



# VEE LINE

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## DIRECTOR'S CORNER

Have you heard any argument in defense of the procedure following the Vee race at the ARRC? If so, let's have it, just so we can prove our objectivity. So far, all I've received are expressions of outrage!

One phone caller—a friend of John McCollister—offered one explanation for why John was not reported as being fined. He said that John simply refused to be fined, on the grounds that if his car was illegal it should be disqualified—if not, he should be awarded second place without question! Certainly an admirable attitude, and the one that everyone else (apparently) except the officials involved, agrees with! And why not? It's that simple, really!

It's possible to sympathize with those making a decision on the third-place car, which was declared over-length. The infraction had no possible effect on the outcome of the race, and it can perhaps be argued that a fine is an appropriate penalty for that type of infraction. Probably the rest of the competitors would have accepted that, even though there's no provision in the rules for grading the seriousness of infractions. However, assessing a fine for an infraction which may very well have decided the National Championship amounts simply to selling that Championship for the amount of the fine. If the other competitors had even been allowed to bid for it, the outcome would have been a little bit fairer, and certainly it would have sold for an amount closer to its actual value. However, the other competitors weren't even awarded the fine money to split up among themselves! That goes to SCCA!

If that isn't enough, add the fact that the other impounded cars weren't inspected, even after the infractions had been reported. And to top it off, the fact that the results are still "provisional," two weeks after the event! Talk about Chinese fire drills!

At least there was one bright spot this year—none of the Vee drivers went home wondering whether or not the winner was really legal!

## THE AMERICAN ROAD RACE OF CHAMPIONS

### *The Weather*

The event started right on the tail of a period of record breaking winter weather—temperatures in the teens—but by Thursday it was over, and the weekend was shirtsleeve (but not quite bikini). The grass was green and the sun was shining, and except for sun-down before six, it could very well have been June back home.

### *The Track*

There was some question as to why the track was called "Road Atlanta," as it's some fifty-odd miles from that city—an hour by freeway in the morning, and a couple of hours in the evening, when traffic is backed up for 30 miles. "Headquarters" were at a king-size motel on the northern outskirts of the city, not only because of its size, but also because the county in which the track is located is "dry."

The track itself was described by Bill Scott as a "little Nurburgring." It's beautiful! Started only last spring, there are still a lot of red clay scars to be seen, but by this time next year most of them will be covered by a lush growth of grass which is now rather spotty. The track is wide, and unusually smooth—no ripples or bumps to be learned and avoided. Most of the curves are blind, and about half are located on the crest of a hill, as well, so that each one must be driven from memory, rather than by sight. Except for the pit straight and part of the back straight which is only mildly sloped, the track is either up or down hill. On one long dip, Vees passed 6000 rpm, and hotter cars had to throttle back in order to save their engines.

Except for a couple of spots, there are ample areas at the turns for those who misjudge their speeds to take to the dirt safely, and the hard clay offers no hazard to those spinning or sliding off the track. However, there are a couple of places where trouble lies in wait for overeager drivers, even so. Already the bank between turns 6 and 7 is pretty well scarred by cars which have spun to the inside and across 30 feet of clay before hitting it—and so are a number of those cars. The turn just past the spectator bridge—another of those over-the-hill-and-turn-right curves—eliminated a few cars before the racing even started, too.

The paddock area was evidently designed with pro-racing, rather than club racing, in mind. It would be ample for a hundred cars, crews, and equipment, but not for the 400 rigs at this event. They were wheel-to-wheel in the paved area and scattered all over the adjoining hillsides, as well.

### *Tech*

Yes, Frank Schultheis made the ARRC as

*(Continued on Page 2)*



*In the Winner's Circle at the ARRC in Atlanta, Ga.: Left, Harry Ingle of Charlotte, N.C., won the Formula Vee event. Right, Tom Davey of Tenafly, N.J., won the Super Vee-Formula Ford race.*



*Harry Ingle in his Zeitler Super Vee greets the checkered flag at the ARRC. Two other SVs followed closely behind him ahead of the entire pack of Formula Fords.*

## THE AMERICAN ROAD RACE OF CHAMPIONS

(Continued from Page 1)

a tech inspector, and came armed with all his equipment and charts and tables (and a hand-full of back issues of the VeeLine!) and for once—as far as I know, at least—there was no disputing the legality of any Vee there. *Everything* was checked! A couple of cars were found overlength and a couple had to scrounge around for virgin fan housings and revise their roll-bar braces, but most passed tech with no trouble. Apparently only one little item was overlooked, of which more later.

