Ferret Industries

232 TENTH STREET
HANOVER, ONTARIO, CANADA N4N 1N9
TELEPHONE (519) 364-3068

THE CAR

CASTROL-FERRET MK IV

Alec Purdy has incorporated several key concepts in his design for the Castrol-Ferret. He lists them as:

(i) Safety
(ii) A very stiff chassis
(iii) Maximum funtionality of all components
(iv) Ease of maintainance

To many knowledgable observers, Purdy scores top points for his first three goals primarily through his unique treatment of the driver - compartment - roll - bar area of the car. In the Castrol-Ferret the roll-bar is a stressed chassis member - an actual functional part of the car's frame. As well as providing protection for the driver in the event of a roll-over (the normal function of a roll-bar), in Purdy's car it provides chassis stiffness AND protection from side impact. Thus, instead of having a front end and a back end, separated by a very weak driver's compartment with a roll bar bolted to it, Purdy's car has the entire car triangulated for strength and the roll-bar is welded to the rest of the chassis and engineered to contribute to the overall strength of the design. The driver has, in effect, a very strong roll-cage around him for protection in the event of any kind of a shunt.

Purdy's other goal, ease of maintainance, has been achieved by designing the car to leave maximum working room around components normally requiring attention. As well, the car has a bolt-on rear bulk-head which helps enable a mechanic to perform a complete engine change in two hours!

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FRED WILKEN

BUILDER - MECHANIC

A soap-box derby winner at age eight, Fred Wilken traces his interest in racing cars back to his early childhood. Consequently, although an honour student in his first two years of high school, Wilken quit after Grade 10 to apprentice as a mechanic in his father's garage. By age twelve he was already working on race cars, helping Bill Brunt with his very quick TR2 and Cooper-Norton cars.

An abortive fling at driving his own cars ended for Wilken when he developed the unhappy knack of motoring quickly into solid objects, and making a car go fast because of first-rate preparations became his goal instead. Projects such as squeezing a BMW engine into a Lola 1500 and converting a McLaren Mkl into a formula 5000 car followed. Engine modification and tuning also became notable strengths. Subsequently, he prepared Frank Salem's race cars for eleven years, helped design and build the first Ferret, a Canada Class racer, helped prepare Stu Lamont's Lola-BMW and Eric Segrist's Formula Ford and finally has provided quarters and equipment for the recently formed Ferret Industries. Here he has helped in the construction and development of the Purdy-designed Castrol-Ferret Mk lV.

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ALEC PURDY

DESIGNER-BUILDER

Born in New Westminster, B.C., Purdy split his childhood amongst the Dominican Republic, Vancouver and Lethbridge, moving, as his father, a professional engineer working in the sugar industry, moved about. In 1963 he entered the Engineering Course at the University of British Columbia and graduated as an Engineer in 1967. His first employment was with Westinghouse, where he stayed until 1970 working primarily with gas turbines and as far afield as Iraq. Like his builder-partner at Ferret Industries, Fred Wilken, Purdy traces his interest in racing cars to his very early childhood ("I was five years old when I decided to build my own car"), and his work at Westinghouse was really only a period to gain experience and save enough money to make his interest a reality.

In 1970, Purdy left Westinghouse and moved to Toronto, bought a Lotus Formula Ford and began a stormy and fairly short-lived partnership with a top Eastern driver, Brian Stewart. While they worked together, however, Stewart did win the Canadian Formula Ford Championship and a berth in the 1972 World Formula Ford Championship in England. The car they rented, however, was far from a top-liner and they finished a disappointing 12th. Back in Canada, Purdy raced a Formula Vee quite successfully until he wrecked it at Mosport at the end of the 1972 season.

May of 1973 saw the end of the Purdy-Stewart partnership and Purdy moved to Hanover to join Fred Wilken and his Ferret projects. For the remainder of the season Purdy raced his Lotus and helped prepare and refine the 1972 Ferret. By the fall he and Wilken had decided to begin construction of a brand new car, a car that would be designed to incorporate several concepts that had been germinating in Purdy's engineer-racing-driver mind. Construction began in October of 1973.

The designing and building of an entirely new race car is a phenomenally complicated project, and thousands of hours of work and development elapsed before the new Ferret saw its first race in September of 1974. From the start it ran quickly and showed great potential, but the usual teething problems of a new car precluded any victories before the end of the season. Purdy is confident that this past winter's checking, testing and refining have brought the car to the point of being the machine to beat in 1975.

