

VEE LINE

NUMBER 63

DECEMBER 1969

DIRECTOR'S CORNER

If you've ever had any trouble explaining what FVI is good for, Jim Patterson's letter (on page 2) should give you some ammunition. Actually, FVI has been responsible for *most* of the changes in the Formula Vee rules—and for the *lack* of change in Formula Vee.

You can bet, too, that FVI had a lot to do with the establishment of the new VW class. SCCA certainly wouldn't have considered still another class, for which not even a single prototype car existed, without the assurance of our ballot that there was a sizeable number of people who definitely would participate in it. And on the other hand, without our ballot indicating that the *majority* of Vee owners would *not* switch to another class, it might very well have been Formula Vee with a 1600 engine for 1970.

Yep, this one is late, too, and it can't all be blamed on the Holiday Season. The 1970 "All About Formula Vee," with the new rules, is also in the works and will be mailed to you when ready. Incidentally, what do you do with that booklet? Do you take it to races, for ready reference on the rules? Do you ever show it—or lend it—to a prospective Vee owner?

Again, let's remind you that unless you get a renewal notice, your membership does *not* automatically expire on Dec. 31. Repeat—it does *not* necessarily expire at the end of the year. Your membership covers 12 full months, from the date of your first enrollment. The expiration date is shown on your Membership card, and you'll be notified, anyhow, when your renewal is due.

Early renewals tend to foul up our routine, so ordinarily any which are received are merely held until they are due.

By the way, this is the month when the renewals, as well as new memberships, go up to \$7.50.

There's not much point now in printing the comments on the venturi rule although some of them were rather—picturesque (?). Evidently a lot more of you followed the advice given here recently and made your contacts where they counted. A reversal of a Competition Board Ruling by the Board of Governors isn't exactly a common occurrence.

There have been a couple of comments on my habit of scribbling answers to letters between the lines, on the bottom of the page, or on the back, and then returning them. I realize it's not acceptable business practice, but if you had to wait until I got around to typing a formal reply. . .

Oh boy! Just got word that the November issue may not get out of the print shop until JANUARY! Maybe we should just call this one the Spring issue!

As usual, I'm going to try to answer all the Holiday cards by simply saying, "Thanks so much! They're really appreciated."

RULES OF THE ROAD

Just what *are* the rules of the road, in racing? The "General Competition Rules" (Appendix R) devotes only a couple of paragraphs to the actual racing aspect of the "rules of the road" the gist of which is, "If someone wants to pass you, let him pass!" This is fine, from the standpoint of sportsmanship; and as far as it goes, there's nothing to criticize. However, it does not go far enough. At least as it relates to Formula Vee. Jim Patterson said recently that the only problem with Formula Vee now is that there are too many of them. However, he might have added without fear of contradiction that, as a group, the drivers of those Vees are much too enthusiastic.

It's possible that some of this enthusiasm could be traced to misunderstanding of the rules of the road. Possibly "disregard" would have been a better word, but on the other hand—

Basically, the rule, as written, only states that the overtaken car must make way for the one doing the overtaking. It doesn't say how. It doesn't take into account the possibility that it may be unsafe, or even impossible, to

make way for a passing car. It just says, "Do it!" It says, "The responsibility for the decision to pass another car rests with the *overtaking* driver. However, this will not relieve the *overtaken* driver from responsibility for the safe passing of the other car."

On the other hand, there is another "rule," apparently unwritten but accepted by most drivers, that says, "The car ahead has the right of way." Obviously, these two rules aren't compatible. Both are perfectly reasonable and logical, taken alone, but there are circumstances in which only one can possibly apply. So, which one?

In theory, perhaps, the GCR rule could take care of every situation; but from the practical standpoint of safety, it's an invitation to an accident. A driver attempting to pass two or three cars in a corner may be legally right but downright stupid if he actually expects a clear passage to be opened up for him. And some apparently do!

