VEE LINE

NUMBER 62 NOVEMBER 1969

DIRECTOR'S CORNER

It looks as though this issue may get back to somewhere near a normal schedule–only about a week later than normal. The excuse this time is that it was held up (a few hours) to bring you the results of the ARRC at the earliest possible moment. Next issue the excuse will be the Holidays. However, we *will* stick to the tradition of an issue for each month in the year, hardly ever later than the following month.

There are a few, apparently, who have missed the point I've been trying to make for several years, and particularly at and since the "IMSA" meeting in New Jersey last June. One more time–I'm positively *against* any attempt to update, revise, improve or otherwise change Formula Vee. However, I'm all *for* an *additional* VW-based class. I don't expect to be able to participate in it; but it will be of great interest, and above all it will eliminate the pressure for updating, revising, improving or otherwise changing Formula Vee. OK?

For the first few years of Formula Vee, at least, its members were noted, even among the proponents of the other classes, for their friendly, cooperative spirit. This was the period, of course, when most of us were newcomers to the racing scene, for one thing, and when we welcomed other newcomers with open arms because we needed more Vees to insure the future of the class.

How is it now? Are we who have become old-timers tending to become more clannish? Do we still welcome the newcomer, make unsolicited suggestions to help him, and just generally make him welcome to our fraternity; or do we just idly comment, "Hmmm, there's a Vee I don't recognize. Probably some Novice."

How about it, you newcomers? How do *you* feel about it?

ANOTHER THRILLER

The Vee Race at the Daytona ARRC was again the most exciting of the weekend. Bill Greer led the race for the first three laps, with Harry Ingle slipstreaming him; then Ingle had to drop out because of a flat rear tire.

With Ingle eliminated, Galen Lyons took his place and went right along slipstreaming with Greer, with eight other competitors right behind them. The positions of the first ten cars changed constantly during the first part of the race. Finally, James Killion and Bill Scott, who had dropped back a little way, got together slipstreaming each other, reached the leaders and eventually finished in first and second place. The race, however, was not decided until the checkered flag dropped. At that time, only several feet separated the winner, second-place Scott and, third-place Greer.

Since the Daytona course requires a strong engine and a good understanding of slipstreaming, usually strong competitors could not stay with the leaders. Tom Davey, for instance, who has done an excellent job in the Northeast Division, was down on power and consequently was not able to stay up front. Wayne Purdy was going very strong until he lost power. Also, Ray Weaver was right up front with the leaders until he spun out.

The race was a very safe one. There were the usual spin-outs, but no serious accidents. The engine of the winning car was completely disassembled, checked and measured by Mike McGovern, a VW expert from Volkswagen Southeastern Distributor. Mike sure knows his stuff and did a great job assisting the SCCA officials.

Prize money, in line with the VW tradition of spreading out the awards, included the top ten finishers. Also, $100 for pole position went to Bill Scott. The top three winners received, in addition to the prize money, an invitation from VWoA to race next summer at the Nurburgring.

Finishers		
1	James Killion Ashland, Ohio	Zink
2	Bill Scott McLean, Va.	McNamara
3	Bill Greer Knoxville, Tenn.	Zink
4	Galen Lyons Austin, Texas	Zink
5	Wayne Purdy Clearwater, Fla.	ASP
6	Ray Weaver Huntington Park, Ca.	Zink
7	Glen Sullivan Arlington, Va.	Autodynamics
8	Ramon Stewart Ft. Worth, Texas	Zink
9	John Magee Rochester, N.Y.	Autodynamics
10	Terry Gough San Leandro, Ca.	Lynx
11	Tom Davey Tenafly, N.J.	Zeitler
12	Richard Hayes Huntington Bch., Ca.	Beach
13	Harvey Templeton Winchester, Tenn.	Ringwraith
14	Gerald Allred Las Vegas, Nev.	Zink
15	Harvey Staab Denver, Colo.	Zink
16	Butch Harris Houston, Texas	Zink
17	Glen Biren San Jose, Ca.	Autodynamics
DNF		
18	Jim Herlinger Palo Alto, Ca.	Lynx
19	Carl Von Doymi Shawnee Mission, Ka.	Zink
20	Fred Stout Webster Groves, Mo.	Zink
21	Harry Ingle Charlotte, N.C.	Zink

"SUPER VEE"

Now it's official! SCCA *has* adopted still another Championship Class–"Super Vee." As was predicted here last month, this new class will be based on the 1970 Volkswagen components; but, like Formula Vee, earlier components will be legal, if not as competitive.

