

VINTAGE SHOPS

Back in the 1960s, the name Ed Pink was more often than not associated with drag racing; but his inquisitive mind led him to later become a respected engine guru in a number of other automotive fields. Today, Ed Pink Racing Engines is busier than ever, six years after he chose to sell his business to Tom Malloy.

STORY AND PHOTOGRAPHY
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Ed Pink Racing Engines



Keeping company with the team, here are eclectic samples of engines being worked on: Ford Trans-Am, 270ci Offenhauser, Novi and Coventry Climax FWA.



EPRE has made a name for itself in the Porsche circles since Ed became involved with Jim Busby's IMSA 962.

Back more than four decades ago, the success of automobile racing partly relied on fierce rivalries between certain teams. Take drag racing for instance, with the best illustration being the battles pairing Don "The Snake" Prudhomme and Tom "The Mongoo\$e" McEwen. Tension also prevailed between engine builders, as exemplified by the Keith Black vs. Ed Pink antics. The Black/Pink feud certainly entertained both the enthusiasts and media during the '60s, ultimately promoting the sport. Pink has since been involved in numerous other motorsports and remains immersed in our hobby to this day.

Born in Los Angeles in 1931, Pink took a liking to souped-up automobiles as a teenager. This led to several trips to the dry lakes of El Mirage, California, where he raced his 1936 Ford coupe. As his reputation grew, he became professionally involved with numerous names from the high-performance industry. Later, he developed a strong interest in Chrysler's mighty 426cid Hemi V8.

In 1965, the thriving firm moved to a large facility near Los Angeles, in Van Nuys, which EPRE still calls home. Building engines was the company's first and foremost specialty; yet it also tried its luck in automobile competition, successfully racing a Top Fuel dragster that year. Pink stayed heavily immersed in the sport until 1980, slowly expanding his expertise to other type of motors, from Formula 5000 small block V8s to Can-Am big blocks, as well as endurance powerplants. Other ventures included contracts with Cosworth's U.S. subsidiary and working on Jim Busby's IMSA Porsche 962. Pink and his crew additionally built Chevy-based 2.7-liter, methanol-fed Midget 4-cylinders. In more recent years, EPRE teamed with Nissan on Infiniti's effort in the Indy Racing League. Although



Machinist Craig McCormick specializes in cylinder heads.

Pink will probably never retire, he sold his company in 2008, but continued acting as a consultant for a while.

New owner Tom Malloy, who knows a thing or two about motorsport (see his fantastic garage in the 08.5 issue of VM), enthusiastically accepted to keep the name of the business alive, while continuing to embrace its mission: being one of America's premier auto racing engine building, rebuilding, testing, design and development facilities. He is closely assisted by general manager Frank Honsowetz, who joined the company 12 years ago, following a five-year association with EPRE to develop the aforementioned Infiniti Indy engine.

If the walls of the 12,000 sq.-ft. facility could talk, they would certainly have some great stories to tell, considering EPRE moved there almost half a century ago... The firm has expanded since 1965 nevertheless, with the primary brick structure doubling in size, back in '99, thanks to the acquisition of the adjoining building. Don't expect to see a bunch of cars being worked on here; instead the visitors will discover an assortment of racing, vintage or street rod engines in various states of assembly. They travel through eight departments: engineering, engine shop, multiple machine shops, particle inspections, fabrication, parts,



Cylinder block guru Felipe Javier has been mastering the Bridgeport for a number of years.

quality inspection, two dynamometer rooms and Spin Tron —a valve train endurance testing machine.

Speaking of machinery, EPRE employs a variety of high-tech tools and equipment, such as the latest versions of CAD solid modeling and 3-dimensional software systems. One of the departments houses trick Haas CNC vertical machines, which manufacture some of the company's products. The various tools on hand are put to good use to perform a wide array of services, starting with machining cylinder block and heads, together with preparing engines for customer assembly, blueprinting included. Having dyno testing available onsite helps, too—the two rooms feature the newest Depac data collection system.

The firm additionally manufactures a line of high-performance products under the "Ed Pink" name, from oil and fuel filters, to oil and water pumps. Dry sump oil pumps equip all race engines built by EPRE for USAC, as well as a range of powerplants used by Nismo, the

