

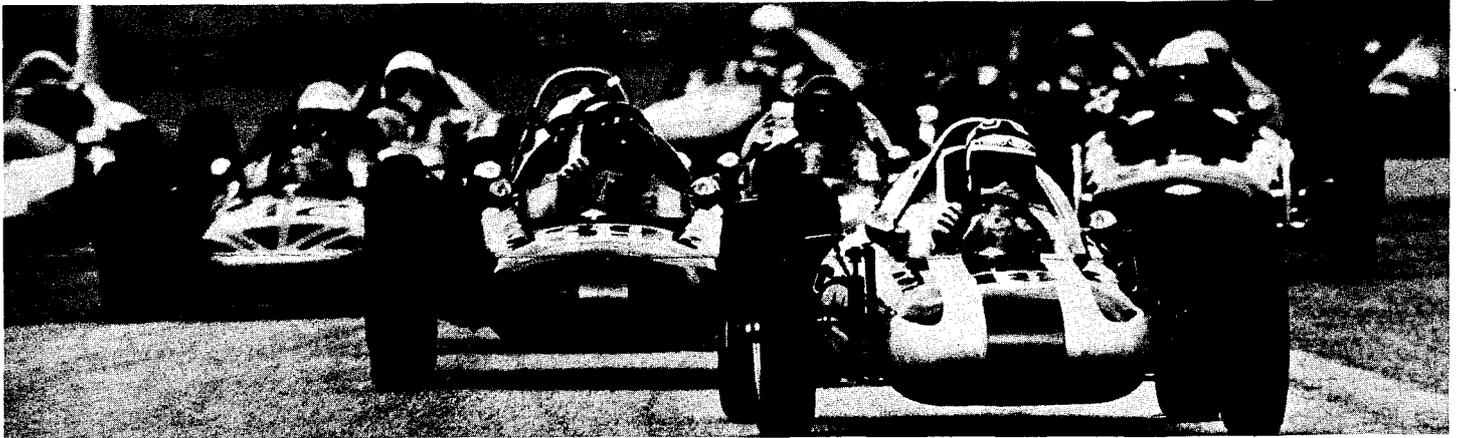


VEE LINE

NUMBER 53

FEBRUARY 1969

PIEPER CLAIMS "WORLD VEE CHAMPIONSHIP"



The action was fast and furious in the first turn. Some drivers take to the grass to maintain or improve positions, but Pieper (No. 18) and Scott (No. 39) won't give an inch.

21-YEAR-OLD ROOKIE TOPS 76-CAR FIELD AT DAYTONA SPEEDWAY

DIRECTOR'S CORNER

We haven't said anything about membership for quite some time. You may be interested to know that we have passed the 800 mark now. We started 1968 with 600, even. In one light, this looks good, especially as there was no special effort made in the past year to recruit for Formula Vee. There was an article in *Argosy* magazine (whose readers are evidently mostly armchair racers), but nothing compared to those previously published in the major motor-sport magazines. An increasing number of our members are unsolicited Vee owners who have somehow been persuaded that they should join FVI. Perhaps you have been instrumental in bringing one or more of them into the fold. If you haven't, how about trying it? There are obviously a lot of prospective members still running around loose.

Yes, 800 members is a nice figure; but if there really are 2000 Vee owners in the country—or even 1500—we still have some way to go before we can *prove*, without any room for argument, that we actually represent “all” of them. So how about talking it up a little? Show the round “FV” emblems on your car, and persuade your neighbor in the pits, if he isn't already a member, to become one. The address is printed on your membership card, if you need it, or just “Ephrata, Wash.” will do. (Yes, we're getting that big, in Ephrata, at least.)

SCCA CONVENTION

Well, I've just returned from my first SCCA Convention! It wasn't exactly in my back yard but it's only two hours by Ghia to the Spokane airport, and three hours by plane from there to Denver, so I decided at the last possible moment to take it in.

