



VEE LINE

NUMBER 50

NOVEMBER 1968

1969 FV REGULATIONS ANNOUNCED BY SCCA

DIRECTOR'S CORNER

I was gently taken to task recently by one of our SCCA officials for referring to "SCCA," "Westport," "they," etc., when I should be saying "We." After all, he said, SCCA is *all* of us—not just the few who make the actual decisions—and we should all strive to emphasize this. He had a good point—that's the way it is. In theory, at least.

With that thought in mind, it is rather difficult to explain why "we" continue, year after year, to ignore trouble spots in *our* Formula Vee rules. It is even more difficult to understand why "we" would deliberately take positive action in direct opposition to a two-thirds majority of one large segment of "us." I refer, of course, to the decision to permit "free" exhaust systems.

No matter that Vees are usually described, even by those formerly dedicated to their annihilation, as putting on the best race of the day—never mind the problem of "too many Vees" noted at many tracks already; disregard the fact that a full field of Vees makes a rather impressive sound already (and that they can never be made to sound like Ferraris)—"we" decided, in "our" superior wisdom, that this obscure, forgotten, mediocre class of racing cars would somehow have to be brought to the attention of the racing public!

Forgetting that Formula Vee is supposed to be as economical, and as mechanically equal as it is possible for a racing class to be; and ignoring the fact that the modest cost of the actual material needed is but a fraction of the cost of the time (labor and dyno) required to develop and perfect the ultimate exhaust system (and in Formula Vee, who can be competitive with less?); above all—disregarding the opinions of two-thirds of the Vee owners, "we" decided that Vees just *have* to make more noise, in order to attain more "Spectator Appeal"! For their own good, of course!

But why go on? Perhaps there's really a good rational explanation for this decision which isn't readily apparent. If there is—if any of "us" would care to describe the soul-searching and agonizing and weighing of facts which accompanied this pronouncement, I'd welcome the opportunity to print it. (Please don't try to justify it on the ground that any back-yard mechanic can cobble up an exhaust system with \$10.00 worth of bends and pipes, though!)

ANOTHER ELECTION

So with one exciting ballot out of the way, we now have another one at hand! Election of FVI officers, of course. This time, at least, I didn't have to "volunteer" anyone—we had voluntary volunteers—though not nearly enough. Just one for each office. Let's not have any cracks from the back of the hall about this being a cut-and-dried election, then—anyone who wants a larger slate of officers to choose from can darned well wait until next year and then do his bit to help fill it. OK?

Sorry there isn't room for the full text of these "campaign" speeches, but they'll give you the idea, anyhow:

"Dear Don: . . . I suppose that the voting member of FVI would be interested in my views regarding the Class and proposed rule changes. . . . I am in favor of those changes which better *define* present rules (spell out cam dimensions, allow blueprinting, name gear ratios, etc.) and generally opposed to those which require the spending of more dollars to stay competitive. I am definitely NOT in favor of changing our rules to those of Europe—gradually or otherwise. I've been to Europe twice since the advent of FV—the class there is now nearly as expensive as F/3!

"As to my background, I have been active in Oregon Region SCCA, ICSCC, Cascade Sports Car Club, and the MG Car Club for the past dozen years. I hold a National License, and joined FVI three years ago. This year I have been its Executive Vice President.

"All votes are appreciated."

Bob Ames, Tigard, Ore.

"Dear Don: It seems to be the time of year for tossing hats in the ring, so I thought I'd throw mine in for Executive Vice President of FVI.

"I'm 27, married, with 2 children, an officer of our SCCA Region and an active FVI member. My profession, Real Estate, allows me the luxury of an office and a secretary who, among with other chores, tends the phone, so would be available during business hours as well as at night. (We are usually in the shop then, but there is a phone there, too.) Living in the Midwest would make it easy to travel on behalf of FVI.

