



VEE LINE

NUMBER 64

FEBRUARY 1970

DIRECTOR'S CORNER

It seems rather odd, at times, that in a sport as dependent upon rules as in automobile racing, enforcement of those rules is so - - - *reluctant*. The "General Competition Rules" is approaching 200 pages of carefully considered and revised and re-revised rules, each spelling out in detail some aspect of racing. We have, at any race, almost as many officials as participants, whose stated duties are primarily to conduct the event in conformation with those rules. Presumably in order to insure that only the best qualified people are entrusted with those duties, we have a training and licensing program for them. But just try to name one other sport in which actual enforcement of the rules is considered a responsibility of the competitors, rather than of the officials!

There certainly are individual exceptions to this blanket indictment, but generally speaking, a formal protest by one competitor is a prerequisite to any enforcement action. This applies at tech inspection (where obvious infractions are often passed, even when an informal oral "protest" is made), in practice (where illegal cars are run to establish better grid positions) and during the races (where reckless driving—in Vee races, especially—is becoming the rule, rather than the exception).

As a general rule, even if a competitor does feel strongly enough about some infraction to file a formal protest, his action is resented, and he is treated more as the guilty party, for rocking the boat, than is the accused.

Go to a football game, or a basketball or baseball game, or a horse race, or track meet, or any other sporting event, and you find officials officiating all over the place, blowing their whistles and calling fouls and offsides and low blows and making saliva tests and investigating possible gambling connections, watching for spitballs and horseshoes in gloves and just generally *enforcing the rules*. Can you imagine a football referee overlooking an illegal tackle on the ground that no one filed a written protest against it? Can you see a Highway Patrolman idly watching a weaving drunk drive by, waiting for someone to make a formal protest before he takes any action? Ridiculous, isn't it? Yet "them's the conditions that prevail" in automobile racing, all the way from the Can-Am down to the Regionals. "You don't like it, file a formal protest in accordance with Section 8 of the GCR. And you'll be a dirty name if you do!"

REBUTTAL

(This is being included in the VeeLine in order to reach as many as possible of the people who also read the "Formula Ford Report." If you're not one of them, perhaps you'll find it of some interest anyhow.)

Dear Mr. Monahan:

I feel that Len Pounds' answer to your letter in the "Formula Ford Report" requires a bit of correcting. I have no quarrel with his remarks regarding Formula Ford—with which he is certainly more familiar than I—but also, he obviously is more familiar with that class than he is with Formula Vee.

First, a survey of the Vee manufacturers taken over a year ago by Josef Hoppen (Competition Manager for VWoA) revealed that the then existing builders had sold a total of 2070 cars. Add the homebuilts, the products of a number of small manufacturers who have gone out of business and the Vees sold in the past year, and the present total comes to around 3000 cars. A few have been wrecked beyond repair, and there are no doubt some of the kits still uncompleted. However, Vees become older and less desirable from an esthetic standpoint, but *never* become obsolete, so it seems reasonable to accept a figure of 2500 Vees in racing condition at this time, rather than the "1000 or so" mentioned by Mr. Pounds.

It is rather ridiculous to compare the "Formula Ford Register" with the "comparable Formula Vee register." "Membership" in the "Formula Ford Register," as Mr. Pounds says, is free. Actually, the "Register" is merely the name of the mailing list for the free

monthly publicity handouts. By contrast, "Formula Vee International" is a true membership organization. Its officers are elected annually, and its members pay \$7.50 a year for the privilege of belonging to it and supporting it. It is run by and for the members—not by Volkswagen. His estimate of its size is more accurate than that of the number of Vees—we do have nearly—but not quite—1000 current dues-paying members.

If we too had established a comparable "Register," consisting of all those who have written to this organization for information on Formula Vee, its "membership" would now exceed 15,000 names. Each year we answer from 3000 to 4000 inquiries by returning copies of the enclosed booklet, "All About Formula Vee," and a copy of our monthly publication, "VeeLine." Six years of experience have enabled us to include answers to nearly every conceivable question about the class in this booklet.

