



# VEE LINE

NUMBER 68

MAY 1970

## MORE ON THE 1970 VW AWARD PROGRAM

You, too, can win money racing a Vee. As was mentioned in the last VeeLine, Volkswagen will repeat for 1970 the 1969 awards program, which provides, for every National race, \$50 for first place, \$40 for second, \$30 for third and \$20 for fourth through tenth (to distribute the money widely among drivers). The total for last year was \$13,000 (to 118 drivers), contributed jointly by VWoA and the 14 VW distributors. This year the same individual prizes will also be awarded to Super Vee drivers.

In addition, VWoA and VW distributors shared, along with the Daytona Speedway, in the \$54,000 prize money awarded last January and February at two Daytona FV races, and will provide financial support at the ARRC (prize money to be announced). And six drivers (last year's top winners) have been invited to compete in this year's Nurburgring.

To get the international prizes, all you have to do is win, but to get the \$50 to \$20 winnings for National events, anyone who will be competing in them must register—NOW is the best time—by sending your name and address to Formula Vee, Volkswagen of America, Englewood Cliffs, N.J. 07632. Even if you registered for 1969, you must register again for '70.

Then Volkswagen needs a copy of the official race results—just one copy—signed by the Chief Steward. The simplest procedure is for you to get together with the other nine winners and arrange for one of you to send in the results.

As before, one cumulative check will be sent to each winner by the end of the year—*provided* both his name *and* the race results are on file at VWoA.

## THE FVI BALLOT

It's probably not too soon to start thinking about our annual Rules Ballot. With the controversy over whether or not to update Formula Vee settled (?) by the addition of Super Vee, perhaps we don't have a lot left to discuss. However, anything anyone wants to throw in the pot is welcome.

The "punch cards" mentioned in the "Members' Soapbox" are IBM cards, made so that the holes can be punched out with a pencil point, rather than on a special machine. The cards can then be passed through an "interpreter" which counts the votes (holes). It would be necessary to find on the card the holes corresponding to a specific question and punch out "yes" or "no," in order to vote.

Counting the forty or so check marks in the past has been rather a chore, but if we can arrange for the punch-cards, up to eighty proposals can be included, and will be more than welcome.

So start thinking!

## THE NEXT DOOR NEIGHBORS

Canadian Vee drivers will have their own International race at Mosport, Ontario, as part of Thanksgiving Speed Week-end on Oct. 10 and 11.

A purse of \$2400 has been guaranteed by Volkswagen Canada, and additional "accessory money" is expected. Also, for Canadian drivers, this race is a big factor in the National Formula Vee Championship, too. For this race, only, National points will be awarded on a 24, 19, 14, 10, 5, 3 basis.

Drivers from Europe and the U.S. are invited. (Note that their Thanksgiving date is different from ours, and doesn't coincide with our ARRC.) For details, write to:

Gord Munn, Director  
Formula Vee International, Canadian Division  
185 Eilerslie Ave.  
Willowdale, Ontario

## ROLL BARS

Some measure of restraint was needed in writing last month's article on our roll-bar transplant. Initially there was some resentment toward our Tech Inspector, who obviously wasn't using common sense in evaluating the various roll bars. However, as he pointed out, he wasn't allowed to use common sense—he was instructed to enforce the letter of the rule rather than the spirit. It had been reported that SCCA's insurance agent had stated that accidents in which injury or property damage were in any way the result of faulty safety rule enforcement would not be covered by insurance. Therefore roll-bars *will* conform to the rule.

So let's examine the rule, instead. If it is as rigidly and immediately enforced in your area as it is here, this probably won't do you much good, but it might provide a base for discussion which would help future builders and owners.

For the 1964 season, the only requirement for roll bars was that they should be within 3" of the top of the driver's helmet. Other than that, they were "subject to the final approval of the safety inspector."

