



VEE LINE

NUMBER 58

JULY 1969

DIRECTOR'S CORNER

"Never alibi! Your enemies won't believe you, and your friends won't care." OK, so I'm sorry the last few issues of the VeeLine have been so late. This is not a promise that it won't happen again—in fact the next one may be delayed somewhat, too. (It will have a new address—my job moved to Wenatchee over a year ago but I've been commuting 50 miles each way in my Ghia. Just sold the house a few minutes ago, though, so will have to add moving to my schedule for the next few weeks.) Late or not, there will be an issue for each month, and you'll get 12 of them for your membership fee. OK?

ANOTHER FORMULA VEE TOOL

Whether you're merely replacing a rear wheel bearing, or going deeper into the drive train, removal of the bearing itself can be a bit of a problem. Your VW dealer no doubt has a special puller which hooks into the outer ball race, but even if you don't have access to one of them, it is still possible to get the rear axle assembly apart without a cutting torch.

Try the simplest methods first, before you do anything drastic—you may get lucky. Try pulling the axle out as far as possible. The bearing is probably loose enough in the axle housing to slip out part way without trouble. If you have a large pair of water pump pliers, you may be able to hold the outer race while tapping the axle back toward the transmission. If this works at all, a couple of repeats will get it all the way off.

If this fails, remove the six nuts holding the axle tube retainer (you may lose some oil in the process) and try driving the entire tube assembly off the axle. Unless you intend to remove it entirely, you won't have to disconnect the brake line, shock absorber or trailing arm—you won't be moving it that far. Don't overdo the hammering bit—you're pulling the axle outward against a very hard (and brittle) thrust washer subject to breaking.

If all this has done nothing but raise your blood pressure, give up and manufacture Formula Vee Tool No. 317Y Rear Wheel Bearing Puller. You'll need a piece of ½" x 1" or heavier flat bar, about 5" long, and a couple of 6" lengths of 5/16" or 3/8" "redi-bolt."

Drill a couple of 7/16" holes in the flat bar, 3½" center to center, and you have the standard model. To convert it to the deluxe model, drill and tap another hole in the center and add another long-thread bolt, with the end pointed, for a jack-screw.

Place the bar across the end of the axle and put the redi-bolts in the threaded holes in the bearing housing. Although the threads don't quite match, 3/8" coarse-thread bolts can be screwed in by hand far enough to do the job. (Don't force them, though, or you will damage the threads.) If you use 5/16" bolts, they will go through the holes, so nuts are used on *both* ends. Just tighten the nuts at both ends of the bar alternately and equally and the bearing *has* to come off.

When reassembling, use plenty of STP on the axle and inside the bearing race, and perhaps method number one or two will work the next time.

STITCH IN TIME

When you replaced your original resistor-type high-tension wiring with stranded wire (you surely did, didn't you?), you no doubt retained the original spark plug terminals, screwing the new wire into them the same way VW did it. Have you ever had one of them come adrift? We have.

You wouldn't do it, of course, but sooner or later someone on your pit crew is going to pull the terminal off the plug with a healthy tug on the wire (instead of the end of the terminal) and all he'll get is the wire. It can be replaced, of course, but once those threads in the plastic insulation are stripped, they're like any other stripped thread—you can't depend upon them.

You can wait until this happens, or you can take some of the thrilling suspense out of racing ("He's out in front! Will he be able to finish?") by a very simple operation on your terminals.

About 5/8 inch from the cable end of the terminal drill a 1/16" hole, right through the terminal and the insulation on the cable. Offset it to one side just enough to miss the wire core. About 1/2 inch from the end, drill another one parallel to the first, but offset to the other side of the core. Then make a little "horseshoe" of soft copper or iron wire with the legs long enough to pass through the holes, and spaced just enough to fit across between them. (Make it by bending on both sides of the jaws of needle-nosed pliers, with square corners.) Cut off the ends to about 1/8 inch, bend them over, and slip the rubber air seal back in place over them, and you're in business. Be sure the wire clip fits without forcing, or you could break the plastic terminal.