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JOHN SCRATCH

DRIVER

Hamilton-born, Stratford raised and educated, John Scratch has been Ferret Industries driver since the middle of the 1972 racing season. And besides being the year that John and the Ferret got together, 1972 was also significant as the year that John won the Ontario Formula Libre Championship AND a Bulova Championship race in the Ferret. To date, this has been the ONLY time a Canadian designed and built car has ever won a race in this highly competitive series.

Already a veteran of eight racing seasons, 28 year-old Scratch began competing in 1968, the year he graduated from Stratford Teachers College and began employment as a Grade 7 and 8 Geography teacher in Goderich. An MGA, Cooper-DKW, Lotus-BMC and a Palliser WDF-1 have been his other racing mounts in those years, and, besides the 1972 Formula Libre Championship, have also carried him to a Formula-C Championship (1971) and a 3rd in the Formula Libre Class in 1973.

Unlike the two other key members of the team, Scratch cannot date his interest in racing to his very early childhood. As he puts it, he always had the normal teen-age interest in noisy, hopped-up cars, and went through the usual graduations to the midnight drag-races, but when a friend took him to the sports-car races at Greenacres (a now defunct racing circuit near Goderich) he was so intrigued by the high performance racing cars that he decided on the spot that he too would be a racer. If his present intention of winning the Bulova Championship this year is carried through as successfully, 1975 should be a great year for the Castrol-Ferret!

FERRET MK4
FORMULA FORD

The Ferret MK 4 is the only current Canadian designed and manufactured Formula Ford. It is the product of over four years of testing and development work by Ferret Industries. The original Formula Ford design began with the MK 3 in the fall of 1970 and was developed through the MK 3 B and MK 3 C designs in the following years.

The Ferret MK 4 design was started with a clean sheet of paper during the summer of 1973. Our engineers had three major design requirements to meet:

1. It had to be the quickest Formula Ford available, both from a handling and aerodynamic standpoint.
2. Driver safety would have to be better than any other Formula Ford available today.
3. Serviceability, both for regular maintenance and repairs would have to be easier than on any other Formula Ford.

As a result of these design requirements, the Ferret MK 4 is unique in its class in both construction and appearance. It is undoubtedly the best example available today of up-to-date thinking in Formula Ford design.

The driver sits inside the double tube roll bar hoop which extends to the lower frame rail at the instrument bulkhead. This feature alone, greatly decreases the risk of injury in side impact and forward collisions. In addition, there is an outrigger frame tube from the maximum allowable width behind the driver, which joins the lower frame rail at the instrument bulkhead. The driver's head restraint is a crushable foam cylinder, so that in the event of a high forward impact, the driver's head is able to move back into the foam far enough to be completely behind the forward edge of the roll bar.

As a measure of Ferret Industries faith in its components, based on the fine materials and processes used and our long favourable experience with our components in use, Ferret Industries are offering a one year warranty on all components. This warranty provides for free repair or replacement of any component which fails due to a defect in materials or workmanship while in normal racing use.

FERRET MK4 FORMULA FORD

SPECIFICATIONS

SUSPENSION:

Suspension front and rear is independent with all A-arms and radius rods completely fitted with aircraft quality, teflon lined rod ends. For ease of adjustment, links are fitted with right and left hand rod ends or special Ferret designed adjusters so that all suspension parameters can be adjusted without removing anything from the car. Front uprights are Heliarc welded sheet steel fabrications and provide light weight with extreme strength. Rear uprights are Heliarc welded aluminum fabrications with the same properties. Suspension arms and links are chrome plated and normalized. Anti-roll bars are equipped with adjustable sliders for chassis tuning. Adjustable shocks are fitted as standard equipment. The suspension is designed to utilize the tires allowed by North American Rules, not the compromise suspension of most European made cars.

CHASSIS:

The Ferret MK 4 frame is constructed of mild steel round and square tubing and is a full space frame with stressed under-tray, instrument bulkhead and a roll bar which is utilized as a structural member instead of the usual added-on item found in most other designs. Accessibility is evident everywhere in the ease with which all maintenance may be carried out. The engine bay is designed for ease of installation and maintenance of the Ford engine and Hewland MK 9 transaxle normally fitted for Formula Ford. The rear bulkhead is attached to the main chassis by four cap screws and the engine and/or transaxle can be easily removed by one person in less than one hour. Another feature is the low polar moment, obtained by moving the driver ahead and by concentrating as much weight as possible at the ideal centre of gravity.