We've had pretty fair results, on the whole, in our agitation for technical rules for

SO IT'S FINALLY LEGAL

The new rule allowing modification of the front torsion bar is generally being greeted with cheers, from both those who have been wanting to do it, and those who are relieved to know that they are no longer in danger of being disqualified. For the benefit of the first group, at least, let's look into the matter a bit.

The rule still doesn't allow modifying the torsion arm *tube* in order to rotate the center anchor point and thereby the torsion arms; so we won't go into that except to say that it's difficult, though not impossible, to disguise a weld in the center of the tube. The final result, in terms of torsion arm angle, is the same as is obtained by softening the torsion bar itself, under normal loaded conditions, at least.

Basically, of course, the agitation for this rule change stems from a desire to "lower the front end of the car," which is expected to result in (a) less wind resistance, (b) better handling and (c) better looks. Since appearance is generally a matter of personal taste, we won't waste time on that, but let's consider the other two.

Even the professional designers acknowledge that aerodynamics, as applied to automotive design, is far from being an exact science. Even those with access to wind tunnels have found that what may appear to be scientifically correct isn't necessarily the best. Actual aerodynamic devices, attached to a car so as to be out of the slipstream of the body, have more or less predictable effects; but the shape of the body itself, especially in a Formula car with the suspension and wheels stirring up turbulence which can't be predicted, seems to be of minor importance.

Not that it can be entirely ignored, of course. Wind resistance increases as the square of the speed, which means that it's *four* times as great at 100 miles an hour as it is at 50. (A Karmann Ghia has better acceleration and top speed than a Beetle, but neither shows up until about 50 mph, according to official VW figures.) So let's consider wind resistance for a moment.

Even the most sophisticated airplane is a compromise between ideal streamlining and necessity. The pilot has to have visibility, which means that his windshield must be at an angle which is far from ideal from a streamlining standpoint. Engines have to be exposed to the air for breathing and cooling. Lights, antennas, etc. must be located in exposed positions. However, the normal environment of an airplane, flying through unconfined, undisturbed air, can be duplicated in a wind tunnel and these things can be taken into account.

A car is subject to one phenomenon which can't be duplicated in a wind tunnel—the car is moving, but just a few inches below it the road is standing still. A car can displace air above and to both sides, but not below it,

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NOW IT'S OFFICIAL!

Dear Don - Well, we took a gamble and released the '70 Formula Vee rules prior to final approval by the Board of Governors and there has been a slight change. Actually, I think it might be for the better though, since some additional research generated by the publication of the '70 proposals in VeeLine indicated that a change was being made unnecessarily.

Here's what transpired: As soon as Vee-Line began to arrive in your members' hands, my phone started to ring off the hook. It seems as if the proposed new stock venturi rule was creating land-office business for dyno people since everybody would have to start from point zero on jetting, timing, exhaust tuning, etc. Naturally, the reason behind the proposal to require unmodified venturis was that the later carbs with their nonremovable venturis could theoretically be machined out to a larger diameter than the removable type. It turns out that this is not true, and that the later series has a built-in restriction due to the thin section of the casting in the venturi area. Therefore, since the apparent problem with the old rule doesn't exist, it didn't make much sense to send everybody back to the dyno to tune for more restricted breathing. The Governors, at the request of the Competition Board, accordingly disapproved the new venturi rule. So, the '69 rule regarding modification of venturis will stand for '70. I hope we're right. . . this time. Cheers.

Jim Patterson
Director of Club Racing

Thanks a lot, Jim, for the explanation. Hope our reaction won't discourage your previewing the rules in the future, in the Vee-Line.

Certainly the '69 version will satisfy more people than would the '70; but you may note, if you'll review our ballot, that 82% of our people, at least, wanted "any-or no-venturi." There are still those who figure that removing the venturi entirely is beneficial, and most of the rest of us would be happy to let them do it.