In my opinion it was a well-organized and well-run meeting, from registration on through to the end. There were open meetings of all the boards and committees, at which anyone could speak his piece, and they were generally capably conducted. Discussion was confined to subjects of general interest (no nit-picking personal gripes which so often come up at such conclaves) and all in all, it was well worth attending.

One subject which was discussed at both the Scrutineering Seminar and the Competition Board meeting was roll bars. The rule for 1969 states that the specs previously “suggested” in the General Competition Rules will now be mandatory. However, when they are thoroughly examined, it is obviously impractical, if not impossible, to enforce them as they are written. Some clarification is promised in the near future. However, you can expect to find increasing emphasis on the requirement that the bar be at least as high as the top of the driver's helmet in a normal driving position this season, so if your “normal position” at tech inspection is with your head pulled down between your shoulder blades, you'd better learn to drive that way.

You will still be allowed to live dangerously with one-inch roll bar material, if you wish. Even though it was pointed out that at least five presumably legal Vee roll bars were folded up last year, it was maintained that it is possible, if proper bracing is provided, to build a safe roll bar out of one-inch tubing, so there is no reason to question its suitability. If you have one, then, you'd better

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Talk about *international* competition—the “250-Mile World Championship of Formula Vee” at Daytona topped anything you can name in that line outside the Olympic Games! Of the 117 entries, 25 were from 11 other countries. Germany, Austria and Canada had five entries apiece, and there were two from England, two also from Austria, and one each from Sweden, South Africa, Lichtenstein, France, Switzerland, Belgium, and Finland!

As you might expect, most of the 90 U.S. entries were from the East (more than a third of them from Florida), but there were 23 other States represented, too. The entry list was reminiscent of those for the Bahamas Speed Weeks—of the 49 drivers from the NE and SE Divisions, for instance, only 20 are listed in the “National Points Standings” in *Sports Car* magazine. Some of the others are drivers in other classes, obviously lured into Vees by the smell of all that money, some are “semi-retired” Vee drivers (Bill Campbell, Whit Tharin, Ray Caldwell) and where the others came from is anyone's guess.

Formula Vee's reputation for enthusiastic driving was well maintained at Daytona. Of the 74 starters in the main event, 29 dropped by the wayside, and not all due to mechanical difficulties. Minor single- and two-car accidents received little notice, but there were a couple which rated national wirephoto coverage. One five-car scramble in the 16th lap sent two drivers to the hospital for patching (there were no critical injuries) and afforded photos of two Vees in mid-air at the same time. Another two-car bash provided some spectacular opportunities for photographers as Meyer Botha of South Africa rolled his car three times due to a contact. He demolished his car and acquired a few bruises and abra-

(Continued on Page 2)

MEMBERS' SOAPBOX

"...The only thing that really disappointed me about Daytona was the teardown after the race. They impounded the top 10 cars, and tore them all down. What a joke! To my best knowledge, they cc'd one head from every car, and inspected everybody's carburetor top (?). Lord knows what for! And that's all they did. Not one cam degreed, or bore or stroke checked or even the gear ratios by marking a wheel and rolling it around. Some disgusting when you consider that they had in excess of \$30,000 on the line! A man could have had a roller crank and 1500cc cylinders and they probably wouldn't have noticed it. Terrible! I was so disgusted that I wrote a nasty letter to Westport. Also, of the top 10 cars, 9 had the carburetor turned 180 degrees on the intake manifold. This was protested and upheld on appeal 3 or 4 years ago. Did you realize that if an appeal decision is not incorporated in the next year's rules, it is forgotten and cannot be used as a precedent in successive years?

"Not that I had any axe to grind either—I wasn't able to qualify. I ran the bearings in my one and only engine in the first two laps of the qualifying race (after having passed 7 cars in the first lap!). Lost power, oil temperature went to 270, pressure to 10. Nothing broke—it didn't even rattle, just wore out. Teardown shows three rods with copper showing on the bearing shells, and a bad crank. I guess one has to rebuild more often if one is able to extract 5500 RPM in 4th gear out of the little beastie. That was the best engine I ever built. Wish I knew what I did right!