WHEELS:

Wheels are stock domestic items offering much greater strength than the standard wheels of other Formula Fords at a much smaller price.

STEERING:

Steering assembly is of Ferret design and manufacture, employing an aluminum centre housing and rack bar. Choice of three different ratios is available. Steering column is adjustable for length.

BODY:

Possessing the best air penetration characteristics, the effectiveness of its nearly perfect shape and smooth continuity of form from front to rear provides the balance of flow drag and aerodynamic stability which is necessary. The pedal cluster and foot rest are adjustable over a wide range in order to accommodate any size driver.

Wheelbase	91"	Height (rollbar)	38"
Track-front	53.5"	Width (body)	37"
Track-rear	57.5"	Ground clearance	3.75"

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How can Motor Racing and Ferret Industries promote your company? The following is a brief outline of our team, the car, and our objectives for 1973.

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

John Scratch from Stratford, Ontario, has been selected as team driver for the 1973 racing season after we had tried several drivers during 1972. John drove his first race in a Ferret on October 1st and won, the first ALL-CANADIAN car to win a Bulova Championship race. John started Motor Racing in 1968 and is now 25 years of age. In 1971, John was the Ontario Region Formula 'C' champion, and in 1972, he won three Ontario Region Championships and placed fourth overall in the Bulova Championship for Formula Ford cars.

Eric Siegrist of Wiarton, Ontario, is the designer, engineer and constructor of the Ferret Formula Ford car. He has built several racing cars before, but seldom raced them, preferring the technical challenge of design and construction to driving. Eric completed two years in engineering at the University Of Waterloo, two years as a tool and die maker, and then three years in the aircraft maintenance industry, before opening his own precision machine shop in Wiarton, Ontario.

Bill Hirst whose racing experience in England included design, construction and driving Formula'3' and Sports Racing cars, is responsible for detail design and pre-race preparation of the car. At race meetings, he acts as Team Manager to ensure smooth functioning of the team, and good public relations. Bill will not race the Ferret in 1973, but will be involved in some test driving, and will be a back-up driver if necessary. A resident of Kincardine, Bill is employed by Ontario Hydro as a Mechanical Engineering Instructor at the Bruce Nuclear Power Development.

John Luttenberger has prepared John Scratch's cars for him since 1968, and has gained quite a reputation in Ontario for preparing fast racing cars. John will be doing the engine building and development for Ferret Industries in 1973.

Fred Wilken is in charge of development, preparation, and is the team director. He has been involved with Motorsports in one form or another since he was local soap box derby champion some 22 years ago. In 1964, along with two engineer freinds, he built the fastest "Canada Class" car in Canada. This was the first car to bear the"Ferret" nameplate.

The car, designated, the SRC FERRET Mk 3c, embodies the latest TECHNOLOGICAL ~~technolical~~ features in design. It is unique in its class, in both appearance and construction. These features were demonstrated by its success in the 1972 racing season, where it left a significant impact on the owners of conventional imported cars. The distinctive appearance of the car enables it to be readily identified from the other cars on the track.

For 1973, our objectives are to defend the titles we won in 1972, namely the Formula 'A', Formula 'B', and Formula Libre Championships. In addition we will enter a full program of events to claim the Bulova Formula Ford Championship, which is the premier Formula Ford series in Canada. As well,we expect to claim the Canadian Formula Ford Championship title, which brings with it an opportunity for the winner to represent Canada in Europe in 1974.

If sufficient financial assistance were forthcoming, it would enable our team to compete in a number of the very popular and well publicised I.M.S.A. Series of races in the eastern United States as well as the Eastern Zone (Qubec) Series of races.

TRIPLE "J" RACING

Dear Sirs,

Our name is **Triple "J" Racing** and we are the Ontario Region Formula C champions for 1971.

Triple "J" Racing is made up of John Scratch, driver, John Luttenberger, mechanic and Jim Johnstone, team manager.

John Scratch, a school teacher from Goderich, started racing about four years ago in an MGA before switching to the faster formula C cars in 1969.

John Luttenberger is a mechanic in one of the larger car dealerships in Kitchener, and has gained quite a reputation in Ontario for building fast racing cars in his first season as a formula car builder. John will also be joining Scratch on the circuit in the number two team car in 1972.

