



VEE LINE

NUMBER 59

AUGUST 1969

DIRECTOR'S CORNER

I'm practically fighting off the movers while I finish this issue. FVI (and the Director and his wife) are finally moving! Hope we'll be all straightened out and able to find everything soon enough to keep this thing going without too much disruption. Next month's issue has to have The Ballot with it, too! Oh, Gad!

Note our new address in the little box somewhere on these pages. If you forget, don't worry about it—we have a very understanding and cooperative Post Office in the small town we're leaving, so we'll get your mail anyhow; but give them a break if you can. Due to the high cost of printing, we'll probably use up our present stock of applications, membership cards, etc., before ordering new ones with the correct address, so don't let that confuse you.

Hey—while you're standing around waiting for the call to pre-grid for the Vee race, why not sign up a new member?

ANOTHER PROBLEM

"Microsealing" is a new subject in Formula Vee, covering various chemical or electrical methods of depositing a film of chromium, molybdenum, or other substance, on wearing surfaces of an engine. Besides decreasing wear, it is claimed for these processes that they decrease friction to the point where, according to one processor, a gain of 7hp is possible from a 1200cc VW engine! This I would have to see, but a gain of even seven tenths of a horsepower would be significant in this class. The first question which comes to mind is, "Is it detectable?" If it is merely a chemical change in the molecular structure of the metal, it would be a bit difficult to detect at a race-track teardown. On the other hand, a bright, polished, chrome surface would be pretty obvious on cylinder bores, at least. The cost of one chrome-depositing process is given as \$170 for a complete VW engine, which is enough to create, in effect, two classes of Vees—those with, and those without, if the effect on performance is as great as is claimed.

In my opinion (which has absolutely no legal weight in SCCA) parts which have been "improved" to the extent claimed by these processors have been "altered, modified, or changed. . . ." Technically, I suppose, this would also apply to chromed suspension components, blower housings, etc., too, if one wanted to nit-pick, or to use of "moly" assembly paste. The rules for the "Production" and "SCCA Sedan" classes spell it out more clearly—"It is not permitted to add material"

Jim Patterson, Director of Club Racing for SCCA has also been asked for an opinion on this question by one of the dealers. His carries a lot more weight than does mine, but again it is only an opinion, and does not have the force of a rule. Probably this will be determined eventually by the Competition Board. In the meantime, those who can afford to gamble will probably take advantage of the uncertainty and have their parts treated. I hate to see something like this come up, but it's one of the facts of racing life that loopholes in the rules are to be taken advantage of. Isn't it odd, when you come to think of it, how many loopholes there still are in the Vee rules, after six years?

THE BALLOT

Among the questions on the Rules ballot, you can expect to find two or three on a new 1500cc class. We took a straw ballot on this question in the Spring of 1967, as some of you may remember. At that time, the vote was 127 against the formation of a new class (additional—not replacement for the 1200) and 102 "for." On the question, "Would you race in it?" the vote was more lopsided—71 "yes" to 155 "no." It will be interesting to see if, and how much, our attitudes have changed since then.

IMSA REPORT

The officials of the new racing organization, International Motor Sports Association, have demonstrated an open-minded attitude on rules. Presumably as a result of the meeting reported here previously, they have re-evaluated their proposed rules for Formula Vee and Ford, and have decided to go along with the established rules for the time being, at least.

As with Formula Vee, there are some areas in the F/F rules which obviously will have to be changed, and they have been able to set the pace, as it were, by announcing that for IMSA racing, .030" oversize bore and any type of standard size wheels will be acceptable. As for Formula Vee, "Formula Vee regulations will conform pretty much to those established elsewhere."

This is not to be taken as an indication that they have revised their opinions—merely their plans for implementing them. From a New York Times article—"Bishop also is aware of a growing pressure for 'second generation' Formula Vee cars with larger engines and fewer restrictions. When they come, he says, small-car racing will be a new ball game."

IMSA has one race scheduled, at the new Talladega (Alabama) track, for Nov. 8 and 9. There are to be 150-mile "sprints" for Vees and Fords, and 500 miles for Sedans. Other races are promised before then, however. For the straight dope, membership, license, etc., their address is P. O. Box 805, Fairfield, Conn. 06430.