For instance, *any* front suspension may be used (as long as you use VW brakes and steering knuckles) and any VW transaxle. Rear suspension will be "free," which means that the torsion bars and arms of the double-U-joint system can be replaced with conventional A-frames, trailing arms, coil spring shocks, etc; or you could presumably stuff a 1600 engine in your Vee and be legal for the new class. In other words "current VW production" will be permitted, but not required–by the rules, at least.

The same applies to engines. *Either* the new 1600 Beetle engine, or the "old" 1600 pancake engine (Fastback and Squareback) can be used, which makes the junkyard route still possible for Super Vee. While there probably aren't as many of those models packed up as there are of the Beetles, competition for their innards isn't as great, either. No, VW does *not* intend to subsidize individuals; VW does *not* intend to give this class any more subsidy than it has Formula Vee. So don't speculate on the possibility of getting new parts at a discount for racing purposes.

Engine preparation should delight most any dyed-in-the-wool racing fan who feels that the primary purpose of racing is to improve the breed. Generally stated, you can't really *alter*, but you can *improve* to beat heck! The only limit on heads (porting, combustion chamber shaping, compression, etc.) is that the valves must remain of stock diameter. Inside the crankcase you can't really *lighten* anything, but you can balance; and the only requirement for the cam is that it must have the VW markings. No questions asked as to where it was ground, or by whom. Any VW valve train components may be used.

The 1600 fuel injection system will *not* be permitted, in the foreseeable future, at least. It is felt that it is too complicated for any but electronics experts to modify for racing, which would put the average Vee owner at a great disadvantage. However, dual carburetors can be used. As this is written, there is no definite word as to which carburetors will be legal, or how they are to be mounted. In Europe, duals are optional equipment; but it seems unlikely that those manifolds, linkages, etc., would be generally available here, so perhaps that will be another "free" area.

Body dimensions and wheelbase will likewise be "free," except that the Formula Vee concept will be followed to the extent that the body will have to extend back over the transmission, and the "free" exhaust system will be required to terminate in that area.

Surprisingly, VWoA has no plans at the

(Continued on Page 4)

ENGINE MOUNTS

Dear Don–At least 4 weeks ago I returned my belated renewal. I have had neither a reply to my question concerning front motor mount location, nor a membership card.

Dick Calvert, Charleston, W. Va.

I can understand you, and a number of others, getting nervous at renewal time when you get no immediate answer. However we have found that it is *much* simpler to process all the month's accumulation at one time than it is to do each one as it shows up. We time it so that the next issue of the VeeLine can be included in your envelope. That way, even renewals received the same day that the VeeLine is received from the printer can be included in the mailing. OK?

There have also been several other inquiries about our engine mounts, so I will answer your questions here.

If you're building a new car, you can perhaps build this whole thing on the bench. Fit it to the engine and transmission, bolt it in place when it's finished, cut the tubes to fit between the frame rails and set the whole works in place as a unit, ready to weld. However, if you're remodeling an existing setup, and don't want to disturb the rear-end geometry, you'd better do this one step at a time, leaving the engine and transmission in place and working around them. We'll procede on that assumption.

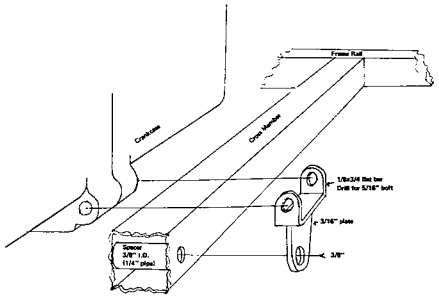
Incidentally, if you're going for the front mount, you should use the rear one, too. This is a solid mount design, and probably wouldn't stand up long with flexible rubber mounts under the transmission. You could, of course, modify it somewhat to accept a rubber mount in front, too, but we've found nothing wrong with this system in two years. We've balanced the engine carefully, which may account for it; but there was no noticeable change in the degree of engine vibration when this was installed.

