



VEE LINE

NUMBER 70

JULY 1970

DIRECTOR'S CORNER

Yes, I know—VeeLines have been getting later and later, and I really have no good excuse for it. However, things will be getting back to somewhere nearer normal in a few days I composed two issues at one sitting this time—you should be getting the August issue—possibly even in August!

Many thanks to those who provided much of the material—and most of the inspiration—for both of them. Some of the letters I have held for so long you may not remember writing them, but I've kept them for times such as this when there were no urgent current problems to discuss, feeling that they would still be of general interest when there was room for them. I've gone through the whole stack now, so more will be welcome. Make that "needed!"

EUROPEAN INVASION REPULSED

As is becoming customary in the "International Formula Vee" races, the home team won again. This time the event was in Germany, at the famous Nurburgring, and the European drivers took all the marbles, clear down through tenth place.

Vee racing there is getting more competitive, evidently, or else some of the previous champions are dropping out. Anyhow, there were a number of new names (and countries) in the front ranks. Sweden's Bertil Roos took first place, followed (as is customary in Vee racing) by the next four cars within the next 2.1 seconds—Roland Mueller (Germany), Erich Breinsberg (Austria), Helmut Bross (Germany) and Manfred Schurti (Lichtenstein).

Only two of the American drivers finished the race. Harry Ingle moved up from 22nd to 11th place before the checker and Jim Cox, in spite of an accident which left tire marks on his helmet, an injured right arm, and steering problems, finished 16th. Jim Killion's clutch failed on the starting grid, Tom Davey's engine quit so suddenly on the first lap that he was rammed from the rear and retired, and John Magee was eliminated in the second lap by an oil leak. Bill Scott, who won the event in 1968, was eliminated before the race by a spectator's car on an access road. He was hospitalized for surgery but is expected to be able to return home in a couple of weeks.

Canada's lone entry, Brian Stewart, was forced off the course by a European car during the seventh lap. He leaped to safety as his car bounced back onto the course, shedding the body as it went.

VW SUPPORT PROGRAM

Just one more reminder—you don't have to be a winner to get in on the VW Formula Vee Support money. Even tenth place, at any National race will get you \$20, and a first will get you 50. No box tops, no jingles, no 25-words-or-less letters—just be sure that someone sends a copy of the race results to Formula Vee, Volkswagen of America, Englewood Cliffs, N.J. 07632, and be sure your name is on file with them. (Include your Region.) Checks will be mailed at the end of the season.

SPEAKING OF CAMS—

(From a letter received by one of our members from Crane Cams, Inc.)

"...We make cheater cams for the Formula Vee that cannot be detected. We have sold many of these grinds to the boys racing the Vees..."

Before you get too shook up, recall the comment on the Iskenderian "3/4-race" cam I mentioned putting in the Ghia a couple of months ago. As I said, it was identical with the "B" cam, installed as original equipment in the '61 and '62 VWs. Well, not identical, exactly—no attempt had been made to pass it off as genuine VW—but the cam profile was within what I would consider manufacturing tolerance with the original "B" cam. It might very well be that this Crane cam "which cannot be detected" is also a copy of the "B," with forged VW identification marks. If it is not an exact duplicate, it can certainly be detected by the dial-indicator-degree-wheel technique, mentioned by Frank Schultheis.

It is claimed, occasionally, that a hot cam won't do any good unless the rest of the induction system is improved, too. That should read, it "won't do much good," but in a Vee, even a little is a lot, so it is probably true that at least some "cheater" cams are being used. If they actually can't be detected, there's nothing to worry about—they're merely very expensive copies of legal VW cams. If they're not, they can be detected by the dial indicator method. Let's be putting on some pressure for its universal adoption!

COPYCATS!

Did you notice in the July issue of *Sports Car*, in the rundown on National races for 1969, the progress that Formula Ford has been making? In total number of starters Formula Vee was of course way out in front, with 1253; but Formula Ford was in second place with 718. Not really close, but not bad for their first year! Looks as though "Ford had a good idea" when they decided to follow Formula Vee's lead.

What was it that all the "experts" were saying just a few years ago? Something about the certain failure of any class with restrictive rules, I believe.

FOREWARNED!