### The Race

For the first four laps it looked like any other Vee race, only more so, with eight contenders for first spot. Then they got sorted out—Harry Ingle, John McCollister, Jim Cox, Garrett Van Camp and Glen Sullivan in the first group, John Mills, Harvey Templeton, Robert Lazier, and Edward Impink in the second group, and Terry Gough running all alone between the two. Glen Sullivan dropped out in the 7th lap with a blown engine. Harvey Templeton moved up to 6th place at the head of that bunch, and John Mills moved up from 12th to 7th. John Magee joined this group, one lap behind, due to a mysterious engine failure which just as mysteriously healed itself by the time he stopped in the pits, also in the seventh lap.

Jim Cox led the first lap, but from then on it was Ingle and McCollister, trading places twice on nearly every lap. McCollister managed to take the lead on the generally uphill section to turn 6, but with “longer” gears Ingle managed to regain it on the downhill back straight, leading by half a car lap when it counted, at the checker. Cox and Van Camp were still close enough to be considered possible winners right up to that point. Terry Gough finished 20 seconds back, with the second echelon about that far behind him.

### Results

Finish	Start	Driver	Car
1	1	Harry Ingle Division - SE	Zink
2	3	John McCollister Division - CEN	Zink
3	2	Jim Cox Division - SE	Austro
4	6	Garrett Van Camp Division - CEN	Lynx B
5	5	Terry Gough Division - NP	Lynx II
6	9	Harvey Templeton Division - SE	Shadowfax
7	12	John Mills Division - CEN	Lynx B
8	10	Robert Lazier Division - MW	Zink
9	4	Edward Impink Division - NE	Zink
10	13	Galen Lyons Division - CEN	Zink
11	14	Dick Replogle Division - SP	ASP
12	19	Carl Von Doymi Division - NP	Zink
13	17	Gary Enoch Division - SP	Kellison
14	8	Gerald Demele Division - NP	Crusader
15	21	Richard Schmer Division - MW	Zink
16	15	Rick Houston Division - CEN	Zink
17	16	George Eickhoff Division - SP	Zink

18	20	Harvey Staab Division - MW	Bobsy Vega
19	11	John Magee Division - NE	Zink
DNF	18	David Smith Division - CEN	Zink
DNF	7	Glen Sullivan Division - NE	Lynx B

### The Teardown

Up to this point, everything was great! Everyone was pleased by the thorough tech inspection, practice had gone smoothly, with no dropouts, and the race had been clean and close—two mechanical failures, but no accidents, or even complaints about overeager driving.

The first five cars were impounded and the teardown was started. Using all his new techniques, Frank Schultheis and his crew did a really thorough job—gear ratios, cam profiles, combustion chambers—the works. And acting on a tip received just before the race they added one more refinement they'd missed at tech—they checked the length of the float chamber vent tube, where it protrudes into the upper neck of the carburetor. The tip was a good one—on both of the first two cars that tube had been forced back into the float chamber as far as it would go, obviously in order to reduce its restrictive effect on the air stream. It was argued that this was permissible under the “any jets” provision in the rule, but Frank wouldn't buy that tube as a “jet,” and reported to the Chief Steward that both cars were illegal. The third place car was also found to be illegal, even though it was OK at tech inspection. A hasty patch job on the fiberglass nose section interfered with its normal fit and added half an inch (too much) to the overall length.

The Chief Scrutineer duly informed the Chief Steward that the first three cars were illegal, at which point his responsibilities and authority ended. He was not directed to continue the check on the following cars. And then the egg hit the fan!

From here on there are some unexplainable discrepancies in the various reports, so this is subject to some possible correction at a later date. However, as things stand now—

Whether it was actually announced, or was the result of natural assumption, the word in the pits was that all three drivers were fined \$100 for running illegal cars, but that their finishing positions would stand. Considering the prize money at stake, none of them were heard to complain about the decision, but the outcries of the rest of the drivers were loud and plaintive! And much to the point! If those cars were illegal (and the fines confirmed that they were), why were they allowed to retain their finishing positions? The common comment in the pit area was, “OK, now we know it costs the same to run an illegal carburetor as it does to be half an inch overlength. Wonder if you can run oversize cylinders for a hundred dollars, too?”