For 1966, "Appendix Z" was included in the General Competition Rules, under the heading, "These specifications are for the guidance of SCCA competitors and officials . . . They are for guidance only, and represent minimum requirements. Specific installations are subject to approval by the Technical and Safety Inspector at each event." It was explained that the following specifications were somewhat of a composite of various specs observed by several other automobile racing organizations. Various sections had various introductions—this section "must be" observed, the next one "should be," and "it is recommended" or "it is suggested" that this or that be done.

For 1969 (and 1970) virtually the same

## OUR OFFICERS

At this late date I'm ashamed to report on the last election of officers, but it is getting even later every day. So—196 ballots were returned.

### President

|                  |     |
|------------------|-----|
| John Beck        | 182 |
| Burt Richmond    | 1   |
| John McGee       | 1   |
| John Zeitler     | 1   |
| Dr. Edgar Shantz | 1   |
| Bob O'Connor     | 1   |
| Ed Zink          | 1   |
| Whit Tharin      | 1   |
| Don Cheesman     | 1   |

### Vice President

|                |     |
|----------------|-----|
| Don Reich      | 184 |
| Grant Reynolds | 1   |
| Jim Whaley     | 1   |

### Secretary

|                  |     |
|------------------|-----|
| Harriet Gittings | 188 |
| Jewel Templeton  | 1   |

On the proposed amendment to eliminate ballots if there is only one candidate for each office:

|         |     |
|---------|-----|
| For     | 153 |
| Against | 40  |

Comments on the ballots *against* the amendment indicate that even though write-in votes are seldom effective (see above), many wished to retain that right. Since the amendment (which is carried) says "may"—not "shall"—ballots will continue to be sent for future elections, regardless of the number of candidates. However, let's some of you who voted against it make a point of seeing that there are some candidates next time. And let's, some of you who wrote in other names, be sure that your candidates are eligible for office. Two of those listed are not even members.

It has been pointed out that there is not enough emphasis on the point that we do have officers, except at election time. That's a valid criticism, really. Even though they actually have no active part in the operation of FVI, in the case of a need for change in the office of the Director, their ability and willingness to act would be vital to the continuing existence of the organization.

Beyond that, a desire to change the direction of FVI might be effectively achieved by the Officers *without* a change of Directors. If you have comments and/or criticisms which you hesitate to make directly, get in touch with your officers—put them to work. If you have questions or problems in relation with your racing, talk them over with your nearest Officer. They've all been around for quite a while, and have indicated by the fact that they volunteered that they will be happy to help you in any way that they can.

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## MEMBERS' SOAPBOX

Dear Don—Concerning punched-card balloting, enclosed are some cards of the do-it-yourself version. I punched the holes in them and passed them thru the interpreter—a total of about 2 minutes work. If FVI should desire to use this technique, Jinny and I will donate our time on the machines to do the counting.

Concerning Ackermann, etc.—your article was interesting, but I wonder if the inside front wheel of a Vee is loaded enough to make any difference. I have a photo of the old AD&Z in a hard 2nd gear corner. The inside front is not raised off the ground, but it is obviously lightly loaded. The outside is pretty badly cambered positive. One rapid driver told me his solution was to file the link pins to allow greater static camber adjustment. Our solution was a stiffer anti-roll bar.

I recently saw a photo of Bob Cunningham's flip at Daytona. It should be the best advertising we've ever had! If he could come through that with just a broken ankle, we're driving the safest cars in the world!

Super Vee—How about FVI incorporating a Super Vee division, with its own vice president and section in VeeLine? I for one (we for 2) Vee people find the Supers a worthy topic of conversation and maybe a target for aspiration. Besides, perhaps Super Vee engine tuners can find yet another 0.012 bhp that can be legally tweaked from A Vee, too.

Fans and Funny Vents—It seems to me that the GCR used to read, "Cooling duct components may be altered or removed." Anyhow, it doesn't now, and I can see that louvres, vents, etc., are illegal. On the other hand, several years ago I heard of a couple of cars with flaps over the cooling intake which were declared illegal. Maybe they were attached to the engine—I don't know. Some engine "proparers" use an oversize fan belt which is just tight enough (when the generator pulley is completely squeezed) to function. Do you know what it is?