WIN SOME, LOSE SOME

Membership in FVI has remained fairly constant for the past year, fluctuating around the 800 mark. While we enroll from 30 to 50 new members every month, we also lose about that many. Are we doing something wrong? In order to find out, return-addressed post cards were sent to 48 recent (Active) drop-outs, requesting their reasons for non-renewal, and their general comments on FVI. Twenty-four (50%, that is!) were returned. Of those twenty-four:

11 have given up racing entirely, and have sold their cars.

6 have switched classes (2 to F/F, 1 Mini, 1 Datsun, 1 S/R, 1 motorcycle).

3 have dropped out temporarily, due to job transfers or financial problems, but will be back.

2 had merely overlooked renewing their memberships.

2 didn't feel that they need FVI any longer. ("What is left to learn, people are not talking or writing about." "I purchased a 1500 cc Vee to run at Sebring. . . the 1200 Vee was a let-down. I still believe a separate class of Vee would go over.")

Except for the last two, the comments on Formula Vee—and FVI—were highly complimentary, even from those who had switched classes.

Which reminds me—of the membership applications which were included with the May issue for your use in signing up new members, only twelve have been returned. (Did you notice the "tattle-tale" hole punched in one corner?) If each of you Active members will sign up another one at your next race, we'll have a really impressive ballot for SCCA this year. How about it?

ATTENTION, ASSOCIATES!

Clark Products, manufacturers of the McKnight Formula Vee which has been very popular in Southern California, has announced that they will market detailed plans for their car. The plans are taken from the current production cars and represent the successful result of three years of development and testing in actual competition.

By using the plans, a complete Vee chassis can be constructed from mild steel tube, and body templates are also provided to facilitate construction of a fiberglass body shell. The plans, material list and photo of the car are available for \$5.00. Write: Clark Products, 3442 Hancock St., San Diego, Cal. 92110

The VEE LINE OF FORMULA VEE INTERNATIONAL

Don Cheesman, Director
1347 Fairmont Ave.
East Wenatchee, Wash. 98801

MEMBERS' SOAPBOX

"Dear Don—Just received my May issue of the Vee Line. Certainly enjoy reading the news or the Vee activities here in the "boonies" of Vietnam. Looking forward to my return to racing in December.

"My Primary concern is what will the changes be for the '70 racing season?"

Capt. Walter "Joe" Marm, Vietnam

Don't worry, Joe—you'll still be able to recognize a Vee when you get back. In fact, I'd predict that you'll have a hard time finding any real change.

"Dear Don—. . . About this IMSA, and anyone else interested in changing F/Vee—what is the point? There are enough classes now! If they want faster, more expensive cars, there are plenty available. Racing is spelled 'DOLLARS.' The way F/Vee is at present it's at least a reasonable amount. Let's try to keep it that way."

Bob Ostergard, Squamish, B.C., Canada

"Dear Don—Well, I finished my second driver's school last weekend, and am looking forward to my first race. The car is faster than I am, but I keep on learning.

"What is the feeling on USAC-SCCA combining? I sure hope not—I am in this sport for sport, not to have the dollar rule.

"I have started building another engine, and I wonder if you could give me some help. Are the heads with the number 113-101-373 legal? I thought series 113 parts were for the 50HP engine.

"Also, do you have any preferred VW parts numbers that should be used to build an all-out engine? I don't mean to ask for all the secrets, but some basic stuff would sure be nice."

Lee Bates, Robins AFB, Ga.

I must have missed something somewhere! I can't find that part number for heads in any of my parts books. In addition to those listed in No. 41 VeeLine, there is now an even newer one—113-101-351F—for the 40HP (34bhp) but as far as I know, that's all. The numbers starting with 111 apply to the 36HP (30bhp) Beetles (U.S.) and 113 to the 40HP. However, where the same part is used in other models, the same number is used. There are some 111 parts in the 40HP engine, and some 113 parts in the 1300cc and 1500cc engines. (Aren't those "horsepower" designations confusing?)

Generally speaking, the latest parts are probably the best. The heads have improved cooling fin arrangement, cylinders have more and larger fins, crankcases have replaceable cam bearings, etc. However there don't seem to be any basic differences from a performance standpoint. The only possible exception might be the cam.

This has always been an area of some mystery, but for all practical purposes, we have in this country two cams—one with the number ending in "B," and one in "C." The early 40HP engines had the "B," later ones the one marked "C," but sold under the same number with a "D" suffix letter. (Are you still with me?) There were apparently a few actual "C" cams, which were somewhere in between the "B" and the "D."