Jim Johnstone had just graduated from College when **Triple "J" Racing** formed and had been managing rock and roll bands while in school. He is now working in his family's furniture business in Kitchener.

Triple "J"Racing was formed almost by accident in the spring of 1971.

John Scratch found himself without a pit crew for the racing season at the same time that Luttenberger and Johnstone found themselves with an avid interest in motor racing and without a racing car.

This year was our first season as a team and we feel we have accomplished quite a bit in one season of racing.

In 1972 we want to progress to a faster, more exciting class of racing, namely the Formula Ford series in Ontario and Quebec, and, if possible, many other Formula Ford races in other areas.

In order to continue our racing efforts we are looking for support in any way, shape or form that you could offer, whether it be financial or products support.

In return, we feel we are offering an excellent medium for advertising your products.

We feel it is fair to estimate that in one racing season 160,000 people will see our racing cars on the track and other thousands of people will see our transporter and racing cars going to and from the races.

I myself have yet to see a racing car (especially a racing car that races at famous Grand Prix circuits like Mosport and St. Jovite) fail to draw attention anywhere it goes or happens to stop.

I would also like to point out that out of nine races we won seven, came in second on one occasion and were non-finishers in only one race.

In 1972, as in 1971, Formula Ford racing promises to offer spectacular racing of the calibre that crowds flock to see. In addition, Formula Fords will be seen in action at the Can-Am and Grand Prix races in Canada and at these races alone over 100,000 people can be expected to view your advertising.

Using racing cars for advertising is an exciting media that has caught the attention of many progressive and competitive companies. It is paying dividends for these companies because the inherent nature of racing breeds an intentive and excited audience.

Because of this, your advertising remains firmly etched in the minds of the audience as they tend to remember the cars by their sponsor's name, rather than by the car's number.

To quote an example, the current Indianapolis winner is remembered as the Johnny Lightning Special, rather than as car number one.

It is the same at the Grand Prix circuit at Mosport, where **Triple "J" Racing** will do most of their racing, as at Indianapolis.

Thus, gentlemen, we are certain that you will see the lucrative advertising value that can be obtained by supporting our team in 1972.

Yours Respectfully,

James R. Johnstone

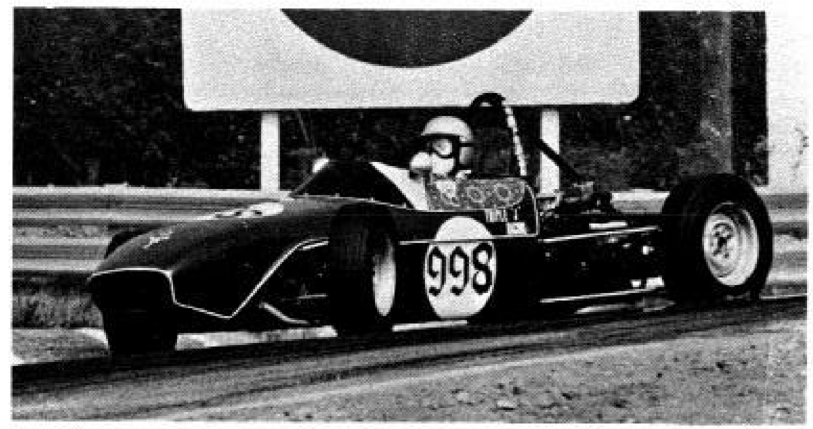
James R. Johnstone

TRIPLE "J" RACING

Contact:

James R. Johnstone,
68 Noel Crescent,
Kitchener, Ontario

phone 744-3190 Res.
743-4333 Bus.