Driving courtesies—I think there are both smoke and fire, and in some cases they aren't even connected. Just as, in some Regions, the tech people "know that all Vees are illegal," some officials "know that all the Vee drivers are reckless." I have known a driver to be so intent on his tach on a start that he accorded no less than four other Vees when a front-runner got sideways (we were all stopped when this THUMP came from behind) but I have also been called to the official's stand and warned for blocking, even though none of the guys I had been anywhere close to had any complaint at all.

Rules—Have you ever read the yacht racing "rules of the road"? It's a fascinating document, with every conceivable foul clearly and precisely defined—and anyone committing any foul is disqualified—period. On the other hand, as two yachts come together at relatively sedate speeds it is generally easily discerned which is the windward boat, or the one on a starboard tack. I'm afraid that the higher relative speeds in car racing make it impossible to say precisely who was on his line, who was overtaking, etc. I think we should rule that car racing is simply *not* a contact sport. It might be necessary (or even advisable) to take a "no-fault" stand on contacts, with both parties equally penalized. Only when one party can be shown to be clearly guilty, or completely innocent, should unequal penalties be assessed. As for exactly how to administer such a system, I don't

know. One possibility would be that any car involved in a two- (or more) car contact would be shown the furred black flag as a warning, and upon his second (third?) such contact he would be black-flagged. This is pretty heavy handed, and how the driver who demonstrates that he was blameless after he has been black-flagged is to be repaid for his inconvenience, is not at all obvious. At least he should get his entry fee back, perhaps by fining the real offender, if there is one. Is this any good? I don't know. Jinny thinks it puts far too much power in the hands of the black flag welders. It would require some alterations in the GCR, but you knew that when you asked for suggestions.

Have you had any comments on rolling starts? I can't imagine their helping Vee's any, but maybe they will. Three of the eight races I drove in two years started with pile-ups, so clearly a problem exists, and if this is the solution, I'm for it.

Let us know what you think of the card idea.

John and Jinny Morris, Athens, Ga.

*John and Jinny were members when she was Virginia Benton. When they merged they gave up the car, temporarily, in order to complete their educations. John is a Doctor now (and Jinny is on the way to being one) in the Chemistry Department at the University of Georgia.*

*Thanks for the dope on the punch-cards, John. If I can arrange to get some suitable cards we'll go that route, this year.*

*We have the section for Super Vee in the VeeLine, such as it is, but it certainly would be in order for someone actually involved with it to take over that page. Any volunteers?*

*I think you missed something in the GCR—For 1970 (as for 1964) Sec. 5.5g permits, "Removal of any cooling duct component." Alteration has never been permitted, which led to the controversy over fan blade removal.*

*Some contended that a fan blade was a "cooling duct component," and was thus removable. However it seems to be generally accepted now that such an operation would be an illegal alteration. Also, that the fan is not a duct, and is therefore not removable either.*

*You can get an oversize fan belt at most hardware or auto parts stores. Sorry I don't have the number (Petunia is living with John, in Ephrata, right now), but take along your old belt and get one about an inch longer. Ask for a standard industrial V-belt, rather than for an automotive fan belt.*

*Running the pulley halves close together makes the effective diameter (the area in which the belt rides) somewhat larger, thus reducing the speed of the fan and generator. Some owners (and engine builders) carry this a bit farther, running the belt loose enough to slip slightly at high speeds and under rapid acceleration. The effect is two-fold. First, of course, reducing the speed of the fan also reduces the amount of horsepower required for its operation. Second, this reduction in speed results in higher engine operating temperatures, which (up to a point) results in more efficient operation—more power. Internal combustion engines operate on the expansion of the air-fuel mixture within the cylinder, and the higher the temperature, obviously, the more expansion results. The limiting point is that at which lubrication fails and mechanical damage occurs. In a Vee engine, 220 de-*