ARRC BONUS

As mentioned in the last VeeLine, the drivers of the first three Vees at the Daytona runoffs in November, in addition to the trophies and prize money won there, received an unexpected bonus in the form of an invitation by Volkswagen of America to represent the U.S. at a European Vee race next year. Previously these teams have been picked arbitrarily, but this appears to be the pattern for future events.

VWoA is to be applauded for this procedure. Not that previous drivers were anything but top caliber, but nevertheless, the proper representatives for the U.S. should be the National Champion, and the next two runners up.

This decision was made before the announcement of the new VW class, which still hasn't been firmed up as this is written. Therefore, it can't be predicted whether these drivers, in future years, will be from Formula Vee, or from the new class, or from both. (VWoA has pledged to continue support for Formula Vee equal to that given to the new class).

MEMBERS' SOAPBOX

Dear Don—As you probably know by now, we didn't do so well at Daytona. Just didn't have the power required. A good tow was worth 5 seconds a lap. We were run off in turn 3 (3 laps in a row) and lost the all-important tow. From then on it was just run alone.

Daytona is definitely a power course, and no place to determine who can drive.

B-K Racing (Glen Biren and Gary Kelly)

Dear Don—I bought my Vee in April and joined FVI in June, at the urging of Vice President John Beck. It was he who made me realize that there is more to maintaining a Vee (even a '63 Formcar) than just changing the oil and washing the dirt off. Since then, armed with my VW workshop manual, and with the advice of a lot of other drivers and mechanics, I was able to get my six required races for the National license with no DNF's or DNS's. I even got a 4th behind 3 Zinks in a 36 car field in Blackhawk. Who says Formcars aren't competitive anymore?

I'd like to list some of the problems I ran into my first season, so other new drivers can possibly avoid them:

1. I did not replace the original spot-welded crankshaft pulley with the newer arc-welded one. The spot-welded one broke 4 laps from the end of a race, causing the engine to overheat (I should have stopped, but. . .) and I had to replace the crank, bearings, pistons, cylinders, etc. Ouch!

2. At one race the very old distributor clamp (which I had fixed four or five times) allowed the distributor to rotate. It ended up running about 20 degrees retarded, and I came in 28th overall.

3. I changed the transmission fluid before the last race and refilled it up to the level of the plug. Because it was too high, it was forced out the ends of the axles and all over the brakes, so I had to run timed practice on front brakes only. I lowered it about $\frac{3}{4}$ " and the brakes worked A-OK for the race.

4. On my sixth race I was protested (along with eight other cars) for illegal pipes. Sure enough, they were a hair under an inch beyond the end of the body. This was fixed in less than five minutes, using two thirsty spectators and two cans of soda pop. The tops and bottoms (of the cans) were cut out and they were fitted over the ends of the two pipes on each side and secured with hose clamps. I'm leaving them on because they act like a poor man's megaphone. They have been changed to beer cans for the psychological effect.

5. On my second race weekend I got stranded a couple of miles from the pits because I didn't tighten my brand new adjustable main jet into the carb. My gas was pumped out, all over the engine. Lucky the car and I didn't go up in a puff of smoke.

6. During my third race weekend I replaced leaky valve cover gaskets three times before I decided that man who says "you don't need to use cement" was a bicycle rider.

7. My copper tubing oil pressure line has broken twice. May streetcars rain upon me if I don't replace it with a flexible one before the next race.

8. It was only a one-in-ten chance that

anything would happen when the starter button was depressed. The remedy was what I thought it would be, but was afraid to tackle all season long—the wiring. Rewiring the entire car, with a separate starter button line taking off from the hot side of the switch, took less than two hours.

9. Bending the two flanges on the oil filler cap holds the cap tighter and stopped another oil leak.

10. Merely cleaning the fuel filter and reservoir in the fuel pump cured a highspeed fuel starvation problem.

11. I highly recommend NGK spark plugs. B-6H are hot plugs, B-7HC are cold racing plugs, and B-77HC are a little colder yet. The "C" stands for "competition." They don't have to be changed every race. I will use them at least two weekends.