Currently I'm on an extensive lightening campaign (35 lb. overweight). Will be able to get down to 830-835 without too much trouble, and that's as close as I want to go, allowing for tire wear, and perhaps lighter tires when I can get the money. I'm *not* in favor of a car & driver weight minimum. It's fine if a car is designed and built with an 800 lb. weight in mind, but to try and shave an 825 lb. car down 25 lb. will result in a loss of reliability (i.e. safety) and will result in a rash of structural failures. Most people are not technologically capable of modifying a *design* without sacrificing strength. Think about it." Chappy Holbrook

Your comments on the Daytona inspection jibe with others I've heard. You may find a clue here as to why the carburetor throats were being inspected (though not why they were ignored). Your engine exhibited the classic symptoms of impending bearing failure—happens every time. If you heed the warning early enough, you *may* save the crank, at least. It's too late to save the bearings. By the time you can hear a clatter, it is the piston hitting the head, due to enough play in the bearings to use up that .039" headspace. You have a point on modifying an existing car to 800 lb., although with the substitution of a little aluminum in non-strategic places and use of a motorcycle battery, most could get down to that point without structural changes. How about retaining the 825 lb. minimum, empty, with the "1000 lb. with driver"? I believe that the appeal you refer to was in regard to locating the *manifold* behind the fan housing (on a Vee—this gets confusing if one refers to "ahead" and "behind" the engine when it has been turned around). Per-

(Continued on Page 3)

PIEPER CLAIMS CHAMPIONSHIP

(Continued from Page 1)

sions, but Ray Weaver (California) walked away from the other car unscratched. Bill Campbell (ARRC Vee Champion in 1966 and 1967) emerged from retirement for this one. After demolishing his car in one of the qualifying races on Thursday, he borrowed Bill Green's car for another try in the consolation heat (which he won) and brought it in third on Saturday, after starting in 63rd place.

Zinks ran true to form, comprising 21 of the 74 starters, 15 of the 45 finishers, and five of the first six places. (Fourth was taken by an Austro Vau driven by Austrian Peter Peter.) There were eight each of Beaches and Autodynamics, five Bobsy Vegas, and an assortment of lesser known makes and specials. (Formcar owners only: Two of the three Formcars entered made the final grid. One DNF but the other moved up from 32nd place to 16th, passing 4 Zinks on the way not counting those which dropped out.)

The conclusion of the race was somewhat more typical of a Regional than of an event of this calibre. Both Steve Pieper and Harry Ingle had been getting pit signals indicating that they had another lap to go, and there had been no "last lap" signal at the finish line; so both came around the last corner figuring strategy for the last lap ("try to come around the last corner in second place and sling-shot to the finish") when they found the checkered flag waiting for them. In fact there was some division of opinion among the officials as to whether or not they were even on the same lap—at first Ingle was posted as being one lap behind!