We don't feel it necessary to make a point of these comparisons. We freely acknowledge that Formula Ford is, and should continue to be, a very successful class. After all, it is following the trail so successfully blazed by Formula Vee—continuing, restrictive rules, rigidly enforced—and as long as it continues in our footsteps it should have an equal chance for continuing success. However, since the comparison has been made, it is only fair to set the facts straight.

Sincerely,

Don Chessman, Director
Formula Vee International

RULES OF THE ROAD

If the response to the request for opinions on the "rules of the road" have proved anything, it is simply that there aren't any! Recognized rules, that is—there were a number of opinions.

All the comments have been made by drivers who obviously are accustomed to running toward the front of the pack, and the consensus (if there is any) seems to be that the slower cars should, at any cost to their own positions, make it easy for a faster car to pass at will. On the other hand, generally speaking, they feel that once committed to a line in a corner they are entitled to continue on that line without interference from a still faster car. One driver explained at length why the hypothetical situations given could not possibly happen, but later amended his remarks to mention that only incompetent drivers would pass on the outside, or let another car pass on the inside of a corner.

This viewpoint is what this whole discussion is all about, really. Probably the very competent front-runners—especially when they are racing in a familiar group of equally competent drivers, don't need a set of formal rules. However, it has to be an accepted fact that probably less than half of the drivers in any race could be classified in that category. Even if we assume that the accidents in which the "competent" drivers are involved are caused primarily by other "incompetent" drivers, that still leaves a lot of drivers who obviously need some better guidance than they have now. There *are* drivers, in any race, who need some rules to go by.

It was mentioned several that erring drivers should be black-flagged *before* they have a chance to cause an accident. Great! But what is an "erring" driver? In some instances there is an obvious violation of a rule, but in most cases nothing more than poor judgement can be cited. What official could quote a rule against that? After all, "The responsibility for the decision to pass another car rests with the overtaking driver." Nothing says his decision has to be right, or even reasonable. There is no provision giving any official the power to second-guess that decision, or to black-flag a driver merely on the basis of a difference of opinion. "Reckless or dangerous driving... shall be considered a breach of the GCR," but it takes a pretty flagrant offense, and usually several, before an official will make such charges in the hearing to which a disqualified driver is entitled. Actually, the only definite provision for black-flagging a driver is in the case of an overtaken driver who deliberately blocks an overtaking car.

Perhaps this is sufficient. Perhaps this present rule is all that is needed. If so, however, it obviously needs to be understood by a good many drivers who don't seem to know it now.

Generally speaking, the writers did agree

(Continued on Page 2)

RULES OF THE ROAD

(Continued from Page 1)

that a "leading" car should be allowed to maintain his intended line (provided it is an obviously reasonable one) without interference from a following car—*unless* the following car establishes an "overlap."

Here, perhaps, is the key to the problem—what constitutes an overlap? One writer considers it an overlap as soon as the front tire of a front wheel starts to overlap the rear tire of the car ahead. Another, from the opposite side of the country, feels that the car leading by only a fraction of an inch is still the "car ahead," and has the right to maintain his line as long as he stays ahead. A third considers that the passing car gains the right of way "when his nose pushes past my tailpipes." A close race between these three drivers should really have spectator appeal! One of them, incidentally, was accused (in a letter I didn't print) of "running another car off Turn 3, three times in a row" at the ARRC.

It was agreed that there is no excuse for a driver on the inside while *exiting* a corner to force a car beside him off the track, whether he is passing, or being passed. Most of the writers, while admitting that they had done it (or tried to), condemned passing on the outside as a practice not only dangerous, but usually futile.

There was a general tendency to downgrade the "slow" or "incompetent" drivers who "get in the way" of the faster cars. Certainly it must be frustrating for a driver in contention for first place to be slowed or hindered by a car he is lapping. On the other hand, even a lapped driver may be in a life-and-death duel with another for 27th place, the way Formula Vee races go; and after all, he has paid the same entry fee as the driver out in front for the privilege of racing. He may not get any trophies or prize money, but certainly he is entitled to the satisfaction of racing another closely competitive car. Or perhaps we should have graduated entry fees, established after the race, on the basis of finishing position.