When replacing resistor-type wire, note that the little "screw" in the terminal socket is threaded not only on the outside, but on the inside as well. It is hollow. It is very possible that it is full of the resistor core of the old wire, in which case, run a drill through it to clean it out so that it will accept the wire core of the new cable.

The resistor core is composed of minute graphite particles mixed in with a plastic base and extruded into a "wire." As you may remember from your high school physics class, a wire with a current running through it sets up an electrical field surrounding it, which, in

(Continued on Page 4)

WESTERN UNION

DON CHEESMAN FORMULA VEE INTERNATIONAL ACTION TAKEN AT JUNE 29 COMPETITION BOARD MEETING WINGS ON FORMULA VEE BANNED AS BEING OUTSIDE SPIRIT OF CLASS ALSO USE OF RIBBED 1300 BRAKE DRUMS AUTHORIZED EFFECTIVE IMMEDIATELY LETTER FOLLOWS JIM PATTERSON DIR OF CLUB RACES SCCA

Thanks immensely, Jim. Your speedy information made it possible to slip this dope into the last VeeLine, at the last minute. Just thought the Members would like to know how we got it.

IMSA

As was mentioned in the last VeeLine, the newest of the racing associations, IMSA (International Motor Sport Association) called a meeting at the Volkswagen of America headquarters in Englewood Cliffs, N.J., on June 30. The stated purpose was to consider safety regulations for IMSA racing in general, and proposed rule changes for Formula Ford and Formula Vee, in particular.

Formula Vee was represented by Ray Caldwell (Autodynamics) Bob Riley and John Mills (Lynx), Bill Scott (McNamara), John Zeitler (Zeitler), Ed Zink (Zink) and Don Cheesman (Formula Vee International). Formula Ford was defended by Len Pounds of the Ford Motor Co., and there were about fifteen other representatives of various racing interests.

Before opening the discussion, John Bishop, President of the new organization, discussed its formation and plans. The basic idea, he said, was dreamed up by Bill France (Daytona Raceway), who asked John to investigate the possibilities and guide the new organization if it appeared to be worth developing. In describing the formation and future of the club, John said he was "blessed with the luxury of starting off with a clean sheet of paper." IMSA has no ties or obligations to any other racing organization; it is under no compulsion to follow any pattern or accept any other rules or precedents. While this is to be a "membership organization," there is going to be a distinct line between the membership and the organization. To quote Mr. Bishop, "This is going to be a business, not a parliament ...; it is a profit-making organization. . .Policy will be made by the officers. . . The members will be served by the Association ...; they will participate, but only in the activities." Specific membership policies have

(Continued on Page 2)

YOUR MEMBERSHIP RENEWAL IS DUE BEFORE THE NEXT ISSUE

IMSA

(Continued from Page 1)

not yet been announced, but there will be "several classes" of members.

IMSA was formed to "break the present monopolies" enjoyed by the existing racing clubs—SCCA for amateur racing, NASCAR for professional Stock Car racing, USAC for "Indy" cars, NORAD for Dune Buggies, etc. IMSA will embrace *all* classes of cars, in *all* types of racing.

Rather reluctantly, IMSA will accept, at first, any recognized competition license. "Reluctantly" because, as John said, only SCCA demands special training and a demonstration of a prospective driver's ability before a competition license is issued. (For most of the other organizations, a State driver's license is sufficient proof of qualification.) Eventually, however, IMSA will establish its own licensing program.

Racing classes will be based at first on existing SCCA classes. Although the first emphasis will be on Formula cars (Vees and Fords), it is expected that races for "small sedans" will soon follow, and that there will also be "opportunities for production types." ("Small sedans" will probably be legitimate 4-seaters—no Porsches—under 2-litre, although this limit might be raised slightly to include some other potentially competitive cars in that general range.)