The front cross-member, at least, should be of 1¼" 14 guage (or heavier) square tubing. If you are trying to save weight, do it somewhere else–this piece not only carries the weight of the engine, right in the middle, but also shares in the torque load (tendency of the engine and transaxle to rotate opposite to the rotation of the wheels). A lighter section might carry the load, but any flexibility will encourage clutch chatter, if nothing worse. The rear member has the load distributed to two points nearer to the ends, so you can probably use the present tube, if you have one.

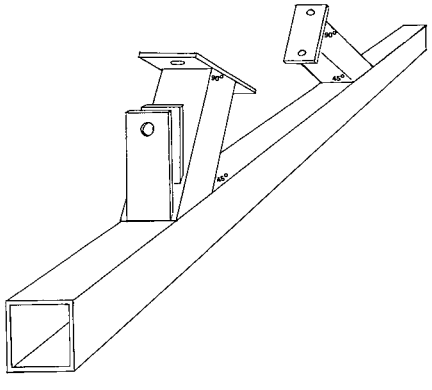
Be sure to install the spacer inside the front mount before you weld the tube in place. Square the ends, in a lathe, if possible, and make it long enough to be a drive fit in the tube. If it is loose enough to move around, you'll have a heck of a time finding it next time you remove the engine. If you lose it, or omit it, you'll collapse the tube when you tighten the bolt. Use only aircraft quality bolts for the front mount, especially, and use either self-locking or castleated nuts, with cotter pins. There is *some* movement here, due to frame twist, so check them occasionally for tightness.

Install the front mount first. No dimensions are given, as they will vary, so cut and try. If you can, without fudging too much, arrange for the engine to set directly on the cross-member. It simplifies installation and removal no end if you can just set the front end down and forget it while aligning the flywheel to the clutch shaft. You can slide the engine well back before you start worrying about lining up the front end to match the cross-member.

With the front end solidly mounted, you can now cut away the bell housing mounts, leaving the engine suspended between the new front mount and the one at the rear of the transmission. Open the windows and doors, to vent the rubber smoke, and have at it with a cutting torch. Cut off the bolts holding the rubber mounts to the bell housing, and practically everything else except the cross-tube, itself. If this tube is already in line with the bell housing, you're lucky. If it's a Formcar, you'll have to move it forward about an inch, which is somewhat of a nuisance; but on the other hand, you'll be able to do practically all the welding on the bench in this case. Unless you're an expert with a cutting torch, and have a small, clean tip, probably you'd better hacksaw the cross tube from the frame members if you intend to use it again. With everything removed, all old welds ground smooth, etc., set the cross member back in place, supported on the frame by a short piece of flat stock at each end, held in place with a C-clamp. Make the plates that bolt to the bell housing. Insert the bolts from the outside, for line-up purposes, and stick them in place on the transmission with masking tape, over the bolt heads, but not across the center of the plates. Now you can cut the two legs. The top ends are square, and the lower ends are cut at 45 degrees. If it looks as if one is going to be longer than the other, level the engine and measure again. Tack weld the legs and plates to the cross member, then remove and complete the welding.



Front Engine Mount



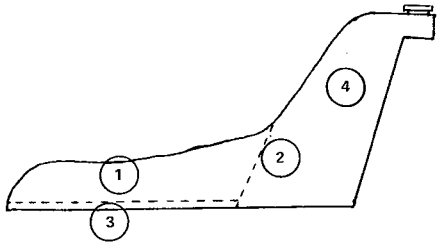
Rear Engine Mount

Set the assembly back in place, using the C-clamps again, but don't weld it to the frame yet. Now you'll have to remove the engine, and insert the bolts from *inside* the bell housing. At this time, with the transmission still supported at the rear, you could tighten these bolts with no trouble; but in the future, in order to have everything lined up with no stresses, these bolts won't be tightened until the engine is in place, when it will be rather difficult to hold them with a wrench while tightening (or loosening) the nuts. So, make some square washers, which will fit the recesses inside the housing, and tack weld them to the heads of the bolts. Reinstall the engine, and *then* tighten these bolts.