An appeal was filed (no, not by any of the drivers who were fined!), and in an attempt to settle the matter immediately some attempt was reportedly made to convene a Court of Appeal on the spot. However, since such a court must consist of people who have had no interest in the event at which the dispute arose, it was decided that it was impossible to find enough such people at the course, so the results were posted as “provisional,” pending a disposition of the appeal.

By this time the day's racing was over and

early winter dusk was beginning to fall, so the fourth and fifth place drivers, having received no instructions to the contrary, returned their cars to the pits, adding another complication to the situation. Having been removed from the impounded area without a clean bill of health from the Scrutineer, could those cars legally be declared first and second place winners if the first three cars were disqualified?

About that time, tension was further heightened when it was learned that the second place car had *not* been fined, even though the infraction was identical with that on the “winner.” (Incidentally, a quiet check of the cars down as far as tenth place didn't reveal any more such infractions. It's apparently another “new idea.”)

I hate to turn off your set right at the height of the program, but that's the way matters stand as this is written, nearly two weeks later. The conclusion will have to come in a later installment.

## FORMULA VEE SUPPORT

No definite announcement has yet been made by VVoA concerning their support program for Formula Vee for the coming season. However, it is probable that, if it is paid at all, it will be through sixth place only (for National Races) rather than through tenth spot as has been the custom in the past.

This possibility is being seriously considered primarily because of the difficulty in obtaining the results from all the National races. Seems that most competitors have been relying on “someone else” to send them in. VVoA has attempted to get them directly from SCCA, but this has involved a lot of work, with inconclusive results. Instead, it is felt that it would be much simpler to await the final official points standings and award the cash on the basis of the total number of points earned. Points are awarded, of course, only for the first six places.

Apparently, outside the fraternity of the front runners (whose portion of the money could be pretty well estimated at the start of the season) there is some lack of enthusiasm for the VW award system. A good many of the drivers who don't expect to get any of it feel that, while the actual amount of cash is not really great, it does help the regular leaders to maintain that position. Without it, they feel, there is some possibility that a few of them, at least, might be tempted to move up to something like Formula Ford, or Super Vee, leaving the rest of the field more nearly equal. There is also some feeling that it may have a “carrot on the end of a stick” effect, leading to more combat-type driving.

Your comments will be more than welcome!

## HEADSTART PROGRAM

Rickey King, of Hazel Park, Mich., is no doubt the youngest National License holder in the U.S., at 18. No hanky-panky, either—it's a Canadian license. Rickey races his AD in Canada.

Also, I am told that there is a possibility that Harvey Templeton is *not* our *oldest* active driver. Earl Davis, a teacher in Portage, Indiana, is also 60, as of May 18. He races his home-assembled Crusader regularly in Midwest Council of Sports Car Clubs events.

## MEMBERS' SOAPBOX

Dear Don—It has occurred to me that Super Vee is getting ready to take a lot of our thunder, and more importantly, money. As I read and listen to rumors I get the sinking feeling that the pro Vee races are soon to be pro Super Vee races. Just look at the VWoA distribution for the ARRC and the predicted purse for Daytona. I suppose they deserve it, as the Super Vee is no small investment and spectator appeal may be greater, but all this does little to ease the pain.

George H. Tompkins, Richmond, Va.

Dear Don—In order to bring Formula Vee back to the beginner and just-for-fun driver, I recommend the following: (a) FV be continued as a regular regional and national event, but no national points be awarded. (b) There be no ARRC FV race. (c) All awards, either cash or merchandise, be forbidden for both regional and national Vee races. This does not seem unreasonable to me, as there are 5 other Formula classes in SCCA and 16 other classes. There are also USAC, NASCAR, IMCA, IMSA, FRA, and who knows how many other sanctioning bodies, if one insists on racing for cash or prestige!