12. My sloppy shifting pattern was cured by installing a new tailshaft plate. It also cured another oil leak. The old one was cracked.

Well, there they are, and I hope they are of some help to someone else.

You keep saying that Petunia has a dietary problem. I can't see how she could be that heavy. My Formcar is stock, and only weighs 860 lbs. with a 25 lb. battery. (A Honda Battery will be used next year.)

My friend Scott Nelson, who is a machinist and a great race car mechanic, has an engine dyno in his garage, if anyone in this area is interested.

James R. Evenson, St. Paul, Minn.

Thanks a lot, Jim. Of course they will help someone! That's what FVI and this little sheet are all about. (By the way, a complete set of VeeLines could have saved you a lot of trouble, too.) Funny how tales of woe like this can remind you of some of your own. I won't try to top yours (this time), but next time maybe some of the other members will be reminded of similar aids to the newcomer.

I've been told that the early Formcar frames (at least those built by Burgess, in Denver) were heavier than the later ones. Ours has 1½-inch-square lower rails, for instance. It's going to take more than just a switch to a Honda Battery to get yours down to 825½ lb. too.

SPEAKING OF LOOPHOLES

Way back there when, the rule allowing the enlargement of the valve ports was interpreted as applying to the ports, period. The valve guides, as separate components of the head, and likewise the valve seats, were considered untouchable. However, it is now accepted practice, apparently, to open up the valve seats to the maximum dimensions, too, as long as they are ground to the standard VW specs (45 or 46 degree seat, 15 degree chamfer on the face, and 70 degree chamfer in the bore.) The seats are ground very narrow, like the width of a dull lead pencil mark, and the chamfers aren't much wider.

Probably everyone else knows this already, but I thought I'd throw it in, just in case. If you haven't done it, it just might be one of those little things that will help to equalize your Vee. I hope so—we're going to do it to Petunia as soon as I get the garage transformed into an all-weather shop.

So It's Finally Legal

(continued from page 1)

which leads to effects not comparable to aircraft. (This effect does extend to aircraft, too, to the extent that a plane landing or taking off has much greater lift close to the ground than at higher altitudes, for the same speed.)

"Lift," in aircraft, is created principally by low-pressure areas *above* the airfoil surfaces—in automobiles it is more likely that it is created by high pressures *beneath* the body. The layer of air next to the surface of the road is subject to two forces which tend to build up such a pressure. First, it is "split" by the tires and forced to both sides of them. That portion on the inside of the track is pushed under the car. Second, even assuming that the nose of the car cleanly slices it from the air above, the layer below the car behaves as any fluid in motion tends to do. The "boundary layer" next to the ground stays stationary while that next to the belly-pan of the car, even if it is perfectly flat and smooth, moves at the speed of the car. The slice of air between these boundary layers moves at varying speeds, then, from zero to car speed, which means that the air actually under the car is composed not only of the "slice" over which the car is passing, but in addition of a portion of the "slice" over which the car has just passed, which is being dragged along with it. In other words, there is a greater volume (of free air) compressed into a smaller space, which of course causes an increase in pressure, which contributes to lift.

Which may be of great concern to a Group 7 designer, but probably is of no direct consequence to Formula Vee. In case you're still interested, however, the probably antidote for this pressure build-up is to provide increasing space for the air as it accumulates under the car by making that space wedge-shaped—lower in front and higher behind, which is what we were discussing in the first place, wasn't it? Lowering the front end, that is. There's one loophole in this reasoning, however—it has been proven by test that the closer the car is to the ground, the more this turbulence increases (read that "drag"). It is possible, then, that aerodynamics would be better served by raising the rear end than by lowering the front. OK on wind resistance?