In that connection, one writer's particular beef was the practice of some slower drivers pointing to the side on which they expected a following car to pass. He resented, he said, a slow driver telling him how to pass. He should be allowed to choose his own passing line. The slower driver should maintain his position on the track—rather than move over to make room—merely raising his hand overhead to indicate that he was aware of a passing car and would make no abrupt changes in his course. Which doesn't sound too unreasonable. On the other hand, without some indication from a slower driver ahead, would he pass on the outside in a corner, expecting the slower driver to maintain the normal "line," or on the inside, expecting him to give way by staying on the outer edge of the track?

Another beef was the practice of some drivers who "weave" in an attempt to shake off a drafting car behind. Besides being ineffectual, it is dangerous to a third car of which the drafter and draftee may be unaware in their concentration on each other, who may be slingshotting around both of them.

OK, so how about some more comments? Do you agree that the leading car has the right of way? At what point does a passing car become the leading car, or at what point does he

establish the right of way? Should contact between two cars be considered normal and inevitable, or should someone be held at fault and penalized? (One writer suggested that brake lights should be required on Vees, as on Production and Sports Racing classes.) Should we have any specific "rules of the road," or rely on mutual understanding, as one writer suggested? Let's hear from you!

Probably this would have been more interesting if it had been practical to print the actual letters. However, they ran to several pages (3 to 12!) which wouldn't have left room for even the ad section.

THIS IS RACING?

There have been several reports that at the ARRC, and at both the recent Daytona races, the fine art of drafting has evolved into the crude art of "pushing"—downright nose-to-tail body-contact pushing! Not only of one car by another, but in "trains" of three or more cars! Obviously, if a car in the draft of another can benefit to enable him to go faster than the leading car, he can remain behind and return the favor by pushing the leading car, thereby enabling both to go faster. If a third car can get in the act, three cars with the frontal area of one can go even faster than two. According to one driver, caught in the middle, the first reaction to being bumped from behind while closely drafting another car is righteous indignation, especially when your car is bumped into the rear of the one ahead. However, as the tach needle climbs, and other cars ahead become cars behind, that feeling is tempered somewhat, and one mentally shrugs his shoulders and accepts fate. Well, what would you do? So far, there have been no protests, anyhow. (There will be, if that sort of thing is observed in the Northwest Region!)

Actually, it shouldn't take a protest to nip this effectively in the bud. What further demonstration of "reckless and dangerous" driving could any official be waiting for?

MEMBERS' SOAPBOX

Dear Don: . . . The now legal torsion bar adjustment may also be accomplished by twisting each individual leaf each side of the center. Use a vise in the center, a 12" crescent wrench and an appropriate amount of muscle power, twisting each side about 200 degrees. This effectively lowers the front end without substantial spring tension loss, if any. By this method the height of the front end, angle of torsion arms, etc., may be altered without loss of spring strength.

I do believe that the torsion bar should be adjusted in a manner which will retain normal spring tension, while at the same time the rebound bumper arm is horizontal with the torsion bar arms with fuel and driver in the car. I found this method will accomplish this. I do recommend that one not be too aggressive, repeating the adjustment several times, if necessary, rather than going too far at the beginning. The pitman arm location must also be very carefully kept in mind. I forgot this—got a hell-for-leather effect when on the binders hard.

Royce Wallace, Wichita, Kan.

Dear Don—I just received my January Vee-Line and was very interested in the article on

the Ackermann System. Several weeks ago I did some research on steering systems, so that I could correctly bend my steering arms to obtain horizontal tie rods. On page 95 of the Costin & Phipps book, "Racing and Sports Car Chassis Design," I found the following:

(Due to copyright laws I can't quote his excerpt, but will discuss it elsewhere. don)

According to these authors, your article on the Ackermann System is correct for parking and low speed driving, but not for racing. The correct anti-Ackermann setting can only be obtained by trial and error, since the slip angle can vary for each car due to weight and tire variations.