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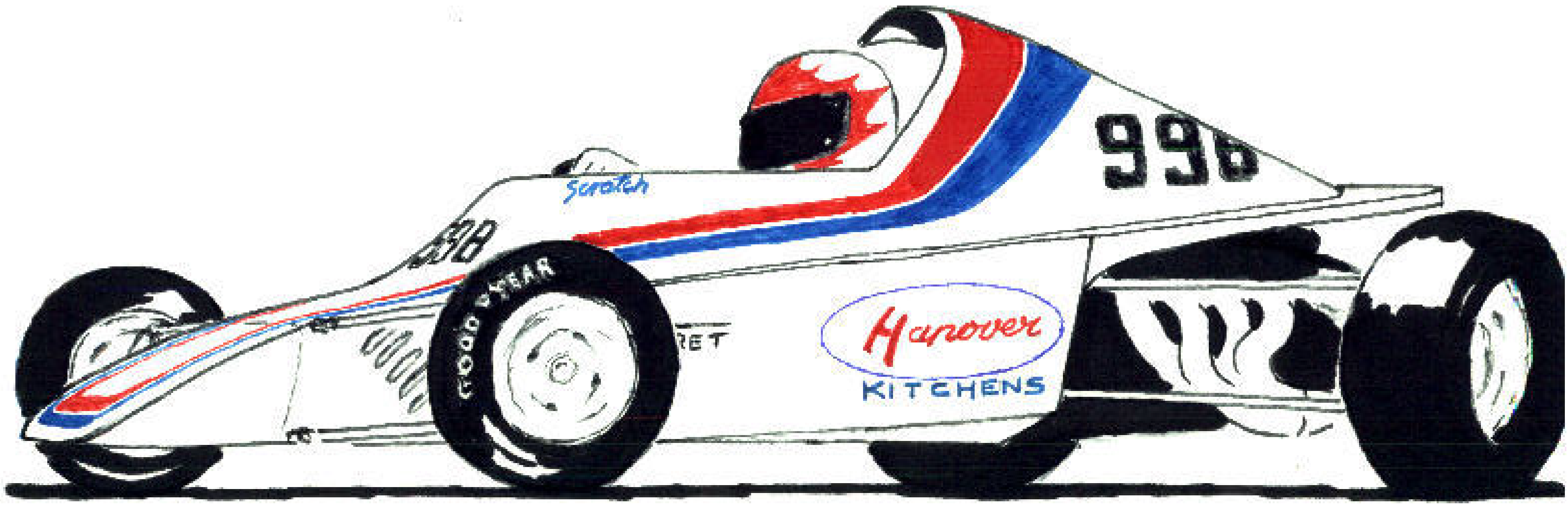

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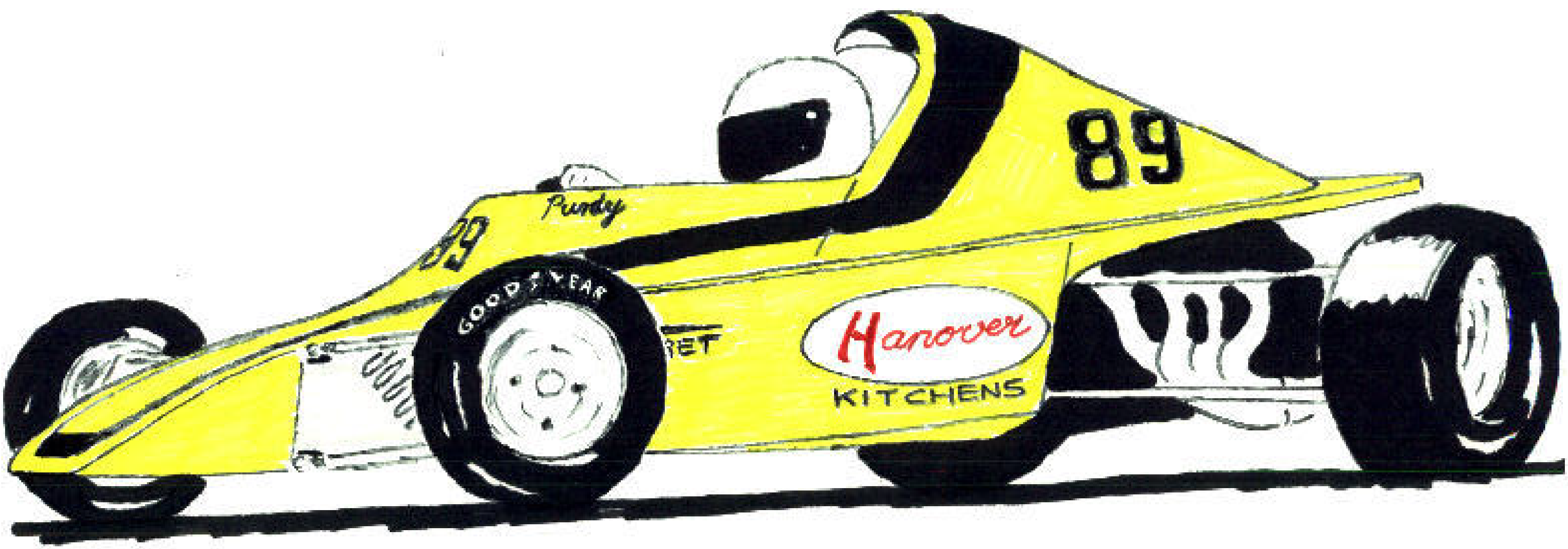

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GOODYEAR
Hanover
KITCHENS

1979 ?