That was simple, compared to "handling," for which there isn't even an accepted definition. However we're probably discussing something like "making the car do what you want it to do," aren't we? So how will lowering the front end affect that quality?

Well, the most obvious effect will be to decrease the front end caster by more than a degree if you go to extremes, like about two inches. (If you're not, why bother at all?) If your steering is already practically neutral (very little resistance to turning the steering wheel), you'd better figure on tilting the front end back a couple of degrees, at least. (In fact, this will probably improve your handling a great deal, regardless.)

Second, it will lower the center of gravity—but not much. Since it is located about three feet ahead of the rear wheels, lowering the front end two inches will lower the CG approximately 3/4 of an inch, which isn't going to improve your lap times noticeably.

Lowering the front end legally (by cutting, breaking, removing or replacing torsion bar leaves) will certainly give you softer springing, which I hesitate even to discuss because there

are so many theories and beliefs already. This will just draw your attention to a few basic facts, then, and you can draw your own conclusions.

Your front suspension has already been "softened" from the original VW concept by the removal of one entire torsion bar, to compensate for the reduction in weight. With your present setup, the weight of the car depresses the spring (twists the torsion bar) approximately 1½-in. Theoretically, an equal amount of additional weight (the effect of a bump, for instance) will deflect it that much farther. Now, you're going to weaken this spring to the point where the *normal* weight of the car will depress it to about twice the present distance, (an additional 1½ inches) or a total of 3 inches. By the same token, then, an equal amount of *additional* weight will deflect it another 3 inches, for a total of six inches. If you run on relatively smooth tracks, this probably won't cause any problems, in itself.

It's impractical, however, to consider the action under load by itself. "For every action, there is a reaction," which in this case refers to rebound after a bump, which can only include the action of the shocks. Which is a very controversial subject. It's one of the axioms of racing that you should have "soft springs and stiff shocks;" but like the one about using "higher" pressures in racing tires, no one ever specifies *how* soft, or *how* stiff—or *how much* more pressure. So let's explore this a bit, too. (If you've read this far, you might as well stay on to the finish.)

First, what does a shock absorber (or a better name, used in Europe, is "damper") do? Well, first, it does *not* absorb shocks (the springs and tires do that),—but it does dampen the rebound after the spring has been compressed. (Shocks are always advertised as being "double action," and they were, long ago; but any effect they have now on the "bump" stage is purely due to internal friction.) If this rebound were unchecked, it would allow the car to pass its normal point of loading, possibly to even a negative load on the spring, which would cause another rebound, past the normal point, which would cause another rebound, and so on until friction finally brought the car to rest at its normal loaded level. This is assuming only one bump, of course. The purpose of the shock, then, is to allow the car to assume its normal attitude, as quickly as possible, without going beyond it. And here is where some of the controversy will arise—"as quickly as possible." Not everyone is in agreement on that point. I've seen two major makes of cars with the front shocks set so stiff that it took a good two seconds for the front end to rise to its normal level after it had been pushed down by hand. Now I'm not saying that this is wrong—in fact, I'd like to try it if we had adjustable shocks—but it has a side effect that can't be very beneficial. Assuming only one bump, again, the time needed for complete recovery probably isn't too critical, but let's consider a series of bumps. The first one compresses the spring, say one inch, but before the normal riding level is resumed (which with a stiff shock will take an appreciable period of time) the next bump comes along. Due to the additional load already on the spring, this bump won't compress the spring another inch, but let's say 3/4 of an inch, for a total compression of perhaps an inch and a half. Then along comes the third bump and adds another half

inch. The spring is *trying* to rebound all this time, you understand; but with the restraint of the "stiff" shock, it can't make it in time for the next bump. On the other hand, as it is forced into more and more compression it acquires more and more resistance to bumps, and is pulling harder on the shock so that its movement is somewhat faster in rebound, until it finally reaches a point where the "stiffness" of the spring can equalize the "stiffness" of the shock. By this time, however, it is at the point of compression where it is being assisted by the rubber overload bumper. (This is not merely theory—it was acknowledged as fact by the owners of both cars mentioned above.) Another result of softer front springing will be a more radical diving effect when the brakes are applied.