You will no doubt find that the cross tube doesn't quite line up with the frame now. Due to welding shrinkage, it probably is about an eighth of an inch high; and you'll note that the tube has slight bends upward where the legs are welded to it. Take a fairly large torch tip, and rapidly heat a square pattern on the *bottom* of the tube to match the pattern of the welding on top. When it cools you will find that the bend has disappeared, and things are pretty well in line. *Now* you can weld the tube to the frame members, cut off the old rear mounting, and go racing.

There is another refinement you might want to consider at the same time, especially if you find that you will have to cut off your clutch cable pulley when you amputate the rear of the frame. A couple of pieces of 1/8" x 1" flat bar welded as shown make a good pulley mount. You probably will have to rotate the clutch lever on its shaft to line it up with the new direction of the cable and shorten the cable a bit, too.

MEMBERS' SOAPBOX



Dear Don: Here is one method of getting a 6'3" driver down inside a MK4 or MK5 Autodynamics without altering the rollbar or frame. Simply cut away the factory gas-tank-seat as per the dotted line. This eliminates 3 to 4 inches of useless thickness in the form of the hollow tank "seat" (1). Fiberglass over the diagonal cut (2) to seal off the seat back (4), effectively retaining 3½ to 4 gal. of tank capacity. (I believe the original tank held 7 gallons.) If the bottom fiberglass sheet (3) is retained, still attached to the back, it forms a practical seat bottom.

Bob Dunsmore, Portland, Ore.

Dear Don–I have a Vee engine that has seized twice, probably due to improper end space. Can you tell me what is recommended? We had .006", and it still seized.

Dwight Filley, Jacksonville, N.C.

Well, you didn't mention the symptoms, or the evidence, but I'd suspect something other than end play (that is what you meant by "end space," isn't it?), especially since you had what Volkswagen considers the maximum wear limit. The standard for installation is from .003" to .005".

My first guess would be pistons. If you shut down the engine at the first signs of seizure, there may not be much evidence; but

MEMBERS' SOAPBOX

(Continued)

look for dark areas with vertical scratches on the piston wall, and for signs of the piston lands (areas between the rings) being "wiped" into the ring grooves. You didn't mention the type or weight of oil you're using or its temperature; but even assuming it's good oil, if your temperature is running over 250 degrees, you're getting into the border-line area.

Did you check your ring gaps before you installed them? Standard VW rings, at least, have more than enough clearance; but if you happened to get a set of oversize rings, perchance, they'd probably go into the cylinder cold, but would expand and bind when heated. VW specified .020" for this measurement.

Bent con-rods could cause enough binding to cause enough heating to cause more binding which would cause more heating which---. It's natural to assume that the rods must be straight because they have been running for a long time; but they're very soft, and bend easily if the wrist pins are removed or installed with a hammer. Your VW dealer should have a fenestagabber for checking–and straightening–bent rods, or you can get a good idea by just slipping a wrist pin through two adjacent rods before you install the crank (1 and 3, 2 and 4). While you're at it, make a last minute check before you install the pistons on the rods to insure that you have the rods right side up. There's a little forging projection on one side of the shank of the rod. All these projections should be UP in the installed engine.

If you cc'd the heads, did you cut both bores to the same depth, regardless of volume, or both to the same volume, regardless of the depth? If they're cut to different depths the cylinders will be pulled out of line when the head bolts are tightened, which will lead to weird complications. Even with the actual seats for the cylinder cut the same, if you don't increase the clearance for the gasket by the same amount, it is possible that the head is actually seating on the top fin of the cylinder, rather than on the top of the cylinder itself. Installing a new cylinder alongside an old one can accomplish the same thing, as they're not always the same length by as much as .010". With adjacent cylinders seated firmly in the crankcase, check the tops of the bores by laying a straightedge across both. You may find that you'll have to install extra gaskets under one of them to get the tops lined up.