*grees (oil temperature) seems to be within the safe limits, 250 is getting pretty marginal, and above that is in the red area.*

*The flaps you mentioned were no doubt installed in order to obtain the above results, which they certainly could. First, reducing the air flow to the fan would reduce its power requirement, and second, it would of course result in higher temperatures. I believe that the illegal arrangement you refer to was the substitution of a manual control for the thermostat which normally operates the standard VW fan ring. This was declared an unauthorized alteration of the standard VW components. However flaps, shutters, or what have you, attached legally to the frame or body, would give the same effect.*

*I'd say your proposal for penalizing those involved in shunts has some merit. Certainly anyone is subject to getting bumped once in a while, even while driving faultlessly, but something has to be amiss if he makes a habit of it. There are obviously some possibilities for injustice, but perhaps they are outweighed by the "equally obvious" possibilities for injury—or, let's face it, death—if Vee racing is allowed to evolve into a demolition derby. How about some more comments on this idea?*

*No comments on rolling starts since last Fall's ballot, when 59% of our drivers said they preferred them.*

Dear Mr. Cheesman—It pleases me to ask that my membership be changed to Active. I have just purchased a Vee.

I found Associate Membership greatly helpful while locating and learning about Vees in general. I might suggest that you print just one small basic article for the novice each month. I am sure I shall become forgetful of the fact that I once needed such small advice.

Bob Wallace, Columbus, Ohio

*Heck, Bob—everything in the VeeLine is for the Novice! The hot dogs—the pros—know it all, already. I figure that if it's something we've just learned, there are probably several others who haven't heard it before, either. It's taken these 68 issues to tell what we've learned, as we've learned it, and we're still learning. Sometimes, as I start one of these, I think, "What have we learned since last month? Maybe I'll have to start over, in order to have something to fill the space." Then someone comes up with some solution he's found, or a question which reminds me of something, and we're off! There has been some repetition, occasionally, but even then it's usually because we've learned something new about the subject. So, for a novice who wants to catch up rapidly to where we are at this time, I can only suggest a complete set of back issues of the VeeLine. (\$.25 each, postpaid. Adv.) It will probably be some time yet before we deliberately start repeating previous information.*

Dear Sir—As a member of the local racing association, I am interested in the rules for Formula Vee. We are now racing a mini-stock class on our local track, and wish to extend our classes to include Formula Vee cars.

We race on a 1/4-mile dirt track, and if we can use the Vee-type car on our track we plan to do so. There are no cars of this type in this area, but we have 40 VW racers. We would like to change over at least half of them to Formula Vee. . . .

Don R. Gantz

1312 N. Alameda, Las Cruces, New Mexico

*Any of you people in that area who are interested know what to do—*

Dear Don—I am enclosing a copy of "Machine Design" with the article you mentioned a couple of months ago. Do any of the cars look familiar?

2nd item: My company, Performance Engineered Products, is offering a sump extender kit for Formula Vees for \$18.95. However, I will give any member of FVI the kit for \$15.00 (pays for half a membership!). FVI is the only organization I am making this offer to.

Jim Herlinger,  
2423 Old Middlefield Road, Suite E,  
Mountain View, Cal. 94040

"Machine Design" is an engineering magazine, and the Vee article Jim mentions has brought an amazing number of inquiries. The cars look very much like Lynxes, for which Jim just happens to be the West Coast agent.

Jim's extender is a machined spacer, which lowers the original cover plate, complete with gaskets, screws and an extension for the pick-up tube. Send him a \$15.00 check or money order (plus 5% sales tax if you live in California).

It's only fair to mention here that our V.P., Don Reich, 19832 SE 29th, Issaquah, Wash. 98027, is also building an extended sump. His is made by cutting the center out of the cover plate, welding in a length of tubing of the appropriate diameter, and then welding the center of the plate into the bottom of the tube. Again, complete (mounts the same as the original) and for the same price, \$15.00, plus 5% tax for Washington residents.