The "B" cam has about .030" more lift than the "D." The "C" and "D" lift was the same. According to the VW specs, the "D" cam has more overlap (13.5 degrees, against 5 for the "B") but it must be noted that these figures are taken with a .040" valve lash, which means that the cam has already turned through a number of degrees before taking up the lash and starting to open the valve. On an actual comparison test between the two cams, the opening and closing points—and the area well up the slope—were identical. The actual overlap was in the neighborhood of 100 degrees.

The "B" cams are rather scarce. They were replaced automatically, whether they needed it or not, for some time, because it was felt that they were breaking the flanges on the cam followers. However, it took several changes of the followers themselves before the problem was licked. In the meantime, the "B" cams had mostly disappeared. You may still be able to find one at your VW dealer's, back in a corner of the shop somewhere, but you can't buy a new one.

If you can't find a new one, be satisfied with the fact that the professional engine builders claim that the "D" cam is best, anyhow.

As to "secrets," there are very few legal ones left. In fact, there are very few illegal ones, either! At the IMSA meeting, Ed Zink stated that he "hadn't been able to find any more horsepower in the past two years," and the other builders present agreed with him. All the secrets I know have been published in the VeeLine; and while we haven't won any races recently, Petunia is usually among the first five cars, which isn't too bad for a six-year old Formcar with a 220 pound driver, a shoe-string racing budget, and no dyno. If you take advantage of all the "secrets" that have been printed on these pages, there's no reason why you can't do at least as well; and if you happen to weigh about 110 pounds, you might do even better.

"Dear Don—FV is slipping into a power class, I fear. If you "have an engine," you can do well if you're only a competent driver; if you don't, even Stirling Nuvolari-Carraciola would finish in the second group. Shame. Of course, second rate cars and drivers aren't winning on the strength of the engine alone, but the guys that are winning have the best engines without necessarily being the best drivers, or have the best chassis. No point in hand-wringing; nothing can be done about it. Fortunately, the number of capable engine builders may be on the rise, though some old standbys aren't doing so well. All out for Formula Ford in the one season before it becomes too late."

Grant C. Reynolds, Potomac, Md.

I agree with you, Grant (except for that Ford bit). You have to have a top-drawer engine if you're going to be competitive, no matter who you are. However, although you put it a little differently, you said what I did above—the formerly great engine builders have come to the end of the line as far as development goes, and others are catching up with them. From here, this looks good!

"Dear Mr. Cheesman—NO ONE LAUGHED! I just received the May VeeLine

in which Harold Clements asked if airfoils, wings, or spoilers were legal. Your reply states that you know what Jim Patterson will say—"The rules don't say you can, so you can't!" I also noted your opposition to the use of wings followed by a statement that 'they'd make Formula Vee a laughing stock.' For the benefit of those Vee drivers who may not have seen a Vee with a wing, Don Clark and I both ran airfoils on your McKnight Vees at the Phoenix regional/nationals on May 3rd and 4th. NO ONE LAUGHED! The cars attracted so much attention that we finally had to cover them up.

"Last month, Cal Club refused to let us use our wings. However, Don Clark won on Saturday, and finished 2nd on Sunday without the wing. You may find it interesting that our two winged cars were not protested by any of our competitors. In talking to the other Vee drivers here on the West Coast, we found they viewed the subject with mixed emotions. Some for wings, some against, the majority still uncommitted.

"While I'm at it, let me give your crank another turn. You've spent months working on an extractor exhaust system. Volkswagen donated the megaphone, and you still resist using a dyno to find out if the thing is any good. Do it! There are a lot of people who read your VeeLine and believe everything they read. How happy would they be if they found out that their plumber's delight was only costing them two or three seconds a lap?

"For the rule vote I would like to see the following items considered:

1. The car and driver weight minimum.
2. Rotating the carburetor to the position recommended by Solex.
3. Where the end of the transmission is located.
4. Airfoils, wings, spoilers, dive planes, etc.
5. Blueprinting.
6. Microsealing.

"The VeeLine has and does serve a very useful function, and your efforts are to be complimented. It's just that I'm for advancing Formula Vee, whether it's with airfoils, megaphones, or zippy paint jobs."

Leo Mitchell, San Diego, Cal.

OK, Leo, I'm sorry! Jim Patterson put it more diplomatically in his telegram (last Vee-Line)—"Wings on Formula Vee banned as being outside spirit of class." That expresses my opinion to a "T." However, as you requested, the question will be included on our ballot, for everyone's opinion. OK if we split it up into two categories—wings, airfoils, or what have you, which are a separate attachment to the car, and fins, spoilers, planes, etc., which are in effect a part of the body? I might even go along with the latter, provided they are non-hazardous to other drivers and cars.