"My thinking on F/V is neither radical nor stodgy. I am anxious to stem the rising cost of staying competitive, but not to the point of becoming so fixed that good improvements wouldn't be allowed. For instance, I'm for allowing megaphones on *presently legal* exhausts, since many feel that there is nothing more exciting than a good "Whomp-whomp" sound. . . .

"In conclusion, I want this job in order to be able to be of some assistance to FVI and to you, Don. . . ."

John A. Beck, Mason City, Iowa

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WHAT'S NEW FOR 1969?

Well, Formula Vee, as we know and love it (almost), will be around for another year, at least. With one major exception, it will be indistinguishable from last year. As usual, we gained a little, lost a little, and were totally ignored in some areas of our ballot; but, generally speaking, Formula Vee will remain Formula Vee. The Car Classification Committee has made its recommendations, the Competition Board rubber-stamped them without question, and the Board of Governors has adopted them for 1969.

Of eleven positive recommendations which received at least a two-thirds vote on our ballot, four were adopted:

1. The figure for the rear "track" dimension will be corrected.
2. Oil catch tanks will be required (and on other classes, as well).
3. The coil springs are to be considered as the springing medium, and shall be capable of supporting the car without assistance from any camber controlling devices.

Our "No" votes, with two exceptions, were honored either by actual concurrence, or by disregard of the question:

1. No ball-joint front ends or disc brakes.
2. No fuel cells.
3. No change in wheels.
4. No claiming prices.
5. No auxiliary oil sump.
6. No alteration of oil pickup.

Again this year SCCA declined to answer at all such questions as:

1. Is blueprinting legal?
2. Are fans subject to modification?
3. Can the engine be mounted behind the axle?
4. Is reverse gear required?
5. Must the generator actually function?

They also declined to rule specifically on the use of nerf-bars, but hedged a bit by specifying that no projection of the frame or body may extend past the fore-and-aft centerline of the wheels, which doesn't rule out nerf-bars, by any means, but would keep them from being very effective.

On the question of actual gear ratios and cam dimensions, they postponed any action pending further study, and will perhaps announce definite figures later in the year.

Roll-bar specs, now "suggested," will be mandatory next year for all classes. (No word yet as to whether one-inch tubing is still considered to be roll-bar material.) Bars must be no lower than the helmet top.

No action was taken which would exempt existing cars from the new body-frame requirements, so those with "illegal" Zinks, Bobsys, or any other cars with body panels rigidly attached to the frame, may as well start remodeling. However the size of

(Continued on Page 4)

MEMBERS' SOAPBOX

"Dear Don: I'm in the strategy plotting stage of a campaign to get a local VW dealer, or Volkswagen Northeast, to send a van of VW parts for sale at a discount to the local tracks. Do you have knowledge of such being done anywhere else? Of VWOA's feelings on this? What parts are most often sold? (My list is rather long.) The van could be sent to dune-buggy events, too.

"Am thinking real seriously of F— F— for next year."

Chris Paulhus, Acton, Mass.

Harriet Gittings and her bunch compiled such a list once. I don't know what results they've had, but a copy was sent to VWOA, and I believe it was forwarded to distributors as a suggested way in which dealers could cooperate with Formula Vee.

Please watch your language, Chris! Words like that can't be printed in a family publication such as this.

"Dear Don: (1) Do you know the inside diameter of the intake manifold for FV? (2) What is your interpretation of 'matching of manifold flanges is permitted'? (3) I sure enjoy the VeeLines. Three cheers, and all that."

J. O. Nelson, Wyoming, Mich.

(1) According to VW's FIA homologation list, the inside diameter of the manifold is 23mm, which converts to 0.90551". (2) "Matching manifold flanges" is one of those original rules which sort of get included without too much regard for the facts of life. Actually, this is used in conjunction with conventional engines rather than with VWs. It is done by putting a standard gasket in place on the block and grinding away metal in the port to match the gasket. Then the gasket is placed on the manifold, and the same procedure is followed. (Or Prussian-blue can be used to show discrepancies when the parts are brought together.) The purpose, of course, is to correct imperfect matching of the manifold to the ports, which may occur due to variations in the castings. You could follow the same general procedure on your Vee engine if it looks as if it could be improved when you examine the imprint of the manifold on the gasket. You might also be able to make some slight improvement where the manifold and carburetor mate. (3) I just had to print that! Thanks!