John Boyles, Waterloo, Iowa

*At the end of its first year, Super Vee shows no signs of displacing Formula Vee, numerically, at least. Of course, it didn't have, as did Formula Vee and Formula Ford, a growing-up period before being cast out into the world on its own. If, as expected, it is adopted in Europe for next year, it will no doubt replace the two Formula Vees as a class for international "Vee" competition, and as such will naturally get considerable support from Volkswagen, both here and abroad. (If you were also plugging a "Super Beetle," what would you do?) However, when pressing SCCA for adoption of SV, VWoA agreed to maintain the support program for Formula Vee at not less than its present level, so Super Vee, theoretically, should be no threat from that standpoint.*

## UNCLASSIFIED ADS

FOR SALE: '64 Formcar, trailer, and some extras. Will deliver free up to 200 miles. Forced sale price; \$1000. Glenn M. Jenkins, P.O. Box 45, Crystal Lake, Ill. 60014. Week-days (815) 459-5000, Ext. 465, Weeknights, 459-3080.

FOR SALE: Autodynamics MK 5B. Stiffened frame, chromed suspension, 50hp fresh engine, 2 each, bodies seats, tanks; 8 dry tires, 4 rain. With trailer and many other spares, \$2600. Will sell less engine, or as kit. Gordon Rice, 4 Monroe St., Taunton, Mass. (617) 823-1018.

FOR SALE: Crusader, with trailer, but without engine, \$450. 3 extra tires, \$60. Bell Mag helmet, 7½, \$25. Nomex suit, 6'1", 180 lb., \$50. Larry Aavang, 608 Hunter, Wichita, Kan. 67207. (316) 685-6170.

FOR SALE: Bobsy, modified chassis should meet '71 roll-bar specs. Zink Z-bar, sump extension, 4 Goodyears. One hour on new engine & trans. Torsion-bar trailer, swing-up ramps. Other spares. All for \$1350. Ted Stratton, 53 Coddington Ave., Staten Island, N.Y. 10306 (212) 987-5543.

ONE CURE FOR  
LOW COMPRESSION

Have you ever had your engine drop twenty or thirty pounds on a compression test, even though the cylinders were all reasonably equal? Did you, by any chance, also have some trouble with your compression tester at about the same time, like perhaps a bent valve core stem? Did you rob a stem from an old inner tube, or go down to the nearest service station and buy a new one?

If you answered all the questions in this survey "yes," you are in luck! You can raise the compression of your engine considerably for just a few cents. Just go to a good auto parts store and ask for a *special* valve core for a compression tester.

A standard valve core has a fairly stiff spring, which takes several pounds of air pressure to compress—pounds which *don't* register on the gauge. The special cores have a spring just barely stiff enough to ensure that the valve will close between piston strokes—so light that the pressure needed to open it is negligible.

## SUBSTITUTE FOR A WILD CAM

I can't remember where I heard this, but it's not original. The idea is, instead of using stiff springs and shims to prevent valve float, you *encourage* weak spring, see, so that at high speed the cam kicks the valve open past the normal full-open position, and then lets it close at its leisure, rather than follow the back side of the cam lobe. This, of course, results in later closing, as well as wider opening. The closing is assisted by the compression in the cylinder as soon as the vacuum there changes to pressure due to the movement of the piston on the compression stroke.

Sounds as if it might have possibilities, at that, though the strain on the valve and seat would be somewhat terrific, and the cam and follower would take a beating. There would be some compression loss, too, probably, unless the springs were just exactly right for some given top engine speed. If you want to try it, let us know how it works out.

## FRINGE BENEFITS

We recently received a "Sump Bump" from Eaton Park Racing, Inc., just when we were substituting an extra quart of oil for the baffles which hadn't been installed in our last hasty rebuild. This one is a cast aluminum ring, machined on both faces, complete with long cap-screws and intake tube extension of metal tubing. Incidentally, comments received here indicate that plastic tubing extensions have a nasty habit of collapsing just when they're needed most—right in the heat of battle, when the hot oil softens the plastic.

In the June issue, a list of recommended books on racing was included. We recently received copies of all four from Robert Bentley, Inc., and in addition a copy of a new book called "How to Start Single-Seater Racing: Go Formula Ford." (You should forgive the expression!) Despite its one obvious shortcoming, it is well worth reading, especially for a rank beginner. It's written in British English, and requires some translation, but if you know already that a "top" is a "hood," and a "hood" is a "bonnet," you won't have any trouble with it.