One race (at Taladega on Nov. 9) has already been scheduled, and it is expected that IMSA events will be included as prelims at Daytona events. However, the meat-and-potatoes is expected to be "one-night-stands" on local quarter-mile stock-car ovals. Which doesn't appear, offhand, to be a spectacular goal; but if you'll check on "stocker" racing, you'll find that it's not all small potatoes with that meat. The major problem at most tracks is finding room for more bleachers, and the owners of some of those beat-up junkers are making a living with them. When you consider that foreign sedans—and even more so, Formula cars—would be the first real innovation at those tracks in years, the impact might be just a little less than stupendous, after all. (Consider, too, that the Frances and John Bishop aren't exactly newcomers on the racing scene, and it starts to add up, doesn't it?)

So much for IMSA. At this point the meeting was thrown open for general discussion. No votes were taken—no attempt was made to attain full agreement of all those present on any subject. After all, we only had the one day, and as John said, "the officers will set the policies" anyhow. His only purpose in calling the meeting was to obtain the opinions of a representative group of racing people upon which to base those policies.

"Safety" was the first item on the agenda. Regarding roll bars, there was unanimous agreement that present requirements are unrealistic, even if they were being enforced, which they obviously aren't. Roll-cages, on the other hand, didn't have much support either as a mandatory installation, although there was some feeling that they should be

permitted. There was about the same reaction to nerf-bars. It was argued that the benefit offered by total protection might be offset by a tendency on the part of drivers to rely too much upon them, leading to wilder driving and thus back to even more spectacular accidents.

Fireproof gas tanks were unanimously approved, especially after a couple of films presented by Mr. D.C. Cline, of the Firestone Coated Fabrics Co., which just happens to manufacture such tanks. While special tanks made in small quantities are admittedly expensive, he said, if all the Vee manufacturers could agree on a single standardized design they could probably be produced for approximately \$100. It appeared certain that they will be required for IMSA racing, but details of design, pricing, etc., were left for future discussion among those directly concerned. It would appear that the benefits of such a discussion might very well extend to all the owners of Vees eventually—if the costs can be brought down, SCCA too may require them, even though experience in Vees, so far, doesn't indicate much of a fire hazard.

There was no other discussion of specific safety factors, but John Bishop stressed the point that safety will be foremost in IMSA racing, not as a humanitarian measure, particularly, but as a strictly business matter. Serious accidents, especially those which involve spectators, raise insurance rates, which in turn is reflected in the direct cost of racing, for both promoters and participants.

The agenda prepared by Mr. Bishop included some suggested rules changes for both Formula Ford and Formula Vee. Based on the premise that the present rules are so detailed and precise that total enforcement is impractical, if not actually impossible (especially at a Saturday night event on Soap Lake Raceway), he suggested boiling them down to basically "bore and stroke, with all parts identifiable as having been originally stock." In addition, for Formula Vee he suggested an all new "second generation" car, incorporating "current Volkswagen production components" such as the 1500—or perhaps the 1600—engine, double U-joint rear suspension, etc.

Formula Ford was discussed first. Mr. Pounds at first appeared to be somewhat overwhelmed by the whole thing (a feeling I could certainly understand). The first attack was against the present F/F wheels, which apparently weren't designed for the strains of racing. Mr. Pounds acknowledged this deficiency, thereby losing the first round. However, as the discussion progressed toward unlimited engine modification, he got his second wind and finally scored a TKO by stating firmly, "If the Formula Ford rules are changed, the Ford Motor Co. will have no further interest in the Class." Period!

So then we moved on to Formula Vee—"second generation," that is. Unlike the Ford Company, Volkswagen has made no secret of the fact that they would like to see Formula Vee updated from time to time to "reflect current Volkswagen production." Retaining the present Class as is, and adding an entirely new one, wasn't exactly what they had in

mind, so there were a couple of attempts to include the present Vees in the discussion. However, it soon became apparent that the present Vees have so little in common with the new "Vee" envisioned by Mr. Bishop that it would be impossible to "update" the one into the other. General opinion was that the present Vees should be allowed to continue as long as they are popular for amateur "club" racing, but that something a little more up-to-date should be considered for the type of racing proposed for IMSA events.