"Dear Don: . . . I would like to point out that there are a few (very few) other Americans racing Vees in Europe. Last July I acquired a Fuchs Vee and have participated in three events to date here in Germany. The competition here is rather stiff. Of 51 entries at Hockenheim this weekend, only 35 were permitted to make the grid. I managed to finish 17th."

Roy March, APO New York

"Dear Don: I have read your articles on the Americans who came to Europe to race and it made a big impression on me due to the fact that I was at or participated in most of the same races they were in. You see there are a few of us Americans here in Europe who are racing.

"I am in the armed forces and on off duty time race a Vee, new this season. I

finished 12th on the Nurburgring, and 22nd out of 38 cars at Zandvoort (with three cylinders!) Next year I am adding a Formula I wing to the rear of my Vee. . . ."

Michael "Andy" Andrijiszyn, Germany

"Dear Don: . . . Over Labor Day, Jim Brookshire and I bumped going into a turn at about 90 mph. He went a good 20 feet in the air and rolled over 5 or 6 times. The roll-bar held — because he had reworked it somewhat. If he hadn't, well, things would have been a lot worse than the couple of broken ribs he got!"

Jeff Carlin, Merritt Island, Fla.

"Dear Don: Sometime in the VeeLine, please tell us how to shake loose a hitchhiking, drafting Vee who is down about 4 or 5 mph on the top end, and just doesn't have enough to get by you with the "slingshot" technique. I drop about 350 to 400 rpm, which holds me back from any real running, myself. When it happened two races in a row, with two different Vees — I'm getting a bit frustrated!"

Vince Chimera, Rochester, N.Y.

This is a switch! The consensus in these parts is that drafting helps the draftee, as well as the drafter. I'm afraid I don't have any suggestions, Vince — that's the name of the game. Anyone else have any comments?

"Dear Don: . . . I see that J. C. Whitney & Co. is now selling racing team jackets with the FVI emblem for \$9.95. In the event anyone else is interested, it's in Catalog 295, on supplement page 'A' . . ."

Urban M. Collymore, New York, N.Y.

There have been several comments on this. The J. C. Whitney Co. has agreed to discontinue the use of our association emblem on its jackets with the issuance of its next catalog, in January. In the meantime, so that they will get into the proper hands, anyone wishing to buy one should write the company at 1917 Archer Ave., Chicago 60616.

"Dear Don: . . . I have no way to get the cutter made that you show in VeeLine No. 43. Would the party who made yours make them available to the membership? I would like to buy one, and another Vee owner would like one too. Also, believe it or not, the VW dealer where I buy my parts wants one."

Edward Mockler, Jr., Indianapolis, Ind.

I made the original, myself, but I'm afraid I don't have time to go into the business of building them for sale. Surely there are machine shops in your area that would make them, and for three (or more) at a crack, they shouldn't be too expensive. If you (or anyone else) knows of someone who wants to make them for sale, I'll be glad to publicize the fact.

Incidentally, they work on Karmann Ghias, too. I cut my KG heads down to 39cc (8:1), added a spare "B" cam, and with nothing else but a standard overhaul job got an additional 5 mph on several hills on my route to work. Haven't checked it out for top speed yet.

"Dear Don: I'm enclosing a translation of the pertinent parts of the VW sedan homologation papers as used by ACCUS-FIA.

"Adopting the engine specs as set forth in these papers might make it easier to keep things honest in FV."

Bill Gilbert, Corvallis, Ore.

Thanks Bill. There are some interesting items there (like the inside diameter of the manifold, for instance), but there would have to be some allowance made for items such as "B" cams, transporter gears, PCI carbs, old-style distributors, etc., unless the rules were changed to allow only "homologated" specs.