## NEW VEE!

Apparently Ray Caldwell is backing off from the more exotic classes he has been wooing and is planning to concentrate again on Formula Vee—and Super Vee, of course. One of the big attractions (for Vee owners, especially) at Atlanta was his new Autodynamics prototype.

It marks the first radical change in body design since the "wedge." It's somewhat reminiscent of an old Stanguellini Formula Jr. (or a TUR) in that the rear end tapers off to a fully enclosed streamlined engine room, right from the top of the roll bar, which is several inches higher than the fan shroud. A louvered full belly pan completes the streamlining underneath. Air is led to the cooling fan through a fiberglass duct (part of the body) from a N.A.S.A. scoop—one of those flush, recessed aerodynamic dealies, built into, rather than onto, the body shell.

The roll bar braces run from high on the roll bar to junction points ahead of the steering wheel, with perhaps 25 degrees of slant from horizontal. The body shell is neatly rolled over the roll bar and braces, hiding them from view entirely. To heighten the effect of a closed car, the area between the roll bar braces and the top member of the frame includes a triangular plastic window, pop-riveted in place.

The ladder frame is based on two 3" tubes, with typical Autodynamics sheet-metal braces, brackets and gussets. Even the front axle assembly is supported on sheet-metal brackets (which indicate a need for no-contact driving!).

The rear suspension is again something new, inspired, apparently, by Harvey Templeton's design, but still different. The shocks are mounted in the conventional location, but the upper ends are connected to swinging arms which are pivoted on the lower cross member of the frame, near the center. The upper ends of the arms are connected to each other by an adjustable link across the top of the transmission, so that there is no rear roll stiffness. Rebound (tuck-under) is limited by rubber cushioned snubbers located alongside the shocks.

One obvious shortcoming on the prototype (which will no doubt be corrected) was the lack of any limit to the amount of roll, or to be more precise, to the amount of vertical movement of the rear axles under roll conditions. In the case of a rough excursion into the boonies (or over the wheel of another Vee) the rear axles could be raised (on one side—lowered on the other) to the point where the ball joints surrounding the U-joints would finally act as the limit stops—a function for which they are poorly suited.

The car was not raced, but made a few practice laps. (Due to some last minute alterations the air duct didn't match the fan shroud properly, leading to overheating problems.) Nevertheless, even though it spent most of its time on the trailer, it attracted more attention than most of the cars which ran.

The VEE LINE of  
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**SUPER VEE AT ATLANTA**

The Super Vee/Formula Ford race, on Sunday, was a re-run of the Vee event the day before, except for the inclusion of two classes, of course. Of the nineteen known Super Vees now running, 13 of them were at Atlanta. (Two were fourth-place cars in their respective divisions, there as alternates, but did not get to run.) For some reason the Formula Ford grid was not complete, either.

At the start, then, there were 11 Super Vees mixed in with 17 Fords, and mixed is the correct word. On the basis of qualifying times the first three places were occupied by Fords (by 0.9 sec.) then John Zeitler in one of his own cars, two more Fords, followed by Jim Clarke in a Caldwell S/V, Tom Davey in another Zeitler, Jim Purcell in a Lynx, and Harry Ingle in a Zink, and it was like that the rest of the way back.

John Zeitler took the overall lead on the third lap, and Tom Davey took it over on the 5th. Jim Clarke moved up from 7th place to join the crowd, and Skip Barber brought his Ford into contention from 5th place, replacing Bob Lazier and joining Bill Scott for the Ford contingent. At the 15th lap it was Davey (SV) and Barber (FF) Ingle (SV) Clarke (SV) Scott (FF) and Zeitler (SV) all in a typical Formula Vee-type clump. Ingle passed both Davey and Barber on the 16th lap, and Clarke took Barber on the next one, and that's the way they finished at the end of the 19th—Davey, Ingle, Clarke, Barber, and Scott, with less than 3 seconds between Davey and Scott; Super Vees in the first three places! Ray Caldwell, John Zeitler and Jim Purcell took 6th, 7th and 8th, and Don Zacharie and Harold Klieves brought up 20th and 21st (A Ford was 22nd and last.)

