

New NWR members

Welcome to Northwest Region, Sports Car Club of America. Joining us since the end of January 2008 are:

First-Gear members

Tyler Archuleta, Woodinville
Richard Arienzale, North Vancouver, B.C.
Barry Carr, Seattle
Peter Chung, Kirkland
Derrick Codomo, Bellevue
Genaro Cuevas Jr., University Place
Jacob Dawson, Port Orchard
Anna Dukes, Port Orchard
Mike Grant, Kenmore
Brenna Guthrie, Puyallup
Zane Kenney, Covington
Duncan Kochhar-Lindgren, Seattle
Reuben Krofft, Kirkland
Sean Larin, Bothell
Christine Parks, Tacoma
Jason Raines, Poulsbo
Connor Robertson, Gig Harbor
Tom Sander, Bellevue
Timothy Truong, Kent
Colin Webb, Everett
Jack Yeung, Coquitlam, B.C.
Philip Zhu, Calgary, Alberta

Regular members

Bennet Adee, Issaquah
Richard Adler, Mercer Island
Robert Allen, Bonney Lake
Carson Au, Coquitlam, B.C.
Rex Ayers, Kennewick
Beth Berg, Redmond
Peter Briscoe, Mission, B.C.
Roger Cantaloube, Steilacoom
David G. Clark, Kirkland
Dave Clark, Kent
John Davis, Puyallup
Abe Douglas, Rochester
D. Rick Edwards, Des Moines
James Elgert, Delta, B.C.
Sam Ellis, Enumclaw
Grant Gaspard, Olympia
Jake Geiger, Tacoma
Duke Gross, Kirkland
Roy Gunsolus, Seattle
Jim Guthrie, Puyallup
Doug Hahn, Yakima
Gerald Hartt, Priest River, Idaho
Clint Kieffer, Puyallup
Kasie King, Spokane
Jajeane Leaf, Des Moines

R.D. Leighton, Bellevue
Edwen Ma, Burnaby, B.C.
Collin Mager, Lynnwood
Sean Mathews, Kennewick
Allen Mattila, Lynnwood
John McIntire, Bremerton
Heath Olinger, Everett
Marie Orvenal, Carnation
Mike Osborn, Redmond
Jim Petersen, Issaquah
Yarko Petriw, Coquitlam, B.C.
Daniel Podhola, Seattle
Craig Powers, Woodinville
Richard Ranhofer, Seattle
Jonah Reeves, Seattle
Parker Reich, Gig Harbor
Rawlee Ridgeway, Bellevue
Andy Rusho, Bothell
John Scherer, Sandpoint, Idaho
Phillip Seaborn, Prince Rupert, B.C.
LaAkea Siverts, Renton
Jeff Smith, Poulsbo
Charly Spyksma, Everett
Jacob Sturgeon, Port Angeles
Peter Super, Auburn
Eric Vickery, Bothell
Derek Walz, Seattle
John Wendl, Sammamish
Bill West, Rainier
Seth Wickstrom, Auburn
Steven Young, Lopez Island

Spouse members

Scott Bliler, Benton City
Lyall Edey, Des Moines
Per-Ola Orvendah, Carnation
Dolores Ranhofer, Seattle
Cindy Sprenger, Auburn

Family members

Alex Chambers, Kent
Jean Chambers, Kent
Shawn Hill, Lynnwood
Robert Linse, Lynnwood
Sherry Long, Langley, B.C.
Noel Long, Langley, B.C.
Thomas Long, Langley, B.C.
Jennifer Long, Langley, B.C.
Marina Oberndorf, Surrey, B.C.
Cassandra Oberndorf, Surrey, B.C.
Jared Oberndorf, Surrey, B.C.
Trenton Oberndorf, Surrey, B.C.
Lynn Rogers, Burbank
Michelle Smith, Lynnwood
Mara Walkup, Burbank
J.L. Walkup, Burbank

The history of the Stanguellini Formula Junior

BY GARY HORSTKORTA

San Francisco Region Archivist

This year is the 50th anniversary of the Formula Junior class of racecars. First developed by Italian Count Giovanni Lurani in 1958, this class was devised as a single-seat racecar to help restore prestige to Italy. The concept was to provide an inexpensive way for younger drivers to begin their racing careers and eventually climb up to Formula One.

Not surprising, the car specifications were designed around readily available production car components which in Italy, meant the plentiful FIAT 1,100-cc engine. In 1958, the CSI (International Sporting Commission, forerunner of the FIA) adopted Count Lurani's specifications and this class of cars became known as Formula Junior. The introduction of this new formula caught the attention of constructors all around the world and by 1960, there were over 100 different companies building cars.

One of the first manufacturers to get behind Italy's fledgling Formula Junior series was Vittorio Stanguellini, who ran Modena's largest Fiat dealership and manufactured a broad range of Abarth-rivaling speed equipment. Along with five-time Grand Prix world champion Juan Manuel Fangio, Stanguellini worked to have Lurani's concept approved by the Italian Automobile Club. Fangio also tested one of Stanguellini's FJ prototypes at Modena's Autodrome in late 1957. Soon after, other Italian manufacturers like Volpini, Moretti and Taraschi were producing cars for the burgeoning series.

As the new Formula Junior class became known around the world, racers in the United States either began building their own cars or importing models from overseas. Soon, Formula Juniors from Lola, Lotus, Taraschi, Gemini and Stanguellini, among others, were appearing on tracks all over the U.S.

Eventually, Formula Juniors became too expensive and were replaced by Formula Vee and Formula Ford, two classes that are still very popular today. Interestingly, Formula Juniors are experiencing a resurgence in vintage racing and grids of 15 or more cars are common at events around the U.S.