Sports

An afternoon spin with the spouse

By Dan Wilton

The curves and straightaways of Mosport's racetrack create a strange setting for marital combat. But for the husband and wife team from Mortimer's Point, Ont. (about 200 km north of Toronto), it's the only way. The Nicholsons—Susan, 28, and Fred, 26—are a gear-shifting couple working out hostilities on the oil-stained tracks of Formula Ford class racing (third rung in the hierarchy of the racing world). Though it's love and kisses after the checkered flag, no quarter is given or asked at 200 km/h. It's a heck of a way to take a Sunday afternoon spin with the spouse.

Most of the Nicholsons' efforts this year have been in preparation for this weekend's Molson Golden Can Am race at Mosport. Susan placed 15th in the first race of this season and damaged her car in a spinout in the second. Fred started the first, but engine problems ended his weekend prematurely. "That's one thing that always holds true in racing. When it's good, it's great. When it's bad, it's horrible," he says. "We hope to change things around this time." They're concentrating on their most competitive car, a Mark IV Ferret, a Canadian-built (Hanover, Ont.) speed machine which won the Canadian Formula Ford championship last year. For those with some loose change contemplating a purchase, it is worth about $21,000. If you want to do things up right, you can add on $5,000 for a spare engine, $2,100 for different gear ratios and $600 for tires (they're an *option*).

Taking into account the expense, the negligible compensation (a winner at Mosport might pocket $1,000) and a risk factor that would put most insurance agents into a deep coma, one must ask "Why?" Susan's response is quick. "To beat my hubby." But she does have other reasons for driving 800 lbs. of aluminum piping at 200 km/h. "I used to get worried sitting in the stands and watching Fred. Now that I have an understanding of what he's doing, I tend not to worry as much. He probably has a more difficult time dealing with anxiety when I'm on the track." For Fred there's more to racing than the race. "One of the things I enjoy most is the engineering aspect. I probably get more satisfaction from getting the car ready and ironing out all of the rough spots than from the race itself. We're not thrill-seekers and we both hope to live very long lives. On the track you don't really notice the speed, the crowd or anything else. You just concentrate on your driving."

Fred's addiction began with his first fix, the 1970 Can Am. It was love at first sight and it took him only five years to become the proud owner of a $3,500 racing rig that needed a little work. After 12 months of tinkering with this, polishing that and fighting the urge to make *vroom vroom* noises behind the wheel, Nicholson finally decided it was time to take to the track. As with most debuts, anything that could go wrong went terribly. A late arrival and a plethora of Mosport red tape sent Nicholson to the pits thinking that the pits were very aptly named. The second race of the season got off to a fine start and, with all of the red tape and scrutineering behind him, he let loose the horsepower, sped down the opening straight, polished off a couple of laps and . . .blew his engine.

Long months between seasons restored his confidence and, once again, it was time for the trek to eastern Ontario. Sporting a brand-new pair of tires, his car hit corner two, spun off the track and it was all he could do to finish last. Yet, he tried again. Despite transmission problems that limited him to third gear, he was able to finish a respectable sixth place in a 10-lap event. The next weekend he finished first.

Susan's interest in driving had long since peaked and, after a day-long course at the Canadian Automobile Sport Club driving school, she picked up her novice licence. When she was finally behind the wheel, she managed to take her car through a crowd-raising, grass-cutting, dust-flying spin. When the cloud had settled, there was Ms. Nicholson, pondering her unceremonious welcome to racing. While others may have abandoned racing there and then to those with a death wish, Susan gathered the strands of grass that clung to the undercarriage as a sentimental reminder of her first spinout.

A second driver created a few problems for a one-car family. A second car had to be purchased (and subsequently, the Ferret) to round out the family fleet. Maintenance, storage costs and $200-per-race fees must be added to the tens of thousands of dollars for the cars. If this isn't the sport of kings, it's certainly reserved for a well-heeled peasantry. After this weekend's race, Fred will return to his job as a racing mechanic and part-time photographer, Susan to hers as a nurse at Toronto's St. Michael's Hospital. But, come next race day, their marriage will be back in the pits.