"Dear Don: . . . I must confess that the car I have been running is illegal. I have softened my front spring by cutting one of the leaves. This results in an improvement in handling, as well as eliminating 'shake' on braking. This shake can often be cured by stronger shocks, although some Vees seem to have a shake designed into them. I believe this is mostly caused by mismatched front spring rate and shock absorber. The easiest cure is to take your adjustable shocks up a notch, but softening the front spring will have the same effect and, I believe, improve the total handling picture.

"I recently had a look at the instruction book that comes with the new Beach, and they make this recommendation. Beach recommends that the upper and lower split leaves be broken in the center. In my case I have cut one of the central leaves, equal distance between the three tie-down points, and then had the assembly welded together at the ends so it can be slipped back into the axle beam without too much trouble.

"It is easy to spot this modification, since the trailing arms assume a horizontal (level) position, and by asking I have found that many people have gone this route. This modification, which exists on maybe half of the Vees in competition, and which produces a safer, better handling car, should be legalized."

Bob Sidlow, Los Angeles, Cal.

This subject came up in a phone conversation with one of the Westport officials the other day. According to his definition of "legal," if the leaves are cut, that's an illegal "alteration," but if they just happen to have been broken somehow, nothing in the rules says you have to replace them. He applied the same logic to the rule on the generator. He didn't think it needed any further clarification — it says very plainly that you can't "DO" anything to prevent the generator from genning. However he admitted that if he were running a Vee, it would probably have worn out the generator brushed rather rapidly. Incidentally, welding the ends of the spring leaves together before assembly is a perfectly legal VW practice.

"Dear Don: . . . I have three hints you might want to put in the VeeLine. One is the fact that the oil level low mark should be half an inch above the normal 'full' mark, and 'full' should be an inch above it. Of four Vees here in Louisville, two of them blew engines because they didn't know this simple rule. Baffles do help, but on a long turn the only sure way is plenty of oil on the stick.

"The second hint is a cure for the starter solenoid acting weak and rattling in and out, generally making for a poor starting car. The cure is either to keep the battery on a charger all the time, or run a piece of No. 10 or 12

wire direct from the battery terminal (positive) to the starter button. I measured as low as 4 volts at the solenoid or starter button when the current came from the back of the ignition switch. With the direct wire installed, the voltage at the button came up to 6.0 and the car would start even with a low battery.

"Third is the use of a piece of woven wire mesh in the oil breather pipe. This completely stops blowing oil onto the track, conserves the oil level in the crankcase, and keeps the garage floor clean. I use woven stainless steel, but one of the woven copper pads used for cleaning frying pans would be just as good."

Tom Smith, Louisville, Ky.

There are *three* good ideas in one letter! I have some reservations about that oil level, although I'm having some about our baffles, too. Last summer we mounted a movie camera on the car, low on the roll bar, so that it catches a front wheel in one corner of the picture, and a bit of the steering wheel in the other. Last time we ran the films, I noticed a flash of the oil guage as John was shifting gears coming out of a corner. It was rapidly rising from near zero! Maybe next year I'll set up the camera to watch the guages instead of the road. Also, I think I'm going to try scouring pad in my Ghia!

"Dear Don: . . . I've used 8 front spindles in 1½ years - found one cracked after only four races! Does everyone have this problem?"

Mike Adams, Roseville, Mich.

The only broken one I've ever seen was a part of the arm, sent to me by Harvey Templeton. I forwarded it to Volkswagen, who sent it to the factory. The reply was that the arm had been heated and cooled too rapidly. Are you people who are having this trouble (not everyone is, evidently) heating the spindles for some reason, like bending the steering arms, for instance, and then dunking the piece in cold water? Don't do it! It won't hurt them (much) to heat them, but if you do, let them cool slowly, like in still air. Don't cover them with sand, or anything like that - cooling *too* slowly will leave them softer than necessary, which would still be better than cooling them too fast. Chilling them in cold water ~~not only leaves the metal hard and brittle, but also can actually start cracks on the surface which will gradually spread until failure results.~~ Heat-treating is a science in itself so you won't achieve the maximum strength of the metal by air cooling; but without proper facilities and knowledge for doing it, air cooling is next best.