Dear Don—Just a line to inform you how the "127-inch box" thing came out. All cars were made to fit into the overall legal limit prior to our certifying them for competition. One car "grew" something during the race, though. We noticed it and impounded the car. When measured, the car exceeded 127" and the Chief Steward was notified. He summoned the SOM's, who reviewed the case and disqualified the competitor! To my knowledge, the competitor has not filed an appeal; therefore the precedent stands.

The Chief Steward for the event and our Competition Director actually refused entries from Vee entrants who stated on their entry forms that if this rule was to be enforced, their entries should be disregarded. They were contacted and told that they were refused as an entrant unless they complied. They complied, and were allowed to compete!

I feel the matter is presently quite clear cut, and the precedent is established. I suggest that all F/V competitors comply, as I'm certain to see that this is enforced at the '70 ARRC.

The next gimmick we have is one to check a true performance item—we will be checking cams by the use of an external dial indicator and degree wheel. We are developing timing graphs for all legal VW cams, and are already aware of the Winfield unit and what it does.

You may use this letter in your newspaper as a means to inform all Vee competitors as to what they should be doing.

Frank Schultheis, Chief Scrutineer
San Francisco Region, SCCA

I guess you know that Vees at the ARRC this year will be legal! In all respects!

There are some unhappy people in the Northern Pacific Division (where this apparently started—body measurement, that is) and it is bound to spread. If you're among them, don't blame your scrutineer—blame the builder of your car. If you want to fall back on the original rules of the Formula Vee Automobile Racing Association (which did show the body measurement as "overall length") how does your car stack up against the measurement at "Station 2," just ahead of the windshield? Does it conform to Formcar dimensions there, too? As Jim Patterson said last month, there has never been any indication that "overall length" applied only to the body since SCCA adopted Formula Vee for 1964. Your builder should have known better, even if you didn't.

CANCELLATION

If you're planning (or hoping) to make the ARRC, you can quit practicing your Texas drawl. Theah ain't gonna be no ARRC in Taixis. A new site hasn't been announced but due to track and other conditions, plans for the ARRC at Dallas International have been dropped.

MEMBERS' SOAPBOX

Dear Don—A proposal toward the solution of the "Formula Vee Problem"—Brake lights! Or more specifically, one brake light, mounted on the transaxle, bumper, or whatever.

Speaking from some experience—I've raced Production for six or seven years, and now have a Vee—brake lights will greatly increase the awareness level.

Personally, I wish the "fast guys" would slow down, but they aren't likely to do so, so while I'm learning to be a "fast guy," too, I could use some protection from the squirrels. Which isn't to say that all slow Vee drivers are squirrels—some, like myself, are learning and/or attempting to develop confidence, others have slow cars, and still others simply don't want to go that fast.

For the purists (may they rest in peace), I know "proper" racing cars don't have brake lights, and "proper" drivers drive their own races. Bravo! But Formula Vees aren't "proper" race cars, and I think it goes without saying that many Vee drivers are not "proper" race drivers, nor do they drive their own races. Many are blind sheep who play follow the leader with the oft-mistaken notion, "If he can do it, I can do it"—and often they can't.

After racing production, now I'm starting over, and the transition is startling. For me, at least, it requires a new learning process.

Let's get the brake lights!

Ralph Tremaine, Kirkwood, Mo.

Personally, I'm with you! I'm for anything which might save a life, or a limb, or even an exhaust pipe or piece of fiberglass. And as for "proper" cars, you can't get much more "proper" than Group 7 Sports Racing—unless it's Formula 1, of course. In this country, at least, every class except the Formula is required to have brake lights. This exception may date back to the days of magneto ignition and push starts, when there was no power on board for operating lights.

There will be many Vee owners who are not in favor of lights—who believe that they are able to trick the opposition in some way by not revealing their braking techniques. These drivers also get rammed from the rear occasionally! There would also be some (it's not exactly new in other classes, either) who would rig trick switches either to cut the light circuit or to turn it on prematurely, at will. The rule, even as worded now for the other classes, should probably include some requirement for normal operation only.

Dear Don—As you may know already, Saab sedans use Solex carburetors just about like the ones we use. Would you believe they, too, have cutting out problems when exiting corners? After discussing this with some Saab people, I present you with Solex hiccup cure No. 101: Enlarge the three holes in the main jet carrier. That's all there is to it.

I can't say if it works or not, as I have never had the cutting-out problem, but this tip comes from the Saab factory.