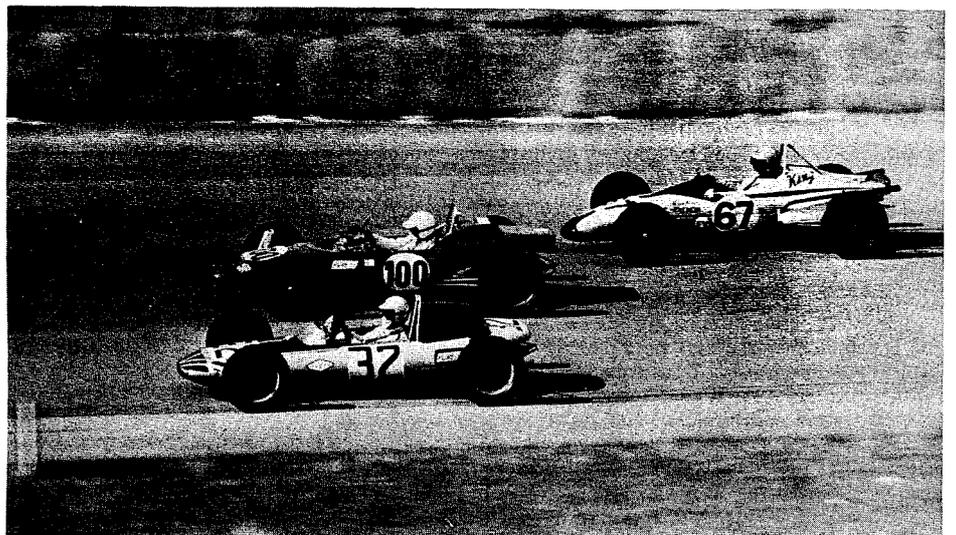
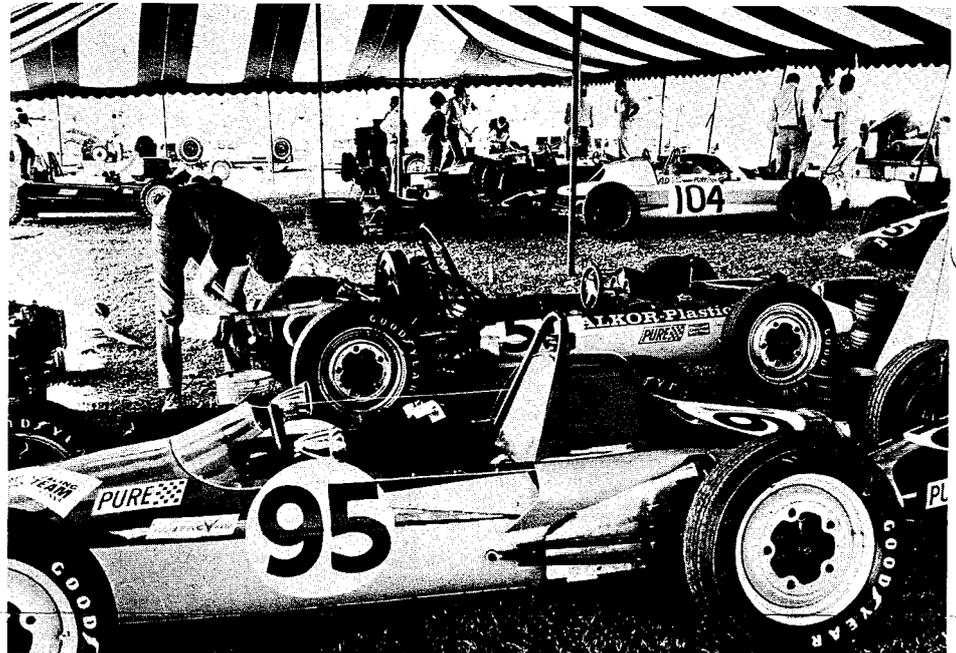
Twenty-one-year-old Pieper could be a logical candidate for "Rookie of the Year" this season. Last April he entered SCCA driving school and ended the year tied for the Regional championship. He described this as his "first National race," which might indicate that he would be eligible for the award this year.

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... VW Southeastern Distributor (in Jacksonville, Fla.)
 this colorful tent—set up in the main pit area—which
 ved for Formula Vees only. Car No. 95 is an Austro
 n by Gerold Pankl, one of Europe’s top drivers; behind
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Left: Jockeying for position are Cecil Harris (No. 32) of
 Texas, the ‘68 SW Div. Champion, Max Johanson (No.
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... the sweet touch of victory is offered to Steve Pieper at
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MEMBERS’ SOAPBOX
(Continued from Page 1)

sonally, I can see nothing wrong with either
 the carb or manifold—or any other part—
 being relocated as long as no modification is
 involved and there is no performance advan-
 tage. Many cars have the carburetors reversed
 for convenience in routing the throttle cable.
 This might even be of some disadvantage from
 a performance standpoint—I am told that the
 engine dies under extreme braking conditions
 with the carburetor reversed.