"Dear Don: Just to let you know that the former handler of Formcar parts has changed its name and address. They now call themselves 'Action-Rent-It, Inc.' and are at 2004 Edgewater Drive, Orlando, Fla. (305)424-6006.

"They have very few pieces available, but they did lead me to another individual who has some - Don Stewart, P. O. Box 87, Hernando, Fla. 32642."

Ralphe B. Vawter, Chicago, Ill.

Thanks, Ralphe. There are probably as many Formcars, even now, as of any other make, so this should be of interest to many.

THE ARRC AT RIVERSIDE - SCOTT DOES IT AGAIN!

This information was phoned to me late Saturday night by Charles Powell, who lives in Riverside.)

AVERAGE SPEED: 83.9

OVER ALL	TIME BEHIND	DRIVER	CAR	FASTLAP	REGION
1		Bill Scott	Zink	1:50.18	NE
2	0.01	Jim McDaniel	Zink	1:50.45	NE
3	0.08	Steve Burtis	Zeitler	1:50.35	NE
4	0.09	Bili Greer	Zink	1:50.01	CE
5	0.97	Harry Ingle	Zink	1:50.18	SE
6	11.6	Cecil Harris, Jr.	Zink	1:50.52	SW
7	11.7	Ray Weaver	Beach 5C	1:50.11	SP
8	11.8	Richard Kimsey	ASP	1:50.23	SE
9	13.7	Jim Herlinger	Lynx MkII	1:50.84	NP
10	18.6	Harvey Staab	Zink	1:51.68	MW
11	20.0	Herb Brownell	Zink	1:51.24	SP
12	28.1	Harvey Templeton	Zink	1:52.51	SE
13	37.9	Vernon Claiborne	Zink	1:52.15	MW
14	38.0	Tim Sharp	McKnight	1:51.93	SP
15	44.8	Charles Baldwin	Zink	1:51.81	SW
16	79.0	Fred Stout	Zink	1:54.92	MW
17	1L 7.4	Fred Corbett	Zink	1:52.30	NP
18	1L 60.6	Ramon Stewart	Zink	1:52.69	SW
DNF'S					
	10L	Glen Biren	B-K Spl	1:52.89 (previous record: 1:51.5)	NP

A full field of 21 cars entered and qualified (with McDaniel on the pole) but only 20 started. (In the warm-up laps before the race, Chuck Haynes crashed his Bobsy into a wall.) The race itself will *have* to be acknowledged as the best one of the meet. The top 9 finishers all broke the old course record and less than 1 second separated 5th place Ingle from 1st place Scott. Usually one car is able to break away from the pack, leaving the rest to fight for second place, but this year all of the first five fought it out right down to the checkered flag, with the lead often changing several times each lap. At one point, the announcer said, "Everybody's in first place!" The same applied to the next group, trying for sixth place. Another group farther back fought it out just for fun, and the rest just drove.

At previous ARRC events, rules-enforcement has been practically on the honor system; but this year the first five cars were impounded for teardown, and it was thorough. Ed Zink was there, of course, mother-henning "his" cars. He even took the precaution before the race of replacing "broken" front torsion-bar leaves in several cars. (See the "Soapbox" section.) Other builders present were Jerry Mong (Bobsy), Bob Clark (McKnight), Richard Kimsey (ASP) and John Zeitler (Zeitler).

With 13 of them on the grid, this could almost be described as a "Zink race," in numbers, at least. From the standpoint of placements, however, the results were about what you would expect if you drew the names out of a hat. An "outsider" took third place (last year it was fourth place to an Autodynamics) and four other cars were among the first ten.

Most, if not all, of the cars were on Goodyears, and the Champion representative passed out free sets of "Vee plugs"-LY233. No word as to how many were actually used in the race. The top 5 drivers shared in \$2,600 posted by VWoA: Scott, \$750; McDaniel, \$600 and \$100; Burtis, \$500; Greer, \$400; Ingle, \$250.