I suggest that everyone magnaflux his valve spring retainers. I had one break while drafting the first place car at Donnybrooke at about 5200 rpm. The intake valve went down into the cylinder and shattered the piston. Pieces went across the manifold to the other cylinders. The con rod knocked a hole in the

crankcase. The engine was totally destroyed!

Incidentally, my Formcar weighs 885 lb. with big battery and 2 gallons of gas.

James Evenson, St. Paul, Minn.

Thanks for the dope, Jim, but since we announced the "loose-float" cure (No. 36 VL) we've had no more complaints about cut-outitis. Maybe you should pass the word to the Saab people.

Good point there on checking spring retainers. Those tapered keepers are made to order for splitting them, especially if the springs are shimmed excessively.

You're using a standard battery and you know your car is sixty pounds overweight?! A couple of hours work and less than \$15 will cut off at least 30 pounds—battery, holder, cable, etc. You can tell the difference, too!

Dear Don—... You may remember we had problems with a reluctant starter and finally installed a mechanic's push button on the left side, which didn't do the job. Finally solved the problem—so simple that I hate to tell you. We installed a heavier weight wire to the starter motor. So far, a start every time!

After a track-side try at mending a persistent fiberglass gas tank leak with more fiberglass, I tried chewing gum and plastic tape. Just replaced it the other day for another season. New item for the toolbox—5 sticks of spearmint. . . .

Harriet Gittings (Exec. Sec.)
Fremont, Cal.

After the starter solenoid starts working, an internal switch takes over most of the job of holding it in gear, but it does take quite a slug of power to get it engaged. Heavier wire could easily make the difference, especially if you have the small battery at the rear.

Another cause for a reluctant starter may be simply an accumulation of oil and dirt on the drive mechanism—especially the splines on the motor shaft. If the drive can't be pushed into operating position by the solenoid, nothing happens.

You can do a pretty fair job of cleaning it without dismantling the whole works. Just dunk the operating end of the starter in a bucket of cleaning solvent, swish it around, slide the drive back and forth on the shaft a few times, and repeat until everything is nice and clean. You can oil it again, if you want, but it will take a lot of seasons of racing to cause appreciable wear if you leave everything dry. Even better is a shot of powdered graphite, or some of that spray-type lubricant which dries and leaves an invisible film.

May have a go at that chewing-gum-and-band-aid trick on Petunia sometime, if we can ever find where that slight seep is coming from.

Dear Don—... I would appreciate it if you could put me in touch with some members in this area who would like help with their cars in return for the experience I would get.

Dan Brown, (Assoc. Member)
201 Aloha, Apt. 4, Seattle.

Any of you Seattleites need a pit crew? This is the best kind—one you can break in right, to do things your way.

Dear Don—I joined FVI in October, after laughing at you "would be race drivers" for a couple of years. I've recently purchased a European home-built Vee called a "Banta Angel." (You couldn't get me back in a Production car with a herd of Clydesdales now.) I have a couple of questions that possibly you could help out with:

Are there any real problems in converting a European Vee to our rules?

I've heard stories about making a dyno out of a GMC blower, or even an automatic transmission. Do you know anything about this?

Jim Whitton, Canoga Park, Cal.

There's no Vee enthusiast like a convert from another class!

Yes, I'm afraid you'll find a few problems in converting a European Vee to a U.S. model. The body and frame will probably be OK, but when the Porsche organization introduced Vees to Europe they thought it would be nice to put in a plug for the new (then) 1300cc VW at the same time, so most European Vees have the 1300cc components (front and rear suspension) as well as the composite 1200-1300-1500 engine. If your "home-built" happens to have the older 1200 components, that will help considerably. The front end is easy to identify, but the simplest way to check the rear axle is to measure the "track." (The later axles and housings are somewhat longer than the 1200 type.) Discard the European wheels and rear axle spacers and replace them with 1200 wheels. Jack the car up to zero camber and measure center to center on the tires. If you have the ribbed rear brake drums this measurement cannot exceed 50 inches (49.925 if you want to get technical.) The rule says "plus or minus 1/8", but you might find as little as 49 1/4 inches with the plain brake drums.

Most European cars were built with two rear trailing arms (on each side, of course), while our rules specify a single arm. It would be simple to weld the lower arm to the upper one, as near as possible to the ball-joint attaching it to the frame (leaving the ball-joints on the axle housing in place). If that ball-joint is somewhere near the same height from the ground as the centerline of the axle, this should work OK. If it's considerably higher or lower, it might cause enough change in toe-in under varying conditions to justify relocating the pivot at axle height.