Are you still sure you want to lower your front end? Well, apparently lots of people have been doing it, and it's something you can undo fairly easily if you don't like it, so why not try it? Probably the simplest method, and the one which will give you the most opportunity to experiment, would be to obtain an old torsion bar (if you can't find the one you threw away when you built your car) and substitute narrow leaves for the wide ones, on a two-for-one basis, of course. If you don't have a spare and are sure you won't regret it, burn—or break—one or more of your present wide bars in two places, midway between the ends and the center anchor on each side. Merely breaking them, like near an end, won't do much—they would still have to twist, anyhow—but cut in that manner, they will spread the other bars, instead, while remaining relatively straight, themselves. Or, I've heard, you can cut out all but a couple of inches, in the middle and both ends of a bar, entirely. This method requires tack-welding in place the short section in the middle for installation purposes (you should weld the ends of all the bars regardless), which isn't recommended from a reliability stand point—it has a tendency to make the leaves brittle and subject to breakage. If you're going to break the bars, wrap the break area in several layers of rag first, to catch any flying slivers of steel.

If you're going to do this job simply because everyone else is doing it, you'll probably be happy with it. However, I'd really appreciate hearing from a few of you who try it on purely an experimental basis, with an open mind on its effect. It's one thing we haven't seriously considered for Petunia—yet.

THE ELECTION

Since you haven't yet received last month's VeeLine, in which you are invited to volunteer for one of the Officer positions in this organization, the election will be postponed another month. You'll have about a week after you read this to get your nomination (yourself or someone else) before the house. In the meantime, we already have two volunteers.

Our Vice President, John Beck (Mason City, Iowa) has announced that he will run for President this year. We also have one candidate for Vice President—Don Reich, of Issaquah, Wash. Now how about a couple of additional names for each office, and a few for the Executive Secretary's chair? If you don't like the idea of a ballot with no choices, (and who does?) help to make a race out of it.

Rules of the Road*(continued from page 1)*

Formula Vee. Let's kick this subject around for a while, and, if we can come to any logical, unanimously acceptable amendments to the GCR rule, we'll try this on SCCA, too. OK?

Just for starters, let's see how many different opinions we get on a couple of hypothetical situations which might occur to anyone—and no doubt have:

1. Car A enters a long 4000 rpm sweeper intending to take the classic line—start wide, cut the apex, and take the outside coming out. Car B, he notes in his mirror, has late-braked him, and will try to take him on the inside. Driver A doesn't watch his mirror while actually in the turn (should he?) but doesn't see Car B alongside, so cuts the apex and completes his turn the way he had set up to do. Afterward, the driver of Car B claims that he was "cut off." Who was in the right, and why?

2. Same situation as above, but Car B comes alongside before Car A cuts for the apex. As they approach the exit, Car B is slightly ahead and drifts to the outside. In order to avoid contact, Car A takes the dirt. Afterward he complains that he was "run off the track." Who was in the right, and why?

3. Same situation again, except Car B tries to pass on the outside. As they exit, Car A still slightly ahead, drifts wide and Car B has to take to the dirt, or back off. Car B claims he was "blocked and run off the track." Who was in the right, and why?

Let's have some discussion on these, and on any other specific situations you want to dream up—or have been in. I'll try to compile some kind of tabulation of the answers, if there are enough to make it worthwhile. If there seems to be general agreement, perhaps we can get it accepted as a rule. If there is *not* agreement, it will certainly indicate that some action by SCCA is required in order to attain it.