A rather interesting rumor - absolutely not confirmed: Daytona doesn't want the ARRC next year. Riverside does, but only if they can have it *every* year. Some interesting possibilities if it turns out to be true.

ANOTHER ELECTION (Continued from Page 1)

Hi, Don: . . . If in the future you are at the bottom of the barrel scraping, I'd not object to another term as Secretary. Only-I feel there must be SOMETHING I could do. . . "

Harriet Gittings, Fremont, Cal.

(Harriet, consider yourself scraped! And you've done a *lot* for Formula Vee, especially in your area, not only as President of this organization, but through FRA, SCCA, and your many other activities in this field!)

So there! What we lack in quantity in this election, we make up in quality! This election is for Active Members only, of course, so if you're an Associate, don't bother looking for a ballot. If you're an Active Member, please use it, even though it isn't really going to decide any contest. You'd have your feelings hurt if you didn't get one, wouldn't you?

"Dear Sirs: Do you have any information on the 1968 Bahama Speed Weeks races for Formula Vees? I have participated in the past two, but have been unable to obtain information on this year's race."

Kenneth Goodman, Columbus, Ohio

Due to one thing and another, there won't be a Bahamas Bash this year. "Red" Crise not only says he's giving it up, but he's also selling a bunch of his Vee equipment. (See the Unclassified Section.) However, Daytona International Raceway is planning a major international Vee event for Jan. 31. Write to Daytona for an entry; we'll print details in the next VeeLine (see also page 4).

COMEBACK

Bob Riley, of Taylor, Mich., announces that he's going to produce the "Lynx" Vee again, after a layoff of a couple of years. The new model is based on a ladder-type frame of rectangular tubing, and has a number of unusual features; but it doesn't quite have that sexy appearance of the original one. Remember the "look, ma, no roll-bar" car with the helmet just even with the top of the fan housing?

The VEE LINE of
FORMULA VEE INTERNATIONAL
 Don Cheesman, Director
 Box 291 Ephrata, Washington 98823

UNCLASSIFIED ADS

FOR SALE: Customized Beach, saddle tanks and fitted cover. \$2500. Austro Vau, saddle tanks, padded wheel and instrument panel, custom cover. \$3000. (Above cars raced only at Freeport last December.) Custom trailer with ramps, \$350. Brand new Stuska 300HP dynamometer, \$1000. All above, plus many new and used Goodyears, engine parts, wheels, Beach kit, tools, etc., for \$6000. Capt. Sherman F. Crise, 3701 State Road 84, Ft. Lauderdale, Fla. 33312. Ph. 581-2718.

FOR SALE: '67 Autodynamics Mk IV. Cassis engine, Firestone Indys, leather-rim wheel, only 6 races. Bill Hildick, 9911 SW 61st Ave., Portland, Ore. 97219 (503) 246-9437.

FOR SALE: Formcar, with spares and trailer. \$800, or make offer. Bruce Moffitt, 620 Sante Fe SE, Albuquerque, N.M. 87102.

FOR SALE: Autodynamics Mk III. Dyno-tuned engine, chromed suspension and engine parts, Konis, custom cover and lightweight trailer. Concours condition. Fred Yoshimura, 142 Heritage Ave., Eugene, Ore. 688-2241 eves, 726-7625 days.

FOR SALE: Audodynamics MK III. Two races on rebuild, extra safe roll bar, many extras and chrome, ready to race. Will deliver 300 miles. \$1295. Arnold Winkelman, 4511 Cedell Place, Temple Hills, Md. 20031 (301) 894-6011.

FOR SALE: Partially assembled Autodynamics kit. All VW components, including completely rebuilt engine. Many spares. \$850 or best offer. Michael D. Montaine, 1539 Fred St., Whiting, Ind. 46394 (219) 659-1676.