I was planning on bending my arms so that they would be parallel to the backing plates. This would eliminate any Ackermann effect and provide room for further bending if desired. I would be interested in knowing if anyone has tried this approach, or has come up with the ideal amount of anti-Ackermann for a Vee.

Ed Renkey, Belpre, Ohio

I had a phone call a week ago from Ed Givler of Marblehead, Mass., (which must have cost him about five year's worth of dues, even on Saturday) during which we discussed this, among other things. He mentioned that at least one of the top drivers in the Northeast was using (or experimenting) with this system, and didn't seem to be hurting any.

As you may have noticed, I have never been overawed by "authorities" on any subject—except when their theories coincide with mine, of course. I haven't read their book (but I certainly will!), so have only the quoted portion to go on. However, on the basis of that portion:

If the authors are using the term "slip angle" in its accepted sense, it is they, not I, who are talking in terms of street driving and parking. "Slip angle" is the difference (expressed in degrees) between the direction a wheel is pointing and the direction it is actually going, due to side thrust on the tire. It has nothing to do with "slip," actually. In fact, it is always discussed in terms of a tire with the "patch" (area in contact with the road) firmly planted on the pavement. It is caused by the distortion of the tire under a side load, and varies according to conditions; so while it is invariably discussed in terms of turning, it also occurs under any condition which imposes side thrust, like a sidehill, or a road with a very high crown. Let's look at it from the latter standpoint for a moment, just for simplification.

Any car on rubber tires tends to drift toward the low side of any road. It may not be noticeable on a new freeway, because modern steering can be set-up to minimize the "feel" in the wheel. However, you've certainly noticed it on older highways, with sags and humps on the edges, which take constant correction in order to maintain a straight line. If you could find a long straight section with a pronounced side slope, stopped in the middle of it and checked your wheel alignment, you'd find that both front wheels were pointed in a direction several degrees to the left of the actual line of the road. This would be the "slip angle" under those particular conditions. Since the rear tires, too, tend to roll under side thrust conditions, they, too, would have a "slip angle." In this case you would find that the entire car was also pointed somewhat

toward the center of the road, which would be the "slip angle" of the rear wheels. We'll get back to the subject in a minute, but as a side line—if the rear-end slip angle, due perhaps to softer or overloaded tires, bump-steering suspension, etc., were great enough, it could, by angling the entire car, make it unnecessary to turn the steering wheel at all. Certain pick-ups, when loaded down with camper bodies, are notorious for this effect. In fact it is sometimes necessary to steer down the slope, which makes driving very interesting. You never find a sleeping driver at the wheel of one of those rigs, you bet! This, in classic engineering parlance, is called "oversteer." If you have to steer the front end up the slope, that's "understeer." The same results occur in a turn, of course, where centrifugal force takes the place of the downhill slope of the road. It's a bit harder to visualize the "angle" when the wheel is following a curved path, but it's there, and that's what engineers refer to as "slip angle."

OK, so when we're discussing racing, and the front end or the rear end breaking loose first, we also use the terms "understeer" and "oversteer," but in an entirely different sense. We're discussing tires not rolling, but sliding, which is another story. Likewise, "slip angle," in its technical sense, has nothing to do with the angle at which a tire is "slipping" or "sliding." It refers only to a tire rolling in a controlled, predictable situation. Therefore it is necessary to determine, in this discussion, which language Costin and Phipps are speaking.

First, it should be noted that within the quoted paragraph, at least, the authors don't actually endorse this negative-Ackermann theory—they merely mention that it is "in use on many current high-performance cars," which could be in reference to "pony cars" for street use, rather than racing cars, in view of their reference to the "slip angle."