**The VEE LINE of
FORMULA VEE INTERNATIONAL**

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**Formula Vee
International**

1347 FAIRMONT AVE.
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UNCLASSIFIED ADS

FOR SALE: Autodynamics MK III. 5 races on Cassius engine. Tuned exhaust, dyno curves supplied. \$1250; or less engine, \$750. Tony Scotti, 14 Ashland St., Somerville, Mass. 02144 (617) 776-8590.

FOR SALE: '66 Beach. New paint and Firestone GP's, excellent condition. With trailer, belts & extinguisher. Tom Wilber, 272 N. Ross, Columbus, Ind. 47201 (812) 376-8767.

FOR SALE: Beach MK5B. 3 races on Purdy rebuild. Excellent shape. 3 sets tires—Firestones, Goodyear R4 and R5. \$1375. G. H. Ira, Jr., 451 St. James Bldg., Jacksonville, Fla. 32202 (904) 356-2631.

FOR SALE: Two fastest Vees in the West: 1. B-K Special (Old Faithful). 2. Autodynamics MK5-B (6 mo. old). Glen Biren (408) 253-6579 or Gary Kelly, 6413 Windsor Lane, San Jose, Cal. 95129 (408) 253-8440.

FOR SALE: Autodynamics MK IV, with trailer and cover. Very clean. \$1400. James McEwan, 2 Stone Lane, Lynnfield, Mass. 01940 (617) 334-3455.

FOR SALE: Viper Special. Completely balanced engine, recent rebuild. New Firestone gumballs. \$1250; or less engine, \$950. Aluminum trailer available. Wes Bryant, 723 S. 32nd Ave., Yakima, Wash. 98902 (509) 248-3600 days, 453-6938 eves.

FOR SALE: Updated Autodynamics MK III. Balanced engine. \$1000 for quick sale—orders for Viet Nam. Melvin C. Bates, CMR, 4630, Warner Robins AFB, Ga. 31093 (912) 922-3819.

FOR SALE: '68 Bobsy Vega, transporter third, fuel cell, custom seat and tonneau cover. New condition. Richard Milleson, Route 4, Hastings, Mich. 49058.

FROM IMSA

Dear Don—Since our return from Talladega, things have really been popping. It looks like a lot of guys want to race with IMSA.

As you know, our next one for Vees will be at Daytona, Feb. 8, 200 miles for a \$30,000 purse. We are now in the process of drawing up the entry form and supplementary regs. I'll send along a copy upon completion.

As for the Super Vees: sounds like a good thing. I understand many feel they'll be faster than the Fords. Although we have our hands full right now with our present three classes of cars, I'm sure we'll want to involve ourselves with the 1600's, once they get rolling. There are many areas of racing, such as a class for Mavericks, Hornets, etc., that look like they have potential, but first things first. . .

Keep up the good work on the VeeLine.

Dick Gilmartin

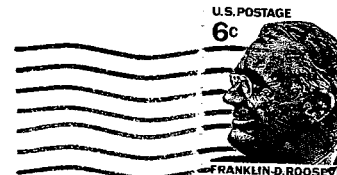
Director of Public Relations

That Vee race to which he refers (and to which I referred last month) is the 200-mile "International" at which the European and U.S. drivers play a rematch. If you want a crack at Europe's best—on the 8th and also in the 75-mile SCCA "international" one week earlier on January 30—better get in touch right away with the Daytona International Speedway, Daytona Beach, Fla. 32015.

The purses will be substantial for both races, amounts to be announced soon by the Speedway. As you know, the three top drivers from the ARRC received, in addition to the prize money, an invitation to next summer's Nurburgring. Three more drivers will be chosen based on the results of this SCCA Daytona race.

LINE FORMS AT THE REAR

Consider yourself an old-timer in Formula Vee? Well take your place back in the line somewhere behind Thomas Wright, of Indianapolis, Fla. He tested the original Formcar prototype for Bill Duckworth and Col. George Smith. You'd never guess what make of car he's still driving.



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