The engine, of course, will be a total loss for Formula Vee, but you might very well be able to trade it for a good VW engine plus some other loot. If it's in good shape it should be great for a dune buggy or a hot VW. Check the electrical system—in Europe both the 6-volt and 12-volt systems are used in Formula Vee. If yours is 12-volt, you'll need a different starter and tachometer, and oil temperature gauge, if it's electrical. (If your tach is mechanically driven, by a cable from a take-off on the front cover of the oil pump, you might get it past tech, or it might be considered an unauthorized modification.)

Except for those few little items, you should have no trouble at all setting up a European Vee for U.S. racing.

I had a tantalizing letter from one of our members who was all but ready to sell plans for a dyno. He said it could be cheaply constructed from readily available "off the shelf" automotive items, but I've yet to get the final word. You'll hear about it when I do.

MEMBERS' SOAPBOX

Dear Don—. . . I was going to buy an Auto-dynamics exhaust system until I found out it costs \$125. Now I'm in the process of building an extractor exhaust and am still wondering, what is the best length—58", a la Auto-dynamics, or 96", a la you? How about it—have you gone into it any farther?

I'm a firm believer in keeping FV racing at a minimal cost level—keep up the great work.
Thomas Eley, Enfield, Conn.

No, we've never been able to make connections with a dyno at a time convenient to everyone concerned. However, it does seem that if we can get past 4800, we can get on up to 5100 or even 5200 if the straight is long enough. There's a definite "harmonic" at 5000 which seems to have some effect on power as well as on the spectators.

Note (VL No. 56) that we shortened the pipes a couple of times to move the "harmonic" farther up on the rev scale, ending up with 85" from the valve to the tip of the horn. That's about 82" of pipe.

As far as I know, we're still running the longest pipes in the West—none of the manufacturers have copied our design, so there may very well be a better way to go. As was repeated several times during the construction period—copy at your own risk.

Dear Don—. . . Attached is my renewal, together with my sincere thanks. Please continue to keep FVI on the same course. I couldn't agree more with your basic philosophy toward Formula Vee.

Although the NE Division does have its little semi-pro league of Vee drivers, the vast majority of owner-drivers still feels that the basic reason for the existence of FV as a racing class is *not* to provide a thrilling spectacle for paying spectators; is *not* to provide publicity for Volkswagen; is *not* to provide a training class for future pro drivers; is *not* to produce an improvement of the breed in formula car racing. *There is only one reason for Formula Vee—to provide relatively inexpensive racing for those who love automobile racing but who would not, otherwise, be financially able to become involved!*

Keeping this in mind, and I know you do, there is no valid reason for any rule change which results in additional cost. Changes for valid safety reasons are the only exception.

If we accept this premise it becomes obvious that FV and SV are not compatible. SV will always be of interest to FV owners because of its basic VW origin, but it can not have any concrete involvement with FVI other than as a curiosity. . . .

Hank Stoll, North Haledon, N.J.

Amen!

Dear Don—. . . Thanks for the renewal reminder—with my usual efficiency I had misplaced the first one: I would like to take this opportunity to convey my appreciation for the "VeeLine" (even though I don't always agree with your views).

I drove in the two Vee races at Daytona in January and February, and witnessed the new "pushing" technique. Apparently effective, it seems to be a bit dangerous. I am anxious to hear other drivers' comments.

Jim Whaley, Titusville, Fla.

Thank you—for returning your reminder, and for the kind words.

I, too, would like to see some more comments on the subject—if it isn't already dead. Here in the Northwest it was nipped in the bud at our first race. Well, we still have pushing, but not the "mutual consent" variety.

(The following letters have been held for some time. They could have had no effect on the '69 ARRC, but perhaps the proper officials will note this and remember it for this year's event.)

"...Regarding the ARRC, I heard several reports of super-fast engines being used for qualifying, to be replaced with slower, legal ones for the race. A sedan-class driver who was watching the Vees reported that he saw engine swaps getting under way right after a nice fat grid spot was won. It was also reported that at least one clearly illegal Vee was used to "tow" another car into a good grid position before it was disqualified. . . .

"Perhaps we had better start a ground swell or something to get the qualifying engine sealed into the car after qualifying. . . ."