Second, their contention that the outside wheel would run at a greater slip angle than the inner one, due to "weight transfer to the outside," would be true only if such a difference in slip angles were first induced by the steering geometry—not the other way around. If the steering is set so that both front wheels roll freely on their respective curves (the inner one follows an arc with a smaller radius, of course), then each would have the same "slip angle" under any side thrust which tended to divert them from their normal track. If, through this negative-Ackermann set-up, enough toe-in is induced so that the inner wheel doesn't resist any of the side thrust, but can roll freely, the outer wheel will then, of course, be taking all the side thrust, and will have a greater slip angle, speaking in the engineer's language. To carry this even further, by increasing the toe-in past the point where the inner wheel has a neutral side load—so that its "slip angle" is opposite that of the outer wheel, to that same extent, then, the outer wheel would have to resist not only the entire side thrust due to centrifugal force on the car, but in addition, that imposed on it by the inner wheel. It certainly would induce "understeer," still speaking in "engineer," which is considered a desirable trait in a car which is driven with all four wheels on the ground all the time.

Now let's start speaking "racing" language. It hasn't been mentioned by anyone for a long time now, but for the first year or so of Formula Vee, a favorite question was, "How

can I cure oversteer? My car swapped ends three times at my first race!" Apparently everyone has learned now that the best cure for this kind of oversteer is to stick your foot in the carburetor, all the way. (For newcomers, perhaps this should be qualified a bit—it applies to third or fourth gear, on a dry track. On a wet track, or in first or second gear, you do have enough power to break the rear end loose if you overdo it.) If there's a handling problem now, it's more likely to be too much understeer—"plowing"—under full power in a turn. Certainly this wouldn't be helped any by turning the inner wheel toward the outside of the curve, thereby placing even more side load on the outer front tire. This will induce "understeer," in any language! I once remodeled the front end of a midget which had been built with the tie rods ahead of the axle, for more leg-room, and with the steering arms inclined toward the center of the car. This resulted in "anti-Ackermann" in king-size doses! The car could be influenced (not steered) only in long sweeping curves, on a line generally conforming to the direction of the inner wheel, with the outer wheel running at a "slide angle" (not "slip angle") of about 30 degrees. This was an extreme example, of course, but the same effect will result, to a relative degree, with even a small amount of toe-in under high speed turning conditions.

The optimum in steering would be a set-up with which neither under nor oversteer would result under full power—so that all four tires were able to exert their maximum holding power. Under either under or oversteering conditions, speed is limited to that of the end of the car with the least traction. Understeer, in itself, is of no benefit. If it is the result of a reduction in oversteer, that indicates some improvement in cornering speed, but there's no point in deliberately inducing it without some compensating improvement somewhere else.

This is my opinion only, and I've been known to change it when faced with incontrovertible facts. I, too, would like to know if and when someone "comes up with the ideal amount of anti-Ackermann for a Vee." In the meantime, Petunia's inside wheel is going to continue to help the outer one as much as possible. At least until cars with "anti-Ackermann" start passing her in the corners.

ANOTHER RACING MAG?

Normally most of the requests for Vee information which we receive are the result of an article in some automotive magazine. Whit Tharin's article in "Road & Track" several years ago is still bringing in an occasional letter, after establishing a record for total numbers. However, that record is about to fall—to some obscure trade magazine called "Machine Design." Engineer types have been flooding the mailbox with requests for about three weeks now, and they don't show any sign of falling off yet! A good percentage of them have already made up their minds to get in the act—they just want to know how. I haven't seen the article yet, but have been promised a copy. It must be a dilly!

STATISTICS

Of the 51 U.S. drivers starting the "Trans-Atlantic Formula Vee Challenge Race" at Daytona, exactly one third (17) were members of FVI. At the IMSA race the next weekend we didn't do quite that well. Only 30% (18 out of 59).

UNCLASSIFIED ADS

WANTED DESPERATELY: Used Vee frame and body or car without engine & trans. Charles S. Schnepf, 18 Gail Lane, Tiffin, Ohio 44883 (419) 448-0172 (eves).

FOR SALE: '69 Zink. Chrome suspension, new Zink engine & many other goodies. Will haggle around \$3300. Also have Zink kit and some parts for sale. Burt Richmond, 75 E. Wacker Dr., Chicago, Ill. 60601 (312) 263-6884.