I guess you know I'll support the car-and-driver-weight question, too, but what is the carburetor position "recommended by Solex?" How about, "Carburetor may be rotated on the manifold?" How about, for that matter, "VW parts may be installed in any configuration, as long as no alteration of parts is involved?" Sure, this would permit the manifold to be mounted behind the engine, and the steering gear box to be relocated off-center, or on the lower torsion bar tube, and

MEMBERS' SOAPBOX

I'm sure someone is going to mention the possibility of turning the front suspension upside down, or inside out, or something. It wouldn't work, but if it did, it would be a simple change which wouldn't cost a penny.

The "end of the transmission" is another of those gray definitions which we've been trying to get in black or white for some time. We'll have another go at it this year. You'll find on the ballot some other proposals about present gray definitions which should be clarified.

Blueprinting is another of those items. By default, I'd say it has become semi-legal—everyone is doing it—but, "if the rules don't say you can, you can't," and I can't see why the rules can't specifically cover the subject.

Thanks for the compliments on the Vee-Line, Leo, but you have to be either one of those who do not believe all they read in it, or you don't read all of it. I'd love to have our pipes checked on a dyno, but we're about two hundred miles from the nearest one, which is open only on week-days, for \$12.00 an hour. I happen to have to work for a living, which makes dyno testing somewhat impractical from the standpoint of both time and money. As for those who may have followed in our footsteps, they can't say they weren't warned—this was pure experiment, all the way. Now if someone with a dyno would like to check out our pipes this winter---

"Dear Don—. . . I have found a company in this area which is doing research on VW engines, and is willing to do head and valve work at a reasonable price. Also, they have a valve train kit which includes balanced lifters, push rods, rocker arms, valves, valve spring covers and keepers, and tested springs. Everything is balanced to 1/10 gram, and the springs are all within 1/2 lb. The price depends on the condition of your parts, or they will furnish them. For more info, contact Positronics, Inc., Box 3937, Hayward, Cal. 94544, Attn. J.F. Lowry.

"Hey, you've been doing this a long time, haven't you? Didn't realize how long until I started going through the back VeeLines. Keep it up!"

Mike McClure, Fremont, Cal.

Thanks, Mike, for the dope and the compliment. Sometimes I think I've been doing this thing about long enough—I'm about to run out of "secrets," too.

"Dear Sirs: I am interested in preparing a Vee, but as I understand it, 21 is the minimum age for SCCA competition. Since I will not be 21 until the end of the coming (1970) racing season, I am interested in how I might gain experience during the coming summer. I understand that there are special Formula Vee races in this country for drivers under 21, and that the minimum age in Canada is 18. Any information on these possibilities would be appreciated."

Marc D. Robertson, Ithaca, N.Y.

You're correct in all your assumptions, Marc. Up until now, however, the only Vee "racing" for minors was autocrossing or hill climbing. (Don't read anything derogatory into that, though—except for go-kart racing,

perhaps, I don't know of any better way to learn to handle a car.

It appears that qualified minors may get the same break in this country that they do in Canada in the very near future. IMSA hasn't announced any definite licensing program, as yet, but their "Competition Membership and License Application" provides for minors (with a release signed by parent or guardian) to become Competition Members and participate in IMSA events.

Canadian Vee racing is centered in the Toronto area, which isn't too far from Ithaca. Get in touch with: Gord Munn, Director, Formula Vee International, Canadian Div., 185 Eilerslie Ave., Willowdale, Ontario.

"Dear Don—Have you heard of the new "Noverizing" process? Is it legal for Formula Vee? . . . They say that Jim Nover is now building Vee engines for competition. One of these engines beat the second place car by 3 seconds at the Detroit Regional at Waterford. (Good cars, too!)"

Bob McAllen, East Lansing, Mich."

"Dear Don—Early last Spring I wrote asking that my membership be changed to Active on the basis that we were designing our own Vee ("Nordic") and the chassis was complete at that time. The enclosed pictures prove its completion.

"The grey 'primer' job is actually 300 lb. of plaster over the real chassis, in preparation for the female fibreglass mold. . . . The entire design was accomplished in about 12 months, with very little sleep or social life in between. From this experience I would like to propose a couple of changes in the Vee rules.