Your Director expressed very little interest, but no opposition, to the formation of a new class, generally confining his efforts to (1) keeping the present Class out of the discussion, (2) advocating enough modification for the new class to establish it as an entirely new entity, not comparable in any way with Formula Vee, and (3) steering the name of such a class toward something like "Formula Volkswagen," or "Formula VW," rather than "Formula Vee II" or any other variation of the name "Formula Vee." Generally speaking, the discussion followed those lines.

Those familiar with Vees pretty much agreed that in order to accept the current VW double-U-joint rear suspension, an entirely new design would be required, but that it should be adopted for any new VW class. It was also felt that, while the drum brakes had been generally adequate for the unmodified 1500's run at Freeport and Sebring a year or so ago, the performance from an all-out engine would justify inclusion of the current VW disc brakes.

The idea of unlimited engine modification seemed to be accepted almost without question, but there was some discussion on which engine to modify. The general consensus seemed to be for the 1600cc version, although there was some contention that it wouldn't fit in a race car (?) and that the fuel injection system wouldn't be suitable for racing (!). Joe Hoppen, representing VWoA, frankly stated that they would prefer adoption of the 1500, as being more representative of "current Volkswagen production."

It was evident that IMSA expects the Fords and Volkswagens to run together, which leads to some interesting speculation. Could a highly modified VW1500 engine be made competitive with a 1600cc Ford Cortina? Could even a 1600? If they could, would the Ford rules be relaxed just a little, after all, in order to maintain an "edge?"

From a race promoter's standpoint, such a situation would be ideal. In addition to the normal competition between individual drivers, there would be the Ford-Volkswagen rivalry extended to the race track. This should lead to some pretty impressive performance, eventually, from both marques. In fact, John Bishop wasn't visibly shaken by the suggestion that his concept of rules for both classes would lead to one great big Formula Class which might also embrace SCCA Formula "B."

There was practically no discussion of the "small sedan" aspect of IMSA racing. Presumably rules for this category will be worked out

(Continued on Page 4)

MEMBERS' SOAPBOX

"Gentlemen—At this time I have a Vee of my own design under construction. Could you tell me where the red line is on the 36hp VW engine? I realize that quite a few people say that these older engines are not competitive, but I would like to give it a try anyway.

"FVI has been very helpful to me. Thank you."

Rick Zomonski, Martins Ferry, Ohio

You don't have to worry much about "redlines" on a VW engine. You can deliberately over-rev one under no load, or by downshifting too early, but it seems to be almost impossible to "blow" one. It does shorten the life of the bearings, though.

If you want a red-line on your tach, I'd suggest putting it at 5500. However, as a practical matter, try to keep below 5000, as your power drops off so fast past that point that you're just wasting time. You could be doing better in the next gear. If you can get past that point in fourth gear, of course, you do so, with great shouts of glee!

Count me among those who say the 36hp mill isn't competitive—not a legal one, anyhow. The entire induction system (manifold, ports and valves) is even smaller than that on the 40 hp engine, and the compression ratio is lower. None of those parts are interchangeable, so only modification (illegal) could overcome that handicap. You can start racing with one, all right, but accept the facts, and don't waste your time and money trying to make a racing engine out of it.

It won't be a total loss—you will want to use the 28PCI carburetor and probably the mechanical advance distributor on your 40hp engine, when you get one, so the experience you'll get in tuning won't be wasted. Go ahead with your plans, learn all you can, and have fun; but in the meantime, start saving your small change for an engine you can race with.

"Dear Don—Last Fall, after a *very expensive* year racing my Spitfire (the first two years were just as expensive), I decided to build a Vee. I bought a Sardini frame and decided I could make everything except the body and go pretty cheap. I went cheaper than I expected when, after modifying the chassis, I found that I had to build my own body, too, because nothing available would fit it. The VeeLines were very helpful with the project.