“Dear Don: One of the many things I
 don’t understand is the length of pipe to start
 with on the VW engine. Last month a group
 of numbers were presented as being the value
 at which to start. This month your sketch
 indicates a length of about 88”. A couple of
 years ago a car magazine presented a formula
 that makes the length about 20” shorter than
 the numbers issued last month.

“I could have saved my renewal fee if I
 had received the VeeLine a week earlier, and
 had not purchased a copy of ‘Scientific De-
 sign of Exhaust and Intake Systems.’”

Don Heath, Las Vegas, Nev.

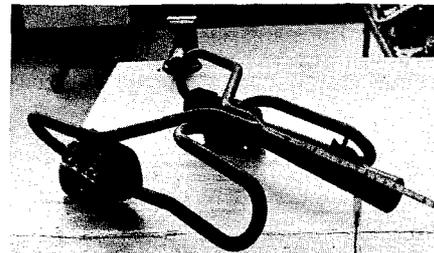
Thanks Don. I guess. You’re just adding to
 the confusion, you know. Don enclosed the
 formula from the article, which is really quite
 simple:

$$L = \frac{N(135)}{R}$$

where R=desired scavenge RPM and N=number
 of degrees between opening of exhaust
 valve and intake valve. (For use with a mega-
 phone, change the 135 to 150.) Using 210
 degrees for N and 5000 for R, you get 63” for
 L (with a megaphone). Which is about the
 average length of the pipes in the German
 system we have, come to think of it. So now
 you have at least two choices!)

A NEW BABY

A meeting of Formula Vee owners and
 enthusiasts was held on Feb. 13 at Capitol Car
 Distributors, the VW distributorship in Mary-
 land. It was the beginning of a new FV club
 called Formula Vee Mid-Atlantic. The club
 hopes to organize FV drivers in the mid-
 Atlantic area so they can better encourage FV
 racing in that area, have a forum for discuss-
 ing matters of interest to Vee drivers and pro-
 vide a liaison between area FV drivers and
 FVI and the SCCA.



German Exhaust System for 1300cc Engine

SCCA CONVENTION *(Continued from Page 1)*

be aware that in this instance, at least, “legal” has absolutely no relationship to “safe.” It has been
 conclusively proved!

You can expect rolling as opposed to “flying” starts to take the place of the usual gridding
 practice at most events this season. While a show of hands among the drivers present showed far
 from unanimous approval, it was clear that a majority was in favor of them. They were used at the
 ARRC last November with apparent success, and will no doubt reduce the body contacts due to
 erratic starts and crowding at the first corner. There was no discussion of its effect on “spectator
 appeal,” but it is doubtful that it will provide those moments of exquisite tension that accompany
 a standing start.

No, I didn’t get even an offer of a punch in the nose! In fact, with one exception, comment on
 Formula Vee and the VeeLine was quite complimentary. Leon Mandell, whose columns in “Com-
 petition Press” several years ago were somewhat less than enthusiastic about the Class, is still a
 good hater. (“Leon, have you mellowed any in regard to Formula Vee?” “Not a bit! I still regard
 them as an abomination and a blot on the racing landscape!” “. . . I really believe the publicity you
 gave them, even though it was adverse, did a lot to create interest in the Class.” “Heaven forbid!”)

There were enough “Vee People” present so that a congenial group could be found most
 anytime—and anywhere. In fact, this continual “Vee Convention” was noted and commented upon
 frequently, and was joined, from time to time, by others interested in the Class. It did cause me to
 miss a couple of cultural opportunities, though—a chance to drive an Austin-American (front-wheel
 drive) sedan on a gravel slalom course, and a view of a 51-24-36 exotic dancer—but such are the
 sacrifices one must expect to make if one is truly dedicated.