"First, I would like to see the wheelbase and overall length rules stretched about 4 or 5 inches. The person who wrote them was not 6'4" tall! There just isn't room for both a tall driver and the necessary pedal movement. Either the driver sits straight up, requiring a roll bar and bracing resembling mother's clothesline pole, or his posterior is very close to terra firma—both of which are dangerous and uncomfortable positions in a formula car.

"My second change, again, would be for more liberality in body design—specifically, the engine covering. There should be no restriction on covering the engine heads. On some designs it is necessary to remove the belly pan before the valves can be adjusted.

"In short, I would like to see a little more flexibility in the body design rules. It would encourage more originality in this area without creating an economic or performance gap for the older designs. I also believe it would add to the spectator appeal, and to greater participation by those of us over six feet tall."

Bob Larsen, Waltham, Mass.

You have a couple of good points, Bob. John has only found one car (other than Petunia) that he felt he could drive, and I've never been able to take advantage of offers to try out someone else's car. I run long on arms and legs, but don't consider myself a freak, either. There certainly should be something besides a remodeled Formcar for king-size drivers. I also agree that engines should be more accessible than they usually are, but I think the builders, rather than the rules, are to blame in the case of most of the present styles. It would be simpler, of course, to just eliminate

more of the body than to provide removable panels, but access to the engine doesn't have to be all that difficult.

Personally, I think a race car, like a woman, should be decently covered in the vital areas, in public, at least. Certainly some race machinery is beautiful, from one end to the other, and I enjoy wandering through the pits and examining it with its covering removed. (Did you expect something more there?) However, to me, a formula car on the track, with the body panels ending at the firewall, looks positively indecent—half dressed. (Like half of a Bikini.) A VW engine, stripped on a bench, is a thing of beauty, but in the back of a Vee it needs clothing. (It looks even worse hanging out of the rear end of a dune buggy!

"Dear Don—I am in favor of free rear body panels instead of the present ridiculous rule. Also, as long as exhausts are free (a fact which I dislike), why the 1" to 3" behind the rear most body panel rule? Please ask some questions about these."

Richard Marks, Urbana, Ill.

"Dear Don—. . . In regard to the rule suggestions, let Europe have their rules, and us have ours. As to cheaters, I would like to see loss of all points accrued during the year and a list of all cheaters—by name, Region, and the reason—in Sport Car and the Vee-Line. . . ."

Melvin Bates, Robins AFB, Ga.

The results of protests which are appealed to the Court of Appeals eventually are published in the Sport Car magazine, but those which are settled on the spot don't get any publicity, unless it's in the local Region's publication. One of the points made at the IMSA meeting recently reported here was that no matter how the rules are written, unless they are strictly and impartially enforced, with stiff penalties for cheaters, they are of no value. Your SCCA officials have a duty to enforce the rules, on their own, but they will do a lot better job of it if they know they have your backing. After all, policemen don't win many popularity contests, so let them know you care!

"Dear Don—I would like to make some comments in the rule change area.

1. I would advise against a change to the ball joint front end because the spacing of the torsion bar tubes is different from that on the pre '66 front end, which would create some hardship in changing over older cars. As an aside, I don't think there is any advantage from the handling standpoint, as witness Scott's victories in Europe last year with the old style.
2. The rule should be amended to permit modification of the VW front springs to permit lowering the front end. This is already widely practiced and a rule change merely keeps the written rule in agreement with the unwritten.
3. A minimum ground clearance rule should be added that would be consistent with the European Formula. (100mm, or 3.937" don).
4. A rule change that permitted use of the slotted wheel might be justified. This wheel is

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MEMBERS' SOAPBOX

(Continued from Page 3)

slightly lighter than the one presently used. (Joe Hoppen, of VWoA, says the five-hole slotted wheel—"1300"—is heavier. don).

5. Permit use of any swing-axle transmission. (Good point. As far as I know, except for the gear ratios—any of which can be used—they are all alike. No point in specifying "sedan." don).

6. Permit the use of any steering column. You are currently required to use an altered VW column. Again makes the written and unwritten rule consistent.

7. Grinding of crankshafts to undersize dimensions should be prohibited, or limit undersizing to only one journal. Presently cranks are being 180-degreed and stroked .005 as allowed in the VW tolerances.

8. Carburetors may (or may not) be turned around. Permit internal body passages and components (including throttle plate and shaft) to be modified, provided the external appearance is unchanged.