"I ran my first race in the car last weekend. Handling was better than I expected for a new car, the only problems being a slight shake in front (which a heavier sway bar should correct), and my steering extension is too long, making minor corrections difficult (easy to correct this).

"My major problem is in the engine. . . I have a cut-out problem at between 4000 and 4500 rpm. The exhaust and plugs show the engine is running lean, and the fact that it cuts out sooner before it is completely warmed up seems to bear this out. Using a larger main jet didn't help much, but I did get a few more rpms than with the stock jets. I guess I've worked with SU carburetors too long.

"If you have any information on Vee tuning, I would surely appreciate getting it. . ."

Bob Arbige, West Burlington, Iowa

First, Bob, congratulations on your success in building an entire car, and in a reasonable

length of time (OK, so you started with a frame). This should encourage a lot of others who have started this project.

It's highly unlikely, but I've got to ask—you didn't by any chance get a 12 volt coil on your engine, did you? Bill Scott had the same symptoms at the Nurburgring last year, from that very cause. No?

Well, you mentioned a "larger" main jet, but you didn't say how large. Did you go just a little larger than the "stock" jet, or a lot larger? You'll note in the back issues of the VeeLine which you ordered that jets in the range of No. 200 are being used with the enlarged venturi (26 mm). However, I wouldn't expect cutting out, even from the stock jets, with everything else OK.

How about spark-plug wires? The original VW resistor-type wires break down and start arcing inside and stuff, making ignition very erratic. (I recently cured a maddening case of the misses on my Ghia with a new set of cables.)

Fuel pump leak? We had one which started pumping more air than gas at high speed, for some unknown reason. It never leaked any fuel outward, but managed to gulp air somehow. It showed up in the clear plastic line at about 4500 rpm. (There are always a few bubbles showing, but this was definitely enough to displace the fuel.)

With your experience, it surely isn't a simple case of plugged fuel line, worn-out fuel pump or dirt in the carburetor, so it has to be something interesting.

Let us know, will you?

"Dear Don—Just a few comments at renewal time—

"I think you have one of the best newsletters going—both for desperately needed information on Vees and also for just general commentary. I've been told that my Formcar is the oldest Vee in captivity—reputedly the second one built, originally owned by the late George Koenig, of San Antonio.

"I've gone to Formula Ford this year, with a Lotus (power mad!) but I think that FV as is, with no changes, is best. Changes add more cost than anything else, and I see no reason for it to follow the path of Formula Junior.

"It's a great training ground in Formula Vee, whether one moves on or stays to argue with the other Vee aficionados; and now, with the support program, there's even more reason to run Vee. I agree with your May comments on the money comparison between Vee and Ford."

Art Eastman, Austin, Tex.

OK, Art—what with all that sweet-talk, your membership renewal, and the fact that you still have your Formcar, I'll refrain from any nasty remarks about people who switch from Vee to Ford. Seriously, it's a logical progression. Certainly Formula Vee wasn't meant to be the ultimate in racing, but as you say, it's a great way to start.

"Dear Don—I am enclosing a check for my membership renewal and would appreciate it very much if you would send me the May and June issues of VeeLine which I didn't get, and miss very much. I also have a few questions for you:

"1. I recently read an article in Competition Press saying that the foam in fuel cells is of a different weave than that in chairs. Does this change your recommendation for home-made fuel cells in a recent VeeLine?

"2. I have heard that multi-grade oils are

bad for air-cooled engines. I have been running Castrol 20W-50 in my car with no apparent trouble, and would appreciate knowing your feelings on this.

"3. I have heard many conflicting specs for valve lash in the various VW heads. A chart showing head number vs. lash would be helpful, also any experience you might have had in the proper setting for Vee engines.

Thanks much for the info, and for Vee-Line, certainly the Bible of Vee racing."