That’s about all, I guess, of the SCCA Convention which was of direct interest to Vee owners.

PIEPER CLAIMS CHAMPIONSHIP

(Continued from Page 1)

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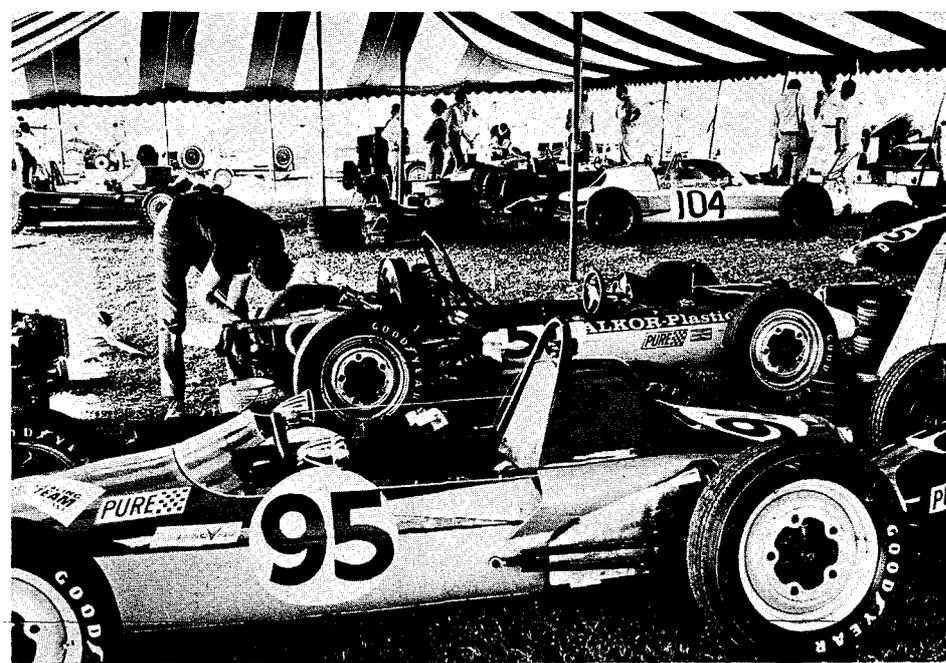
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Certainly he's been moving up fast—in the "24 Hours of Daytona" on Sunday he co-drove a Zink prototype Volkswagen Sports Racer with Bill Scott and Jim McDaniel. At the 31st which finished that event, they were in 18th place overall, and second in the Under-Two-Liter Prototype class!

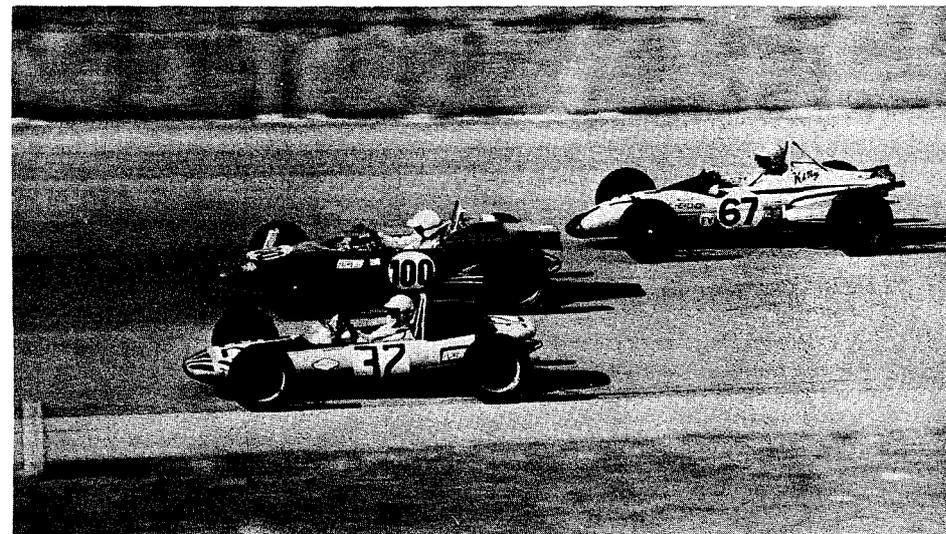
Was the event a success? Well, judging from the articles I've read and the people I've talked with, it was. While it was ignored in some segments of the racing press, it was enthusiastically reported in others. It rated a full page, with color photos, in at least one paper! The entry list was only about half as large as was expected, but even so, Bill France (President of Daytona International Speedway) is quoted as saying, "I look for the day, possibly next year, when we can set aside an entire week for Formula Vee racing." His hope is to get "about half" of the 2000 Vees to participate! Write some of this off as promotional enthusiasm, and you still get the picture of something rather special.

