledged as being the most competitive Formula Ford series of races in North America drawing entries from both