Three Super Vees failed to finish, but only one was due to mechanical failure. John Mills hit the ditch and lost a wheel (or vice versa) and Harry Caldwell, a few laps later, lost it in the same spot, parking his car inches away from Mills's.

**WHAT IF?**

On the basis of qualifying times, if the Super Vees had been included in the Formula B and C race, John Zeitler would have been gridded in 8th spot (instead of 4th) with 7 "B's" ahead of him and 10 behind. The first "C" driver would have seen 5 Super Vees ahead of him.

**SECOND ROUND**

As has been mentioned here before, Super Vee was never intended to be a cheap stable class like Formula Vee. In fact it has been frankly stated since its start that it would be updated, as required, in order to reflect "current Volkswagen production." It should come as no surprise, then, that the engines for 1971 will not be the same as those for 1970.

Rumor had it at Atlanta that the Volkswagen 1700cc engine (as used in the Porsche 914-4) would be the way to go. That rumor was at least based on fact—it will be that engine, all right, but "detuned" to 1600cc, the same as the current engine. The same modifications will be allowed.

The new engine has a more rigid crankcase, suitable for the higher compression ratios and engine speeds, and a heavier better-balanced crankshaft. Some shortcomings have been noted in the valve gear, but installation of a racing camshaft and followers should take care of that problem.

Volkswagen of America has ordered 30 of the new engines, which will be made available to owners of present cars with the Type 3 mills. No details of the "exchange" have been announced yet, but Joe Hoppen (Special Vehicles Manager for VWoA) says, "We'll do something for them." It is expected that another 300 special engines will be ordered for future productions, and that they will be furnished directly from VWoA to bona fide manufacturers.

Super Vee gets under way in Europe for 1971, as well as in a number of other countries, and it is expected that it will become the official "Vee" class for international competition. Having learned from Formula Vee, the Volkswagen organization is not going to permit the deviations which have crept into Formula Vee in various countries.

Another major change for 1971 will be the use of "Hewland" quick-change gear boxes. Not specifically by name, since there are other brands which enjoy more popularity in other countries, but any gear-box "based on a Volkswagen case" will be permitted, provided it has four forward speeds and reverse, and is not inverted. (Too bad the inverted configuration normally used by Hewland wasn't permitted, too. It would have lowered the engine three inches or more.)

Considering that the manufacturers will have to start from scratch again in the development of the new engine, and the more expensive tear boxes, one of them, at least, predicts that the price of a race-ready Super Vee will be bumped to somewhat above \$7000.

**CRYSTAL BALL**

Look for Super Vee to replace "Formula B" as the added attraction at a number of pro races in 1971, and possibly by 1973 to wipe out both "B" and "C" entirely. Crazy? Not at all! Consider:

1. Formula Ford, Formula "C" and Super Vee are all in the same class, competitively speaking, right now. At 1600cc, Super Vee is technically a Formula "B" car anyhow, and with the new engine and another year of experience it should also outperform the existing "B's" (which may have been a factor in the decision to detune it from 1700cc).

2. Under the Formula Vee-type rules, and all using the same engine, Super Vee racing should be much closer and more competitive than Formula B—more exciting racing from a spectator's standpoint, which makes it more exciting from a race promoter's standpoint.

3. Already under consideration was the possibility of replacing the "B's" (at Continentals) with some other type of car—perhaps under-2-liter sedans—on the theory that a race meet of only one type of car (Formula) was attracting only one class of spectator. On the other hand, it is felt that a race for some class of Formula car, included with a Trans-Am or Can-Am event (or both) would add some wider spectator appeal at those races, too. Such a change would start a new game, eliminating any claim of tradition or seniority for Formula B, and throwing it up for grabs.

4. What appeals most to a race promoter's heart? Did you say, "Money!"? Right! Where do those purses for the Formula B events come from? The promoters' pockets? Right! Because Formula B has no common parentage—no manufacturer to step up and offer to stuff the kitty. However VWoA has already pledged impressive amounts of prize money for three pro races for Super Vee, and expects to establish a series of at least eight such events for 1971. You can imagine that promoters see a great deal of merit in the class under these circumstances!

5. And finally—have you noticed that there has been a certain amount of agitation for reducing the number of SCCA racing classes in the past year?



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