Failure to get the hoped-for entry list of two-hundred-plus Vees this year was partly due to a scarcity of FIA licenses among Vee drivers, and partly to a rather late start in promotion. However, you've now been warned that the event will probably be repeated next year, and we'll have some dope on FIA licenses before long, so bear it in mind. Sure, some of the drivers at an event like this are pros, but the majority of the participants this year probably haven't racked up as many racing miles as you have (after all, Steve Pieper was practically a rookie!) so plan a vacation at Daytona next year. You might even make your expenses.

Many thanks to Jeff "Reb" Carlin, of Merritt Island, Fla., for the clippings, entry lists, etc., on which this was based. At this late date, there's no point in presenting a typical race report, but perhaps there's some thing here you haven't seen before.



Top Left: VW Southeastern Distributor (in Jacksonville, Fla.) provided this colorful tent—set up in the main pit area—which was reserved for Formula Vees only. Car No. 95 is an Austro Vau driven by Gerold Pankl, one of Europe's top drivers; behind it is Hannelore Werner's Olympik Vee.



Bottom, Left: Jockeying for position are Cecil Harris (No. 32) of Houston, Texas, the '68 SW Div. Champion, Max Johanson (No. 100), Finland's champion driver, and Charles Hevenor of Connecticut in a new King. They finished 5th, 12th and 15th, respectively.

Above: The sweet touch of victory is offered to Steve Pieper at the end of the 250-mile "World Championship of Formula Vee."

ANOTHER VIEW OF DAYTONA

Both tech inspection and post-race tear-down at the ARRC were described as very thorough. (I'm still hoping to get details.) However, it has been reliably reported that rule infractions at Daytona were not only overlooked, but were actually ignored, even when they were pointed out to the inspectors.

I have three reports, for instance, that a number of carburetors had been modified by rounding off the rather sharp edge of the air intake "bowl" in the upper casting of the carburetor, where it fits over the venturi, serving to hold it in place. Also, the accelerator-pump discharge-nozzle (which also acts as a high-speed jet, independently of the pump) had been reamed out to at least twice its original diameter. These operations were described as "removing the 'flash' from the castings," but comparison with an original casting can only lead to the conclusion that there has been "alteration to the carburetor body." (Yes, I've seen one of them.)

It is possible that this practice is now legal, due to a new loophole incorporated into the 1969 rules. "...The venturi must be fitted in the standard position, but its internal diameter may be machined." This wording leads to several interesting possibilities, such as: "Is it now legal to enlarge the venturi in the late model (28PICT) carburetor?" "Where does the 'venturi' end-how much of the carburetor throat can be included as 'venturi' in the permitted machining?" "The accelerator nozzle admits fuel when the air flow past it increases at high speeds-is it not then a 'venturi' and subject to machining also?" If you were a tech inspector, how would you rule on those modifications? Are they permitted, as "machining of the venturi," or forbidden "alterations to the carburetor body"? The officials at Daytona took the easy way out and simply ignored the whole problem, but it will have to be clarified, sooner or later. If this is considered a legal modification, it should be legal for everyone-not just for those willing to take a chance. It should be officially publicized so that Regional inspectors, as well as those at international events, will consider it in the same light.