Just for fun, to check your diagnosis, look for evidence of distortion around the dowel pin, in both the bearing shell and the crankcase. If the bearing has attempted to attach itself to the crankshaft, it should leave some sign of strain at that point. In fact, they have been known to leave lots of signs. I think, however, that you'll find the trouble somewhere else.

SUIT YOURSELF

Sooner or later, in the life of every Vee, the steering gear box changes its position on the torsion bar tube. There have been a number of methods for combatting this, including the one used by VW–a couple of little slugs of steel welded to the tube, one on each side of the box. Probably the most positive method is to weld the lower part of the clamp to the tube. The box can still be removed, but it won't move far under its own power.

Before taking this step, it pays to be sure you'll never want to shift it again, however. It's unlikely that you'll want to move it sideways, but you might want to rotate it if you don't get it just right the first time. "Just right" is the position in which the tie rods are just a liiiitle bit higher in the middle of the car than they are at the wheels. In this position, when the brakes are applied, and the nose goes down, and the tie rods level out, the effect is to give a bit more toe-in to the wheels. As the tie rods pass the level point and become lower in the center, they start pulling the rear side of the wheels closer together again, causing toe-*out*, in extreme cases. This movement *can* approach almost half an inch! Toe-out, especially under the extreme braking condition when it is most likely to occur, is a common cause of wheel-tramp, shimmy, shudder and shake.

So, if you want to weld your gear box to the tube, be sure to check this first.

Now–are you *sure* you want to weld it? Confuscious say, "When irresistible force meet immovable object, something's gotta give!" Actually, very few gear boxes move around on their own initiative. Most of them are pushed. This raises the question, "If it hadn't moved, what else would have?" It's always possible, of course, that nothing else would have; but on the other hand, a tie rod might have bent, or the clamp holding the flexible joint to the steering wheel shaft might have slipped. The roller-type steering gear box is somewhat vulnerable to bumps; given sufficient force, the roller will make a slight dent in the worm, which simply cannot be adjusted out.

Putting the gear box back in place is a fairly simple job, especially if the proper location has been marked with a center-punch previously–much simpler than a quick repair of a tie rod, or any of the other possible casualties. So–do you want your gear-box rigidly mounted, or do you want it to be able to absorb some shocks?

YOU ASKED FOR IT

(This is somewhat in the nature of a commercial advertisement, but it's for a service that many of you have asked for, and that I know I'll never have time to provide, so–)

". . . Quite basically, we are offering a punched card index for use with the VeeLine (or any other subject for which indexing is possible). We have made one card per VeeLine. There are a possible 180 direct categories per card, 68 of which are now in use. Piston seizure, for example, is coded under "Pistons," "Barrels," "Oils and lubricants," and "Cooling."

Included in the set are 100 5x8 cards (over half are already coded for the VeeLines to date), a steel storage cabinet, a pin-type tumbler and a manual which will enable the purchaser to maintain and expand the system. The set is priced at $22.00, and a hand punch is available for $5.00 (or with a little patience one can use scissors), postpaid within the continental U.S. from:

Snupper Racing Enterprise
P.O. Box 213
Burdett, N.Y. 14818

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Dear Don–Please be informed that only one company in the U.S. will be specializing in Formula Vee Solex parts. The West Coast company wanted to step out, so it's

HNB Foreign Auto Parts
5343 N. Clark St.,
Chicago, Ill., 60640

Denny Schue, Arnolt Corp.

Dear Don: As you must know, many Formula Vee owners have been asking for the old style brass float for the Solex on their Vees. There has been a period during which the original type was not available, and we could supply only the later plastic type. We are pleased to inform you that a French Solex float is available under part number 51638/2, list price $2.35, which is identical to the original German counterpart.

I would appreciate it if you would inform the Formula Vee owners through your newsletter that the original type brass float is now available. We are notifying our Solex Distributor handling the Formula Vee orders to put in a supply of these brass floats. They should be available very soon.