Dick Plant, Chicago, Ill.

First and last, see my apologies for the late VeeLines in the Director's Corner, and thanks for the compliments! As to your questions—

1. I hope no one took the article on foam in the gas tanks as a recommendation—it was only a report on the experience of some Vee owners who had tried it. According to the Firestone film on safety tanks, the foam *they* use is something special. However, it appears that its function might be duplicated with some other material. Primarily its purpose is to (1) retard the propagation of an explosion *inside* a tank, and (2) retard movement of the fuel ("sloshing") in the tank which might affect handling of the vehicle. Explosion inside a tank filled with JP4 jet fuel is a very real hazard, as it does not depend upon a critical mixture of fuel and air. However, with gasoline (except in the case of an "empty" tank—a few drops of gas mixed with plenty of air), the mixture of fuel and air is too rich for an explosion. Likewise, with the amount of fuel carried in a Vee, "sloshing" is probably a negligible problem. Therefore, it would appear that foam of *any* type would be of little real benefit in a Vee tank.

There are features of a "safety" tank which would be of value, however. First, the normal installation consists of a flexible "bladder" (the actual fuel container) installed inside a protective metal casing. The bladder has a special closure which incorporates check valves in both the filler and vent, which will prevent the spillage of fuel in case of an upset. The bladder yields upon impact, presumably without rupturing, keeping the fuel inside even though the metal casing may have been smashed or punctured. These features combine to contain the fuel in many situations in which an ordinary metal tank would fail. However, even the "safety" tanks *can* be punctured or burst in an accident. In that case they leak, just as an ordinary tank does. The foam does not "hold" the fuel back (if it did, it wouldn't release it to the fuel pump, either).

SO—let's say that I don't recommend putting ordinary polyurethane foam into an ordinary metal tank. I don't recommend *not* doing it, either.

2. I'm afraid I'm not going to give you anything definite on oil, either, but Castrol (if that's your favorite brand) and a number of the other oil companies make oil which is specifically recommended for racing; so if you have doubts, why not use a racing oil? The big thing about multipurpose oils is that they maintain a more consistent viscosity over a wide range of temperatures, which makes for easier starting in cold weather with enough viscosity for engine protection under hard driving conditions after the engine warms up. However, cold starting isn't our problem, is it?

If you still want to stay with the oil you're using, don't worry about what you have heard. The Volkswagen manual says, "Multi-

(Continued on Page 4)

STITCH IN TIME

(Continued from Page 1)

the case of spark-plug wires, can extend far enough to impair radio reception. The metallic particles, however, don't do this. Each sets up its own field, which is more or less cancelled out by the one next to it, so that no detectable "field" is created around the wire as a whole.

On the other hand, solid wires carrying the current that spark plug wires handle do create considerable "field." This in turn can be picked up by another wire, close and parallel to the first one, and turned back into a current in the second wire. This "induced" current can be of sufficient strength to jump the gap of the spark plug attached to it, especially if it happens to be in a low pressure atmosphere.

This is precisely the situation in a VW engine, if you run the new wires in the original clips used for the old wires, especially to cylinders 1 and 2. When No. 2 fires, No. 1 piston is at the bottom of the intake stroke, in a low pressure atmosphere-mixed with gas, ready to be exploded. If it is fired prematurely once in a while, it is very hard to detect, because the sound of the exhaust comes at the normal time, when the valve opens, regardless.

So just to be on the safe side, make your cables long enough so that they can be routed individually, away from each other. If they have to cross, make it at right angles. It won't look as nice and neat, but it might get you a few more rpms.

IMSA

(Continued from Page 2)

along the way, as events indicate the need.

And so ends Chapter 1. The next ones will be written by John Bishop, who promised to send to all present a rough draft of the IMSA rules resulting from this discussion, for their final comments. Then he will write the permanent rules. History will write the following chapters. Will Formula cars and foreign sedans be able to establish their own identities on the Nation's stocker tracks? Will Formulas Ford and Volkswagen have their own Championship series? Will "IMSA" become another word in the racing dictionary? Don't miss the next exciting episode!