9. Permit the generator to be non-operative. Easily accomplished, and does put slightly more power at the wheels.

10. The suggestion that 1300 heads and manifolds be used is expensive. In order to be competitive, everyone would have to change. Further, the 1300 manifold would have to be shortened, which presents problems to the average Vee owner."

Erik V. Anderson, Genesee, N.Y.

Will try to get the rest of your letter in next month's issue, Erik. Some good thoughts there.

THAT EUROPEAN INVASION

News about this year's U.S. entries at the Nurburgring Vee race isn't quite as available as it was last year—possibly because it isn't as good. In fact, it's not good at all! Generally speaking, the U.S. drivers fared about the same as the European drivers did at Daytona last winter.

The first three places were, as usual (in Europe) taken by "those Austrians," though not in the usual order. Dr. Helmut Marko

took first place, Nicholas Lauda (a new name in the front rank) took second, and Peter Peter was third. Gunther Huber, usually among the first three, did not participate in this race.

Bill Scott, who went as an independent, driving a German-built McNamara Vee, made the best showing for an American driver. He came in fourth, 3/10ths of a second behind Peter Peter, but nearly 40 seconds behind Dr. Marko. (He led the race by some 18 seconds last year.)

As for the Vee "team," Bill Campbell got himself eliminated Friday in a practice shunt. The others finished: Ray Weaver, 10th; Jim McDaniel, 13th; Bill Greer, 17th; Steve Pieper, 25th. Harry Ingle, who had the fastest qualifying time of the U.S. team, got off to a good start; but his throttle cable broke in the second lap, eliminating him. Of the two Canadian drivers, Gunther Decker finished 35th and Wayne Kelly did not enter, after his car was severely damaged during Friday's practice.

No alibis, excuses, or explanations have been made as this is written.

UNCLASSIFIED ADS

FOR SALE: '67 Autodynamics, with trailer, spares and accessories. Best offer takes it. Robert Oman, 204 Fair Oaks Park, Needham, Mass. 02192 (617) 444-7455.

FOR SALE: Autodynamics MK4, Goodyears, Konis. With trailer, \$1300. Harold Thompson, 166 Milford St., Rochester, N.Y. 14615 (716) 865-0388.

FOR SALE: Beach MK5-C prototype. Round tube, rebuilt and improved. 2 races (2 firsts) on fresh engine. With double-deck trailer, \$2500. 1500cc (Sebring winner) engine also available. Paul Buchanan, 3 Alleghany St., Charleston, S.C. 29407 (803) 766-0203.

FOR SALE: '68 Autodynamics. 48HP Zink engine, extractor exhaust, Konis, Z-bar, new R-5 Goodyears, much chrome. With spares, \$1995. Gil Roth, 6739 Wilkins Ave., Pittsburgh, Pa. 15217 (412) 661-5643.

FOR SALE: '68 Zink. \$1995 Jim Gieger, 4202 Oswego Drive, Vancouver, Wash. 98661 (206) 695-0712.

SAVE SAVE SAVE SAVE

Probably you should clip this out and put it away with your marriage license, Social Security number, etc.

"Dear Don—I want to inform you that the response on our Formula Vee information sheet was excellent.

"Since Arnolt Corporation is mainly an importer, we find we are not equipped to sell directly to Formula Vee owners. We have appointed two main Solex Distributors to handle the Formula Vee Solex orders. In the west the distributor will be: Deano Dyno-Soars, Inc., 1322 E. Borchard Ave., Santa Ana, Cal. 92705

In the east: HNB Foreign Auto Parts, 5343 N. Clark St., Chicago, Ill. 60640.

"Both of these companies have a great interest in prompt and correct mail order service.

"In order that Formula Vee owners may have the very latest Solex information, we will continue to supply the information sheet.

"Thank you for the VeeLine we receive each month."

ARNOLT CORPORATION
Dennis R. Schue, Mgr.
Automotive Division

PROMOTION

Joe Hoppen, who has been known among East Coast racing people for the past ten years, has been named Competition Manager for the Porsche Audi divisions of VWoA. He will still be responsible for the Vee activities of VWoA, as well.

He raced his own Porsches for five years in the Southeast, while working as a VW-Porsche service manager; and later, while working for VWoA, he raced a Vee (one of the first Autodynamics). However, it was felt that his connection with VWoA gave the appearance of factory sponsorship, so his active racing was terminated. However, he is practically part of the landscape at any NE Vee race, and at many of them farther from home; and now, with Porsche racing added to his responsibilities, he will probably be living at the tracks, visiting at home when the schedule permits.



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