Harriet Gittings (Exec. Secy.) Fremont, Cal.

"...Concerning the ARRC, '69, my information is sort of hearsay, but it is that a number of the front qualifiers did so with 1500 rocker arms. . . .

"Also, from my position on top of somebody's trailer in the infield, it certainly looked as if noses and tails were pretty close together on the banking, which only makes me all the happier that ARRC's will be held elsewhere in the future."

John Morris, Athens, Ga.

If there is any single SCCA event which should be even more closely scrutinized than all the rest, it has to be the ARRC. And if there is any single SCCA event at which rule enforcement is actually more lax than at any of the others, it also has to be the ARRC.

Frank Schultheis has already promised (elsewhere on these pages) that the Formula Vee cars (specifically) will be legal. Let's hope that "scrutineering" on the track and in the pits will be just as thorough. For a change!

Dear Don—. . . Several items in VL No. 65 caught my eye. First was on the proposed Australian Vee rules. I sure would like to see all of them on our next GCR change ballot. Especially use of Mahle pistons and cylinders. I just sprung for a set of new VW's, after finding that a Mahle set is \$15 cheaper, and for exactly the same parts.

Concerning converting a front torsion bar to a sway bar—couldn't you simply remove the hold-down collar that fastens the center of the bar to the tube? Seems to me the ex-torsion bar would then function just like the sway bar you described.

You also expressed concern about adverse effects of removing the extension on the steering arm. I removed mine (to move the tie rods forward for more pedal room) and noticed no deterioration in the handling or steering.

Did you hear about the guy who spent all winter (and \$150) modifying his Formcar to get the weight down, overhauling the engine,

co-ing the heads, etc., and then ran ½ sec. a lap slower at Westwood than last year? Only modesty prevents me from revealing his name!

Sam Wood, Richland, Wash.

OK, Sam—since we don't have an overwhelming number of items for the ballot (so far) we'll include the Australian items, just for you!

I don't know just how you could remove the "hold-down collar" (even if that were legal). I know what you mean, though, and it isn't exactly a new idea—even though it is technically illegal, a number of owners have reamed out the "collar" so that the torsion bar could rotate freely. I doubt that it is worth the effort, though—even in mint condition the original torsion bar is too limber to be very effective as a sway bar. Some time when your front suspension is partly dismantled, compare the effort required to rotate one of the torsion arms with that required to twist a solid bar of 5/8" alloy steel. With the center anchor removed—so that the twist is spread throughout the full length of the bar—it would turn twice as far with the same amount of force.

Don't cry on my shoulder—I happen to know that before your next trip to Westwood, someone told you where to look for fourth gear! And you found it!

Dear Don—. . . As for the "Rules of the Road," or "Who's First?," nothing would have hit closer to home. I amalgamated my Vee with the Marlboro wall in answer to just that question.

My case at Marlboro is analagous to your first illustration in the December VeeLine. Just after the start we were all crowding through the third and fourth turns of the oval. I had a slight speed advantage on the car in front and moved to the inside, intending to drive in formation through the turn. When the other driver saw me pull even, he yielded to the right, and in so doing it seemed to me that he indicated, "You first." So I zapped toward the apex, only to see him headed for the same spot after making a drastic change in his line. In the discussion (!) afterward he opined that the turn was his since he was leading into it. I thought that he relinquished any rights when he strayed from a reasonable arc. We both exhaled some adrenalin-heated air at each other, which proved nothing, except that "IT'S HARD TO LEGISLATE RIGHT OF WAY IN RACING."

Prior to the '69 season in the Vee, I spent several seasons in a dirt-track stocker on a ½-mile oval. In the stocks each driver learns quickly what the others' driving styles are. Only when he is confident that he has a good idea of how the other guy will drive through a turn will he maintain close company. That seems to me to be the most plausible non-solution to your question on Turn Etiquette.

I know that familiarization with others' driving methods sounds awfully driver's school, but I think that's the way to safer racing without legislating races into colorful parades.

Walter Striedieck, Port Matilda, Pa.

Great! Except, where does the newcomer, or the visitor looking for out-of-division points fit into that picture?

(Continued on Page 4)

MEMBERS' SOAPBOX

(Continued from Page 3)

Dear Don—If you have any information on the effects that the higher insurance rates are going to have on racing, please put a line in the next "VeeLine." All the sports car racers around here are a little disturbed about it because we have a regional and a national race scheduled at Stuttgart, and both have been cancelled because of the high insurance rates, according to the information we have at present.