Dear Sir: I am writing in rebuttal to "Director's Corner" in the February VeeLine. I have worked tech and raced since 1967. Chastising race officials for not spotting technical infractions is unfair. They have enough problems getting drivers to make their cars safe without spreading themselves thinner.

Being a member of FVI, and having driven a C Sedan VW, I'm always on the lookout for FV infractions. There just aren't any as obvious as a clip in football. In the time I have worked tech I've only seen one obvious technical infraction. The people in the same class couldn't have cared less when I called it to their attention.

What we really need are individuals—entrants, preferably—who care enough about rule enforcement to hang around tech, spot infractions, and become involved. The trouble is, nobody wants to take the time or stick their neck out. Come on, drivers! It's costing you \$25 to \$50 to run an event. Don't you care enough about your class to protest those you know are illegal?

William E. Gilbert, Corvallis, Ore.

First, Bill, let me say that I certainly appreciate the time and effort donated by tech inspectors and other race officials, and the inner conflicts which must arise when a decision must be made—be a good official, or a good guy? On the other hand, because such officials do work voluntarily (?) we must assume that they, too, enjoy their role in the racing game. It seems equally obvious that their role is to enforce the rules.

At tech inspection, especially, under the pressure to get the cars through so they can get into the practice session which is already under way, I certainly wouldn't expect an official to inspect rocker arms or torsion bars or

camshafts. The point I was trying to make was that, in the case of obviously apparent infractions—not only at tech inspection, but on the track as well—it is too often left up to the other competitors to attempt to correct the situation by filing a protest.

I seem to detect something along that line in your letter. What did you do about the "obvious technical infraction" you mentioned after you "called it to the attention of people in the same class?" Did you enforce the rule, because it was an infraction, or did you let the infraction pass because no one wanted to file a protest against it?

In your last paragraph, are you suggesting that some concerned people stand by at tech inspection and help you spot rule infractions which you would then take care of—or that they stand by with one hand full of protest forms and the other full of twenty five-dollar bills, and assume the responsibility for rule enforcement themselves?

That's what the article was all about.

Dear Don—I have a question about Vee construction which might have to do with rules interpretation. Although it may not be mechanically possible, due to lubrication and fuel feed problems, would it be legal to mount the engine-transaxle at a slight angle from the horizontal? Since the rules don't even specifically allow the engine to be mounted "mid-ship," there is a vagueness in this area.

Doug Dayton, Cincinnati, Ohio

There's nothing in the rules which could possibly be interpreted to prohibit tipping the engine slightly forward. In fact, one model of Autodynamics (maybe more) was built that way. It was the car to beat, in its day. Lubrication shouldn't be affected, but I wouldn't know about the carburetion. I would suspect that any alteration of the manifold, in order to level the carburetor, might be considered illegal. As of this year it is legal (mandatory, even) to mount the engine ahead of the transaxle. (Sec. 5.5.)

## ROLL BARS

(Continued from Page 1)

wording was retained, including the "should be's" and "suggestions," but the section was introduced by, "These specifications are mandatory and represent minimum requirements." Of special interest to Vee owners (and especially Formcar owners), the following was added—"The roll bar vertical members on formula cars must be not less than fifteen inches apart, inside dimension, at their attachment points to the uppermost main chassis member." (The upper hoop on our Formcar was 14½" inside measurement.) "Roll bars of alternate materials or design" could still be accepted by the Technical and Safety Inspector—but only "upon presentation of data verifying strength equivalence to the required minimum standards."