FOR SALE: Harmon Mk II Vee. Clean home-built. Ready to go. With trailer, \$1750 or make an offer. Mike Salmon, 400 E. Logan, Moberly, Mo. (816) 263-4430.

FOR SALE: Stock '65 1200 engine No. 9558341. 44,000 miles, compression 120 all cylinders. \$250. Bill Gilbert, 1356 SW "A" Ave., Corvallis, Ore.

FOR SALE: Crusader Vee complete - belts, extinguisher, etc. New paint, tires & guages. With trailer, \$1300, or make offer. Rex T. Kearney, Jr., 6421 Havenside, Sacramento, Cal. (916) 421-1362.

FOR SALE: Early Autodynamics, SW Division Champion, '66 & '67. Completely rebuilt, one hour on engine. Numerous modifications to car keep it competitive. \$1600. Tom Baum, 1301 Mistletoe Lane, Humble, Tex. 77338 (713) 293-3437.

FOR SALE: Autodynamics. Many spares, mounted new wet and dry tires. Clean, competitive, and reliable. Must sell! \$1000. Ed Collins, 7465 Park Towne So., St. Louis, Mo. 63136 (314) 389-6184.

WANTED: New or used Vee kit (parts) fairly recent. Have VW components already. Dick Calvert, 118 Shamrock Rd., Charleston, W. Va. 25314.

FOR SALE: Beach MK5B, Zink engine and Z-bar. Armstrong shocks, solid motor and trans. mount. With trailer and 12 tires, \$1795. Capt. Joe Marm, 252 Crest Ave., Washington, Pa. 15301 (412) 222-9309.

FOR SALE: 1967 Autodynamics MK IV. Z-bar, Konis, 8 Goodyears (4 gumballs). Immaculate. \$1500. John Schieffelin, 59 Howard St., Northboro, Mass. 01532 (617) 393-8683.

FOR SALE: All back issues of the "Vee-Line" are still available at 25 cents each, postpaid. (Members only.) FVI, Box 291, Ephrata, Wash. 98823.

CANADIAN MEMBERS NOTE!

This is not to suggest that you drop your membership in FVI, by any means, but it is only fair to inform you that you now have a Vee association of your own - "Formula Vee International, Canadian Division." Articles of affiliation were signed recently, details of which you can get by writing to Gord Munn, Director, at 185 Eilerslie Ave., Willowdale, Ontario.

VEE "WORLD CHAMPIONSHIP"

Daytona Beach, Fla. . . A \$28,800 World Championship for Formula Vees has been scheduled for Friday, January 31, at Daytona International Speedway. The 250-mile event, for the richest purse in the world for the Vees, will run over the 3.81-mile course, with the winner earning \$7,000.

Sanctioned by SCCA, the race is expected to attract 200 entries. Each of the 60 starters in the 250-mile championship receives a minimum award of \$100, and every car attempting to qualify but failing earns \$50. In addition, entrants receive five nights lodging and two free tickets to the 24 Hours of Daytona on Saturday and Sunday, February 1 and 2. Entry fee is \$150.

From: Daytona International
Speedway Press Dept.

WHAT'S NEW FOR 1969?

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permissible frame tubing has been increased to 4 inches, which will legalize the new "Lynx."

Use of a "Volkswagen" venturi is required in the carburetor, although it may be bored out as desired. (Suggestion: File off the "Solex" markings, just to avoid future trouble - there is no "Volkswagen" venturi for a Solex carburetor.)

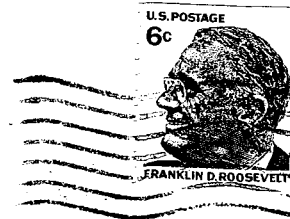
Finally, one-third of you, at least, will be happy to hear that a "free" exhaust system will be permitted. It still must terminate 1" to 3" behind the rearmost part of the body, however.

That should enable you to start making your plans and alterations for next year. The complete '69 rules will be printed in the "All About Formula Vee" booklet, which you may get with your December VeeLine. However, these are the changes.



Formula Vee
International

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A
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