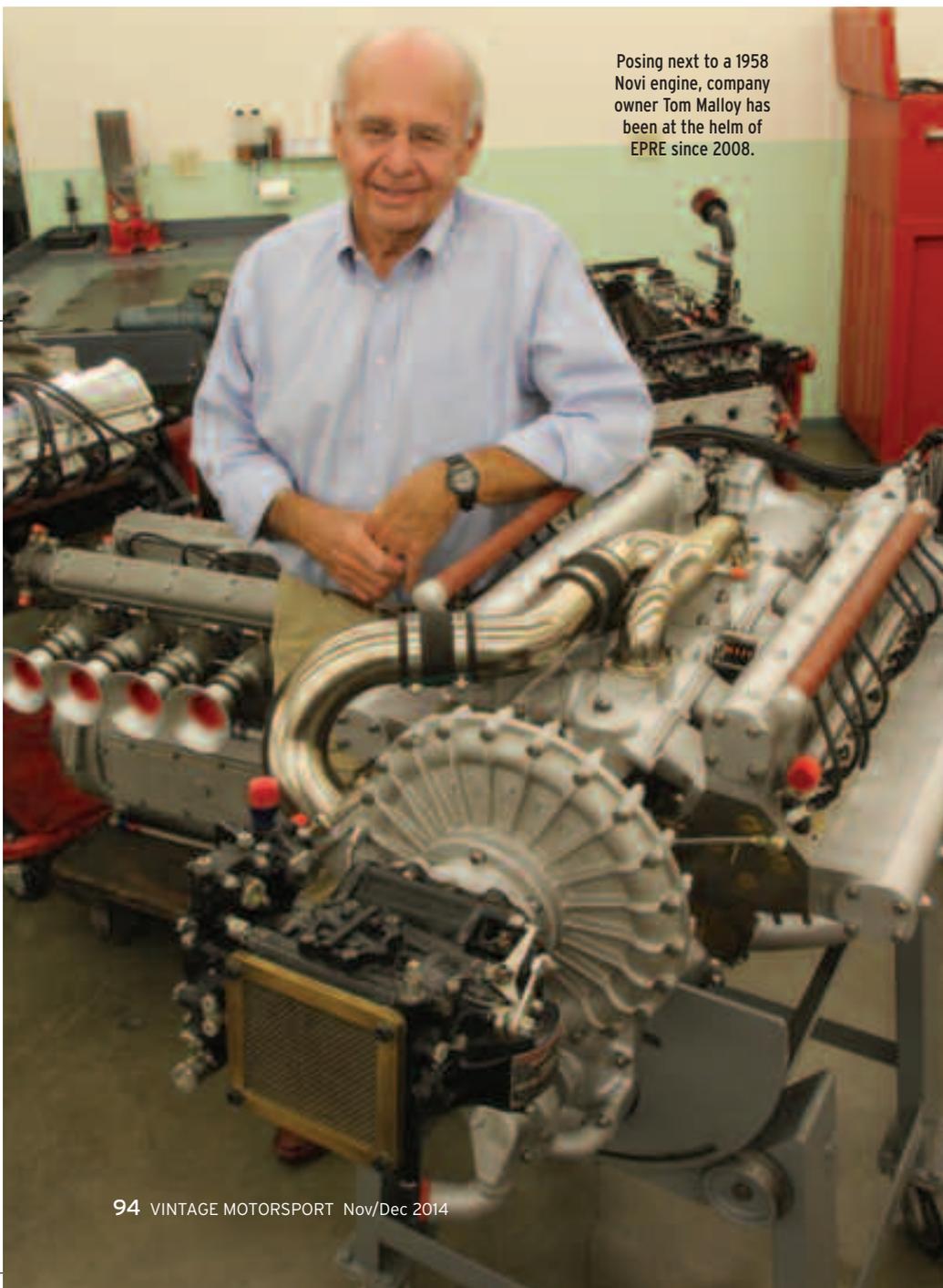


This area of the machine shop includes mils and lathes (foreground), along with block machining equipment (background).





As an engine builder, Lauren Arana spends his share of time machining custom parts.



Posing next to a 1958 Novi engine, company owner Tom Malloy has been at the helm of EPRE since 2008.

performance division of Nissan. Contracts include motors for LMP2, the Japanese Super GT championship and even the Nissan VR38 V6 fitted to the Renault R.S.01 racer. Malloy's team has the ability to reverse engineer, too, reproducing those engine components that are unattainable.

Part of the company's reputation relies on creating high-quality and potentially championship-winning race engines. Today's projects involve the most eclectic mix of motorsports: Indy (Cosworth XD, as EPRE purchased the engines, tooling and parts from Cosworth LLC); Formula 1 (Cosworth DFY for Commonwealth Racing); GTP vintage racing (900hp turbo 4-cylinder); off-road and truck racing etc. Let's not forget USAC with spec motors for Chevys, Fords, Mopars and Toyotas.

We cannot help but list other noteworthy racing engine projects, specifically Canepa's Porsche 917K flat-12, Tool Racing's Cobra 289, the Malloy Foundation Ford Indy 4-cam, Canepa's AAR Toyota Celica Turbo 4-cylinder, Leitzinger Racing's Datsun 510 motor...the list seems endless. Just recently, the crew was put in charge of assembling a 390-horse 4.0-liter Porsche flat-6 for 911 specialist Singer. Other exciting endeavors include the Midget Series engine designed and produced with TRD engineers, which won at race debut.

These efforts translate in great successes in competition—USAC National Midget and Silver Crown come again to mind. Winning teams such as Steve Lewis' Nine Racing, East Enterprises and Ford Racing use EPRE parts and services in particular. Plenty of honored racers owe their victories to the company, too: Dave Darland, Tony Stewart and Kasey Kahne.

Ed Pink Racing Engines now covers two buildings, in which swarm about 15 faithful employees—four of them have a combined total of 130 years of service with the firm! This tight-knit group should be commended for their accomplishments, such as providing the powerplants for 12 entries at Pebble Beach in 2014. Ed Pink himself, who was inducted into the Motorsports Hall of Fame of America in 2012, has nothing to worry about—the company he founded almost 50 years ago is in good hands. 🏁

ED PINK RACING ENGINES

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