Admittedly this is going to be mostly of a negative nature, with very little "constructive criticism." Certainly it would be very difficult to write a comprehensive rule for roll bars which would cover every possible installation from Formula Vee to "A" Sedan; but by the same token, this should be taken into consideration in both writing and enforcing the rule. For instance, the one-inch, sixteen-gauge tubing which is legal for any car weighing under

1000 lb. might (with enough bracing) be adequate for a Formula C car; but presumably using this same material, the owner of a two-seated Sports Racing car is told that, "It is desirable (mandatory?) that the roll bar extend the full width of the cockpit." Some relationship between the diameter of the tube and the distance between its supporting or bracing points should be taken into consideration.

Again, it is "recommended" (mandatory?) that braces be of the same diameter as the roll bar. In the first place it can be assumed (although it is not spelled out) that "braces" would be subject only to straight "push" or "pull" forces, while the roll bar, or at least that portion of it above the braces, is subject primarily to bending. It seems obvious (and has been amply demonstrated) that the roll bar itself should be heavier than the braces need to be.

Much of the controversy in regard to Formula Vee roll bars has been due to lack of definition, or to the necessity for ridiculous interpretations of the rule. Is a hoop extending from the lower frame rail, bent above the driver's head, and across to the other one a "roll bar," or a "frame member?" If this bar is somewhat lower, and another hoop is welded to it, does it then become a "frame member?" If the "roll bar" is welded onto the upper frame rail, rather than to the lower one, where is its height to be measured from? At what point is the "top one-third" in which the upper end of the bracing is to terminate? Would this point be lower if the roll bar were one piece starting at the lower rail? Does it matter? It is generally accepted that a good welded joint is as strong as any other part of the structure. Does it really matter which piece is welded to the other?

"One continuous length of tubing must be used for the hoop member. . . ." Does the "hoop member" have to be attached to longitudinal members of the frame, or can it be attached to a cross member? Can the cross member also support the body shell (be curved, as in many Formula Vees) or, again, does it matter—as long as the entire assembly is soundly welded together to form a single structure?

This entire subject has long been a subject for controversy, and it can only become more controversial if strict enforcement of the present "rules" is attempted. A number of more-than-adequate bars have already been declared illegal, while many, obviously of unsafe design and construction but still strictly legal, will have to be accepted. Through our ballots, we have recommended to SCCA several times a drive for better roll bars. If such a crusade is now in the works it should start with a complete revision of the present rules. It should accomplish something. More compliance with the present conglomeration of "suggestions" won't.

## THAT "BOX"

No further word on the "overall" length" hassle in California, reported here last month. Hope to have some word from Westwood (or from California) before the next issue.

**SUPER VEE**

Seems there is no particular advantage in being first with a prototype Super Vee—or second or third, either. The prospective buyers are reportedly waiting to see the entire line before committing themselves to buying one. At least that's one explanation for the fact that, although the class is now six months old, no one has yet seen a Super Vee race.

By the time you read this, however, there should have been at least one. If it happens before press time perhaps a late flash can be included.

Lynx Cars, Inc., is the latest builder to announce a Super Vee. It will be "a thick-skin single layer monocoque structure, with fully independent suspension, front and rear. The suspension geometry was established through computer analysis and the aerodynamics were formulated with the aid of wind tunnel studies. . . . Track testing should start by mid-June." It will be offered in kit form as well as complete and ready to race.

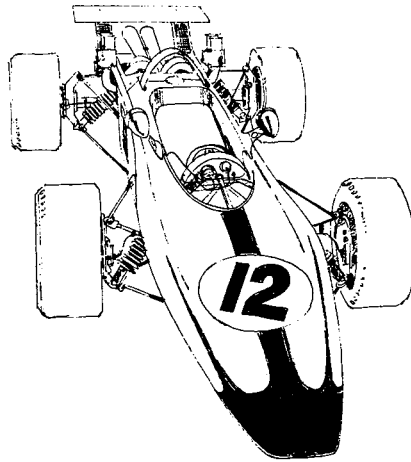
According to the latest dope available (April 30), here is the situation regarding the availability of Super Vees:

|              |           |
|--------------|-----------|
| Autodynamics | May       |
| Beach        | April     |
| Crusader     | Fall      |
| Dickson      | May       |
| King         | Late Fall |
| Lynx         | June      |
| Zeitler      | June      |
| Zink         | May       |