Dennis R. Schue, Arnolt Corp."

(Note: This is a loose float, with a separate arm, similar to the inverted floats most of us are now using. Being heavier, it results in a higher fuel level in the bowl. This is not an endorsement of either its performance or its legality. don)

IMSA

Nothing yet from IMSA on their reaction to the "Super Vee." They had just recently announced their own rules for Formula Vee for 1970–essentially the same as SCCA, with improved wording in some areas–but will no doubt adopt the "Super Vee" instead. Or, perhaps, "also." Their Formula Vee rules included a restriction of 6 gallons on the gas tank size (to encourage the development of a standardized fuel cell for FV), and nerf bars were specifically permitted. (They will be "encouraged" for oval tracks, especially.)

Incidentally, for you people who are interested in truly international races with big purses, there will be two Formula Vee events soon at Daytona–one in connection with the 24-Hour (SCCA) Race on the last weekend in January and the other (IMSA) the following weekend on February 8. For details on either or both, get in touch with the Daytona International Speedway, Daytona Beach, Fla. 32015.

ONE FOR OUR SIDE

Due to the predictable reaction of FVI members to the advance notice of the new "venturi rule" in the last VeeLine, the Board of Governors has taken the unusual step of reversing the recommendation of the Competition Board. At their meeting of Nov. 22-23, they decided to re-revise that section. For 1970 venturi regulations are unchanged from the 1969 rules.

Certainly it would have been annoying, to say the least, if we had had to search out stock venturis and go through the process of determining the proper jets again. And the effect on performance, however slight, would have done little for "spectator appeal." On the other hand, there have been some wierd "legal" carburetors around lately. As an attempt to retain the "equality" factor in Formula Vee, the Car Classification Committee's original decision was bound to be unpopular, but I'm not entirely convinced that it was wrong.

UNCLASSYFIED ADS

WANTED: One set of plans for Crusader, or Colin Cameron prints. Please state price. John W. Pitoniak, P.O. Box 71, Mattydale, N.Y. 13211

FOR SALE: '67 Viper. 2 extra wheels with rain tires, Z-bar, new trailer. Engine needs overhaul. $950. Cal Watson, 16400 SW Bryant, Lake Oswego, Ore. 97034; (503) 636-2321 or 232-1619

FOR SALE: Modified Autodynamics Mk 1B. Cassis/Barr engine (and a spare), New Goodyear R-5's, extra Firestones, Konis, trailer, Nomex suit and undies. Complete package $1650. Will deliver 300 miles. Robert Del Rossi, 195 Ocean St., Lynn, Mass. 01902; (617) 592-8664

FOR SALE: Nordic prototype. One race on fresh engine, 1 spare, 2 spare transmissions, custom trailer with springs and shocks. Permanent fiberglass body molds. (Start your own company!) $2500. Bob Larsen, 19 Vernon St., Waltham, Mass. 02154; (617) 891-6578

CANADIANS! For Sale:

1. '65 Beach, New Goodyears, trailer. $900. Chas. O'Neil, 309 Townsend Ave., Burlington, Ontario.
2. '66 Kelly. Z-bar, megaphone, Goodyears, extra engine, trailer, many spares. Gord Munn, 185 Ellerslie Ave., Willowdale, Ont.

FOR SALE: Two VW short blocks (40HP). Cranks need grinding. Also other miscellaneous parts. Make offer, Bill Griffith, 328 Kemper Road, Danville, Va. 24541; (703) 797-3239

FOR SALE: Bobsy Vanguard. Fresh engine, Goodyears, Z-bar, adjustable shocks, transporter third. $1275, or will sell without engine. Would consider trade for street Mini Cooper. Bob Shafer, 403 Dott Ave., Somerset, Pa.; (814) 445-4578

FOR SALE: '69 Zink. Sebring race only. Spare Zink engine, transaxle and wheels. Chazz Cox, P.O. Box 6, Oviedo, Fla. 32765; (305) 365-3655