MUST SELL Beach Mk5, with trailer and some spares. Best offer. Joe Weber, 2190 E. Main, Hillsboro, Ore. 97123 648-5073.

FOR SALE: Trailer for Vee, dune buggy, snow mobile, etc. All steel, welded, zygloed. \$150. Frank Schafer, 5 Melrose St., Boston, Mass. (617) 426-0536.

FOR SALE: '64 Viper. 4 races on rebuilt engine, 1 on transmission. With Firestone dry tires and tilt trailer, \$500. Set of Firestone rain tires, one race, \$100. Eric Stewart, 1049 Oak St. SE, Salem, Ore. 97301 (503) 585-7173.

FOR SALE: '68 Shark Vee, new crank & rods, balanced throughout. Very clean. \$1375. Bob Liebman, 1700 15th Ave., Seattle, Wash. 98122 (206) 329-8144.

FOR SALE: Kit form ARM Beach. Super reinforced roll bar, under-seat gas tank, new adjustable Armstrong shocks. \$400. Jerry Ewig, 5347 Elmer Dr., Toledo, Ohio 43615 (419) 531-4189.

FOR SALE: Enclosed trailer, all steel & aluminum, 1 yr. old. Ideal for Vee, room for tools & spares inside. \$350, or complete with Reese hitch, \$400. Richard Yanus, 3724 E. Wallings Rd., Broadview Heights, Ohio (216) 526-8027.

FOR SALE: Warrior Vee. Goodyears, adjustable Konis, extra wheels, tires & parts. Also custom trailer. Nick Trombetta, 2728 Terry St., Bakersfield, Cal. 93304 (805) 325-7231 (days).

FOR SALE: Bobsy Vanguard. 4 races on balanced engine. Reinforced roll bar, Konis, new Firestones, many spares. \$1000, or best offer. Dick Plant, 1742 Juneway, Chicago, Ill. 60626 (312) 973-1128.

FOR SALE: Autodynamics MK IV, with tuned exhaust system & trailer. \$1450. Melvin McCartney, 1540 North State Parkway, Chicago, Ill. 60610 (312) 664-0057.

MUST SELL Crusader Vee. With or without recently rebuilt & dyno'd engine, trailer. Jerry Gress, 216 E. Blain Ave., Stockton, Cal. (209) 464-6069.

FOR SALE: Beach MK 5-C. New dyno'd engine, Z-bar, chromed, R-5's, 10 tires & wheels, two exhaust systems, many spares. \$2100, or with trailer, \$2400. Peter Krill, Jr., P.O. Box 26, Orange Park, Fla. (904) 264-9637.

(Ads in this section are free, member or non-member, if non-commercial and pertaining to Formula Vee. Ads will be run one time, but will be repeated upon request if the first one doesn't get results.)

SUPER VEE

By this time you know, of course, that astronaut Pete Conrad has been an enthusiastic Formula Vee driver for the past season. Bet you didn't know, though, that he and astronauts Cooper and Worder have placed orders for Super Vees.

As this is written, no prices have been announced for Super Vees by any of the manufacturers. At this stage in the game it appears more likely that each is waiting for someone else to break the ice than that none of them knows yet what it costs to build one.

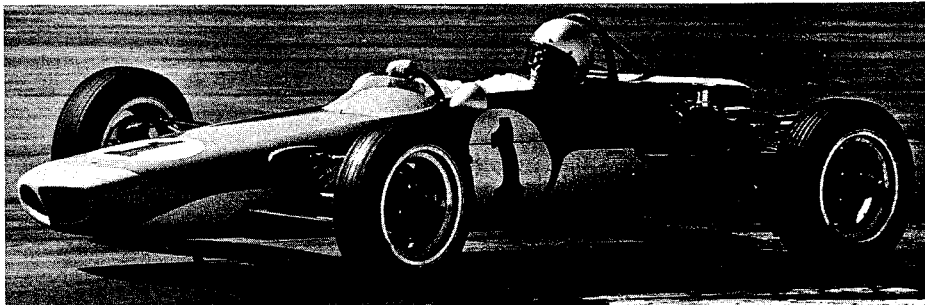
According to Joe Hoppen, Competition Manager for Volkswagen of America and Porsche Audi, there are about \$1800 worth of Volkswagen parts in either a Formula Vee or a Super Vee, if all new components are used.