**VEE LINE INDEX**

I have just received a very comprehensive index for the first 63 issues of the VeeLine. Actually, it's two indexes (indices?)—one listing by subject, showing the issue or issues in which it is discussed, and the other by issue number, showing the articles of lasting interest in each one. For each subject there is additional space in which similar articles in future issues can be listed in order to keep the index up to date. There are 15 Xeroxed pages.

If you'd like one for your very own, send \$3.50 to Frank Schafer, 5 Melrose St., Boston, Mass. 02116.



The Zeitler Super Vee will be completed, tested and entered in national events during June.

**WENATCHEE**

There have been several comments and questions about the name of FVI's new home. The name is, of course, of Indian origin, interpreted by one tribe as meaning "Boiling Waters" (referring to the confluence of the Wenatchee River with the Columbia) and by another as "Good Place."

Wenatchee is a city of 15,000, on the west bank of the Columbia, which calls itself the "Apple Capitol of the World." East Wenatchee is obviously on the eastern side of the river, and is in another county. The actual town is only a few square blocks, with an official population of about 600, but the surrounding area is all platted and paved and has a population nearly equal to that of the city of Wenatchee.

The first white settler arrived here only 98 years ago, but the area has made remarkable strides since then. We are promised electric lights (downtown) in the foreseeable future, some of the more venturesome inhabitants have actually seen TV (in Seattle) and there hasn't been an Indian uprising for several years. (Had a couple of "demonstrations" at the Wenatchee Valley College, though, which proves we're making real progress!)

**UNCLASSIFIED ADS**

FOR SALE: (1) Autodynamics MK5B. Cassis engine, spares and trailer, \$1950. (2) New trailer for Vee or dune buggy, with 30 cu. ft. of locked storage space, \$300.00. Frank Schafer, Boston, Mass. (617) 426-0536.

FOR SALE: '68 Zink, built for 6'3" driver. 5 races on chassis, 2 on dyno-tuned engine. All new shocks and springs. With custom-built trailer and spares, \$1800. Don Wilham, 5 Georgetown Square, Cleveland, Ohio 44143 Bus., (216) 881-0033; Home, (216) 692-2018.

FOR SALE: Autodynamics MK5B. New 49.2 hp AD engine, 8 Goodyear R-5's, 4 Konis, AD tuned exhaust, Z-bar, car cover, new AD trailer, Nomex suit and undies. Also, complete MK2 body and many more spares. Will deliver in NE Region. Best reasonable offer. Bob DelRossi, 195 Ocean St., Lynn, Mass. 01902 (617) 592-8664.

FOR SALE: '69 Crusader, New balanced engine, transporter 3rd, Konis, 12 Goodyears and Firestones, some spare parts and other racing goodies. \$1300. Charles P. Spahn, 9303 Trentham Lane, Louisville, Ky. 40222.

FOR SALE: Bobsy Vega, excellent condition, ready to race. Tonneau cover, custom seat, numerous spares. \$1900. Richard Milleson, Route 4, Hastings, Mich. 49058 852-0963.

**OUR OFFICERS**

*(Continued from Page 1)*

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Vice President: Donald J. Reich, 19832 SE 29th, Issaquah, Wash. 98027 (206) 392-5970.

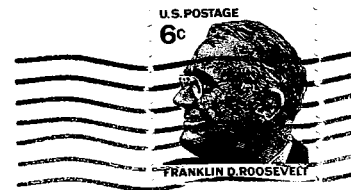
Executive Secretary: Harriet Gittings, 37158 Blacow Rd., Fremont, Cal. 94536 (415) 793-2514.

**The VEE LINE of  
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3513 NE 67th Terrace  
Gladstone, Mo. 64119

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