FOR SALE: Autodynamics Mk3. Dyno'd engine, Konis, updated suspension with Z-bar, Goodyears and Firestones, chromed engine and suspension, trailer and spares. Fred Yoshimura, 142 Heritage Ave., Eugene, Oreg. 97402; 688-2241

FOR SALE: Four Firestone Indy Vee tires, mounted and balanced, 80% tread, $95. C. R. Haines, Rt. 3, Mt. Vernon, Ohio 43050; (614) 397-6781

WANTED: Inexpensive or damaged Vee, or frame only. C. R. Haines, Route 3, Mt. Vernon, Ohio 43050; (614) 397-6781

FOR SALE: Formcar. Modified chassis, strong engine, trailer, many spares, including two wheels and tires. $1050, or best offer. Will consider trade. Ben Bell, 19 Devon Blvd., Devon, Pa. 19333; (215) MU 8-1207

FOR SALE: '68 Crusader. Custom chassis, fresh balanced engine, transporter third, Konis, 12 Goodyears and Firestones, mounted. Some spares. $1650. Charles Spahn, 9303 Trentham Lane, Louisville, Ky. 40222; (502) 426-2579 (eves.)

FOR SALE: '65 Formcar, many modifications. One race on Goodyear recaps. Custom trailer and some spares. Delivery considered in SE. $500. Alex Gowen, Woodbine, Ga.; (912) 576-5792 (eves.)

FOR SALE: McNamara Sebring Mk 1. German engine, 2 sets tires, Goodyears and Dunlops. 2 races only. $2500. Paul Ivey, 1521 Broadway, Hewlett, N.Y.; (516) 239-3161, days or 295-5932 eves.

FOR SALE: Bobsy Vega. Wet and dry tires, two blueprinted engines, fuel cell. $2100 with both engines, $1600 with Mong prepared engine only. Royce E. Wallace, 205 Century Plaza, Wichita, Kan. 67202; (316) AM 7-1229

The VEE LINE of
FORMULA VEE INTERNATIONAL
Don Cheesman, Director
1347 Fairmont Ave.
East Wenatchee, Wash. 98801

ANOTHER BALLOT COMING UP

Yes, you lucky people—you'll get another chance to cast a ballot. This time it's the annual election of officers.

The officers in this club don't get much national publicity—in fact they don't even get much on these pages, because actually they have had no duties. So far, at least. As we explain every year at this time, the primary reason for having officers at all is to insure the continuity of FVI. In the case of a vacancy in the Director's spot, it's up to them to meet, as the Executive Board, and arrange for his duties to be taken over by someone else. (They are empowered by the Constitution to create such a vacancy, too, by the same process, if they see fit.)

The requirements are simple—Active membership in FVI, and a willingness to accept the responsibility. The only catch is that, to prevent any takeover by a "clique," no two officers may be from the same state. The pay—Life Membership for the outgoing President.

So, nominations are now in order. If you wish to nominate someone, please be sure he is aware of this, and will accept. If you'd like one of the "jobs" yourself, don't wait to be pushed—jump! Please don't wait too long to consider, though—the nominations and the ballot should be in the next VeeLine.

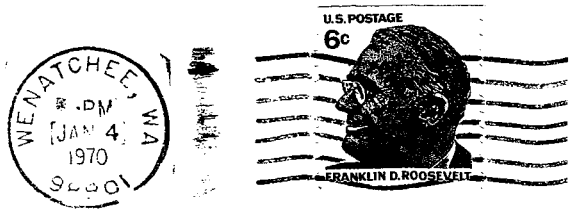
"SUPER VEE"

(Continued from Page 1)

present for any kind of information center for the new class, such as the Formula Ford Register. I have offered space in the VeeLine for anything they may wish to announce, but please don't expect to get answers to specific questions here for the time being, at least. As things progress, you'll be kept informed. The official version of the rules is not yet available from SCCA, so don't buy them, either for a few weeks.

In the meantime, I'd appreciate comments on the course FVI should take. Should we embrace the new class, too, as much as possible, or just ignore it and concentrate on Formula Vee exclusively?

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



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

712 Locust Park Dr
Bartlesville Okla
74003