MEMBERS' SOAPBOX

(Continued from Page 3)

grade oils, i.e., oils which have HD properties ("For Service MS") and cover several SAE viscosity ranges, are also suitable for the VW engine."

3. There are conflicting specs for valve lash, depending on which supplement of the VW Shop Manual you read. For years the standard setting was .008" for both valves; then it was changed to .008" (intake) and .012" (exhaust). The latest supplement I have shows the latter, plus "or .004" for both," with no further explanation. There have been numerous modifications of the studs which hold the rocker arm shaft over the years. (John's first driver's school in Petunia was cut short by a stud pulling out.) The common remedy for stripped studs was replacement with a short stud, screwed into the boss which supports the rocker arm shaft, rather than into the lower portion of the head. A few VW heads were built with this type of stud, which probably accounts for the .004" measurement.

For your Vee, in order to get the last little bit of valve lift, and decrease the pounding in the valve train as much as possible, it's desirable to run with the minimum lash which can be used without burning valves. We ran Petunia for about a year with 1½ thousandths, until that blade on the feeler gauge broke. We didn't have to grind the valves until the third season (as indicated by the solvent test). In the meantime, the .002 and .003 feeler leaves broke, too, so now we are using .004." For your own satisfaction, set the valves at any lash you choose, with the engine cold, check the clearance with the engine hot (write down the results) and again after the engine has cooled off. You can thus determine whether or not you have to add a little extra for expansion. (On Petunia there doesn't seem to be any appreciable change.) The main point is to be sure that the valves are free to seat firmly under any condition of heat or cold. If you're the gung-ho type who laps the valves frequently, whether they need it or not, you might want to try the German method of valve adjusting. With the engine almost too hot to touch, they adjust the valves so there is no play, but with the valve train loose enough

so that they can spin the push-rod with thumb and finger. (Vee engines, that is—don't quote me as saying that German mechanics in VW shops tune Volkswagens that way!)

"Dear Don—Sorry, just came back from Europe and the renewal of my membership slipped my mind.

"I want to inform you that there will be a Speed Week again this year, in the first part of December. It will be called Grand Bahama Speed Week, and will be held at Freeport on a new 3.5 mile track. It will be for Sports prototypes, and of course for Formula Vee. It will be American and European promoters, as far as I know—not Red Crise. As soon as I find out more, will let you know. . ."

Gernot Hiser, Nassau, Bahamas

"Proposed rules—Allow mounting of carb backwards on intake manifold. Allow mounting of engine backwards in car."

Bill Gilbert, Corvallis, Ore.

How about mounting intake manifold backwards on engine?

NURBURGRING

The Formula Vee race at the Nurburgring on August 2 and 3 will be a truly international event. There will, of course, be drivers from practically all of the European countries, Canada and the U. S. team being sent over by Volkswagen of America. There will be a few additional entries on the program labeled "U.S.A." too. Several U.S. servicemen are participating in European Vee racing, and there will be one more top contender from this country. Bill Scott, who won the event there last year and is now a U.S. distributor for the McNamara Vee, will be driving a factory car. He was not included on the "Team" this year, as it is VWoA policy to spread out the honor by not taking any driver who has been there previously.

UNCLASSIFIED ADS

FOR SALE: Autodynamics MK5, Konis, Goodyears, Z-bar. With trailer, \$1900. For pictures write or call Melvin McCarty, 1540 N. State, Chicago, Ill. 60610 (312) 664-0057
FOR SALE: All back issues of the VeeLine, 25 cents each, postpaid. FVI, Ephrata, Wash. 98823



**Formula Vee
International**

BOX 291
EPHRATA,
WASH. 98823



Warren A. Roberts
3513 NE 67th Terrace
Gladstone, Mo. 64119

A

7