I was told by one party that a dyno test didn't show any detectable difference in en-

gine performance with the modified carb. However, another, who has also had some experience in engine preparation, reports that he tried it on his dyno after returning from Daytona and picked up a "good fat 4.5HP all the way from 4000 to 5500." It was reported that at Riverside there was a sudden demand for old carburetor tops as the extent of the intended engine teardowns became known, which might explain why the Eastern cars, even though they were mostly out in front, weren't apparently as fast as they are on their home tracks. Possibly it is true, after all, that they're getting 5500 to 5700 rpm on the straights!

Another item of similar nature was the reported adjusting of voltage regulators to an output of 5.5 volts, which results in generators ceasing to function at racing speeds. Unlike worn brushes ("nothing was actually done..."), this would have to be regarded, in my opinion, as something which definitely was "done to interfere with the normal battery charging function of the generator." This, too, I am told, was ignored by the inspectors.

This is way past the rumor stage, but it is only one side of the picture. Hopefully, we'll have the other side for the next issue. Isn't it incredible, though, that after five years of Formula Vee we still have such loopholes, gray areas and ambiguities in our rules?

"VEE" SPORTS RACER

This subject has come up several times in the past year or so, but for the usual type of racing, such cars haven't made any spectacular records. However, there was one entered in the "24 Hours of Daytona," even though it wasn't ever mentioned in any reports I have seen. You may have seen it listed in the results, though, as a "Zink p" (prototype).

Ed Zink widened a Vee frame, built a two-seater body, installed a VW 1600 engine with the standard VW fuel injection system (the only modification was use of a 3/4-race cam) and entered it in the "big race." It came in second in the Under-2-Liter Prototype class. It really wasn't all that fast, but while the other cars lost time in the pits, Ed's car kept going round and round. The only time lost, outside of fueling stops, was 15 minutes to repair a throttle cable. He used a straight Transporter transaxle, which provided 123 mph at 5700 rpm. The best lap was 90mph, and the overall average was almost as good, at 82 mph.

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

AND ANOTHER CONVENTION

Dear Don: It happens that our Region (Delta Region) is hosting the 1970 SCCA Convention, and I have been saddled with the task of Convention Chairman. Through clever and devious thought, we have decided to hold the Convention the weekend immediately following Mardi Gras here in New Orleans.

figure some of the people in SCCA would want to make a two-week or even ten-day holiday out of Mardi Gras National Convention, so we have scheduled it so that they can: Last four days of

- Mardi Gras (the best) Feb. 7-10
- Ash Wednesday (nothing) Feb. 11
- Convention starts (registration) Feb. 12
- Convention ends Feb. 14

Now comes the catch-this Mardi Gras is one heck of a big thing, believe me. Literally hundreds of thousands of people are in town!

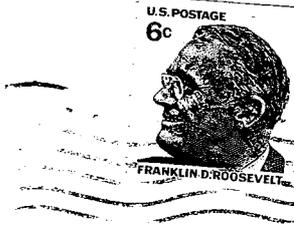
We are going to a lot of trouble to round up some extras for the people who come early. We hope to acquire some Carnival Ball invitations, possibly a luncheon on the parade route, possibly a Carnival hospitality room, and some other things we are thinking about.

However, hotel reservations MUST be made nearly a year in advance for downtown hotels. Also, they will not accept less than a four-day reservation, at double the normal room rates. On Wednesday the rates return to normal and our dizzy revelers can recuperate for a day and then dive headlong into the whirl of Convention activities. Select the Roosevelt Hotel if at all possible, since that is where the Convention Headquarters will be, but hurry, hurry, hurry! For more information, write: Chappy Holbrook, 1209 N. Rampart St., New Orleans, La. 70116.



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