Europeans have not yet adopted Super Vee, although they are said to be "enthusiastic" about it. It is too late for it to be included in their racing schedules for this year, anyhow, so they are taking a "Let's wait and see" position for the time being.

Zeitler Racing Design (Stamford, Conn.) and Crusader Cars, Inc. (Stockton, Cal.) have announced plans to get in on Super Vee.

Hello Don! I have been to Daytona for the second year running. Saw the "Super Vee" of Gene Beach, a very interesting car if it stays at lower price than F/F. The engine is said to

Here is the first of the Super Vees—a prototype of the new Beach Mk16. Completed and first shown in Daytona at the Formula Vee races last January, it is now being track tested. Autodynamics and Zink will have prototypes ready for track testing by the end of March, and Zeitler by mid-April.



**The VEE LINE of
FORMULA VEE INTERNATIONAL**

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

give 110 HP. The lines are of a fine racing car. . . .

Pascal Ickx, Brussels, Belgium

There has evidently been some confusion as to the legal Super Vee cylinder diameter dimension. Volkswagen cylinders are furnished in "standard," "first oversize" (half a millimeter larger) and "second oversize" (a full millimeter larger than "standard"). A cylinder for a 1200cc engine which measures 77.5mm would be the "first oversize."

If you translate the bore stated in the rules—"3.375" maximum"—to millimeters, you find that you get 83.5mm, plus .008". The .008" is obviously the allowance for extra clearance (the specified "wear allowance" in the VW manuals) and that half-millimeter would normally indicate the "first oversize." However, it ain't so. The "standard" size for the 1600cc engine is 83.5mm.

No word yet from SCCA as to whether or not the suspension components must be 1600VW or just "any VW," so don't do anything to your Formcar that you can't undo if you find it couldn't possibly be made into a legal "Super Vee."

NEW OFFICERS

While all the ballots aren't in yet, it seems safe to predict that John Beck will be our President, Don Reich Vice President, and Harriet Gittings our Executive Secretary. (Harriet is going "through the chairs" for the second time.)

John has been very active as Vice President during the past year—he asked some time ago for a supply of membership applications, most of which have been returned now with notations on them like "Join!" or "John Beck said I had to join FVI in order to race properly."

STOLEN

(From the "Sand Storm" of the Sand and Sage Sports Car Club, Richland, Wash.)

FLASH! VOLKSWAGEN REVEALED GIVING PAYOLA TO FORMULA VEE RACERS! Sam Wood let it be known today that he received an unspecified amount (a high placed source said it could be as much as 40 dollars) for using Volkswagen parts on his race car. E. Greenlee flatly denied a gift of the same amount, saying, "How come I only got 20 bucks?" Officials inside the sport expressed their doubts that this would "destroy amateur racing as we know it today."

(FVI has been promised a complete list of such payments by VWoA. If not too long, it will be published in the VeeLine, and we intend to get it to your Regional publication editor, as well. The Volkswagen distributors who contributed the fund for payoffs at the many National races have had little or no recognition for their cooperation, so far. If you got a share of it, how about letting your area distributor know you care?)

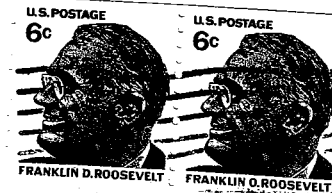
Details of this year's prize money program haven't been announced yet by Volkswagen. Evidently that organization operates on a fiscal year basis that doesn't match the racing season.)

GOOD CHOICE!

Formula Vee finally has a bona fide representative on SCCA's Car Classification Committee! Ed Zink is now one of the members. They couldn't have found a better man—he's "one of us."



**Formula Vee
International**
1347 FAIRMONT AVE.
EAST WENATCHEE
WASH. 98801



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

A

7