What have you heard on Vee races from IMSA? If insurance rates continue to push SCCA entry fees up, I'm sure many people besides myself will become more interested in racing with IMSA, if possible.

Gordon Webster, Memphis, Tenn.

If you'd stick to Formula Vee, I'd attempt to give you some kind of an answer, but you're 'way over my head when you get into insurance. All I know is what I (and you) read in Sports Car, and I'm so ignorant on the subject that I can't understand that! My understanding is that SCCA racing (the club racing, that is) is so dangerous that the insurance rates for racing in general have been forced up in order to offset the expenses of the club race accidents, and that the only way to cut down on the accidents is to cut back the club racing so that the pro races (where the money is) can afford the premiums. (For instance, the proposal to cut Nationals to four per Division, so that the drivers will have more time to keep their cars prepared—safer.)

I'm so dumb that I can't understand why, if "spectator races" attract such a sparse number of spectators that they can't offset the increased insurance premium, that premium has to be so large. Perhaps it's because if the premium were set at so-much per head, for all SCCA races, it would be considered exorbitant for pro events. It might even cut into the ever-increasing prize money! ("...club racing premiums are from 10 to 30 percent lower than those charged for SCCA professional events." Sports Car, Nov. '69)

Like I said, this isn't an explanation! I don't know enough about it even to discuss it

UNCLASSIFIED ADS

FOR SALE: 1 Autodynamics MK5 body, new, red, \$200; 1 used, green, \$150. Front axle assy. \$75. Transporter transaxle, \$100. 4-into-1 exhaust, \$35. Other Vee spares available, offers considered. Stan Czacki, 32 Thurston Ave., Trenton, N.J. 08618

FOR SALE: Beach 5C. Only four races, never bent. Painstakingly built with all the right equipment, cost \$2800, asking \$1800. Don Murray, 1327 Williams Circle, Desoto, Tex. 75115 (214) 224-2333.

FOR SALE: Autodynamics Mark III. Spare nose, Konis, new Firestones, rebuilt engine. \$1200. Mike Gomarlo, West Swanzy, N.H. 03469 Ph. 352-3409.

FOR SALE: '67 King, 48hp engine, wet and dry Firestones, Konis, car cover, \$1500. '69 King, 50hp engine, Goodyears, car cover, \$2800. Will deliver in NE. Brad Niemcek, Brooklyn, N.Y. (212) 833-8434.

intelligently! I do know, though, that for a Vee owner, at least, entry fees are becoming prohibitive. At our last Regional-National the fees were \$25 and \$35-\$60 dollars just for entry fees, for one weekend! So the Region lost \$25—we skipped the Regional, as did a number of others.

IMSA hasn't yet become a rival of SCCA in providing racing for Formula Vees. Mostly their events have been for Formula Ford. Even there, they are, as they announced at the beginning, a profit-making organization and have revised their schedules as required in order to maintain that position. You can contact them and enter any of their Vee events in your area, but there won't be many of them in the foreseeable future, no matter where you live. (That would be one way to cut your annual racing expenses!)

DRIVING "SECRET"

Here's another one which I don't quite understand, but for what it's worth, I'll pass it on. It is said to be practiced by the top drivers in the NE Division (which may explain how they go so fast in the corners, at least). This procedure depends a great deal on brake adjustment, which may be somewhat different from what you have now.

This theory (or practice, rather, I guess—they *are* doing it) was suggested by Mark Donohue at one of the National Drivers' Seminars, and is called "Braking in a Corner." It goes against all you've ever heard about getting around a corner. It sounds simple—you just start braking later, brake just exactly hard enough to set up a "drift" as you start to turn, and, using the brakes rather than the throttle, you maintain that drift, *decreasing* the radius of your turn as the speed drops off. Then, at the apex, you get on it again and GO!

Among the complications of this method, it is said, is the problem of getting around slower cars which aren't using the same technique, while still maintaining the drift. (That's after you've mastered the problem of spinning out while braking in a turn, no doubt.) This sounds like the sort of thing you'd want to practice once or twice before trying it in a race.

Come to think of it, does this ring a bell with any of you ex-Gokart drivers? Sounds somewhat like "broadsideing," which was Whit Tharin's trade-mark several years ago.

The VEE LINE of
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