

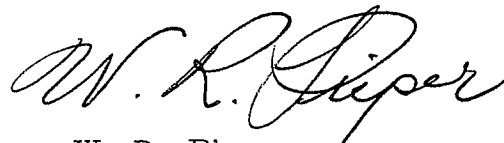
September 26, 1969

I'm pleased to announce that the annual Formula Vee Grand Prix will be held October 4 and 5 at the Summit Point, West Virginia track.

The Grand Prix is under SCCA sanction, and I understand the entry fee is \$25. The track promoters have indicated that they hope to develop this race into an annual event, bigger and better each year, and ultimately looking towards the attraction of competition from among the top European Vee drivers. The purse this year is \$3,000, and a breakdown for distribution of the prize money should be available shortly.

I hope that we can count on each of you to come out and support the race.

Cordially,

A handwritten signature in cursive script that reads "W. R. Pieper".

W. R. Pieper
President

WRP/ljw

SUPPLEMENT

THE FORMULA VEE GRAND PRIX

OCTOBER 4-5, 1969

RESTRICTED COMPETITION EVENT

SUPPLEMENTARY REGULATIONS

HELD UNDER THE SCCA GENERAL COMPETITION RULES

1. Nature of Event

- a. The Grand Prix will be of one hour duration - See GCR 3.5.13.
- b. Scoring: final standing will be determined by ranking all finishers (see GCR 3.5.10) in order and then ranking all non-finishers in order of the number of laps completed.
- c. A rolling start, 2-2 line up, with a pace lap will be used. Driver judged to have made a false start will be black-flagged and held in the pits up to 1 minute. If a false start results in danger to the rest of the field, a more severe penalty may be levied at the discretion of the steward.

2. Eligibility

- a. Only formula vee cars conforming to GCR, Appendix A, Section 5, may compete in this event. All entries will be accepted and no entry for the Grand Prix race will be refunded following acceptance of entry.

- b. An SCCA regional or national competition license, effective prior to October 4, 1969, is required of all participating drivers. Completed log books will not be accepted as a regional license.

3. Qualifying and Starting Positions

a. Qualifying Races

- (1) The number of and size of fields in these races will be determined by dividing the entry into 2 or 3 groups, depending on entries. A maximum of 33 cars will be started in each. 15 laps, rolling start, from a 2-2 grid, for each qualifying race.
- (2) Lap times will be taken by official timers during special qualifying sessions and all cars ranked in order of best time recorded. If 3 qualifying races are run the 1st, 4th, 7th, 10th, etc., car in this ranking will compete in the first qualifying race; the 2nd, 5th, 8th, 11th, etc., in the second qualifying race and the 3rd, 6th, 9th, 12th, etc., in the third. Should only two qualifying races be run, then the 1st, 3rd, 5th, 7th, etc., in ranking will compete in the first race and the remainder in the second.
- (3) The first 30 starters in the Vee Prix will be taken from the finishers of the qualifying races. If three qualifying races are run the first 10 finishers in each will be ranked in order of finish. If two qualifying races are run, the first 15 finishers in the first will be the right row of the Grand Prix grid and the first 15 finishers in the second, the left row.

b. Consolation Race

- (1) Those not qualifying for the Grand Prix in the above races will be offered a Consolation Race of 10 laps duration; rolling starts, 2-2 grid. The 1st, 2nd and 3rd place cars will start the Grand Prix from the rear of the grid.

4. Drivers

- a. Drivers shall drive only the car for which they are listed on the entry form unless approval for the driver change is obtained from the Chief Steward. Once a driver has driven a given car in the competition, he will not be permitted to later switch to another car.

5. Rules of the Course and Pit

- a. Cars must be started at all times using only the on-board starter and power supply. Starting the engine by any other means will result in a penalty. The starter may not be used as a means of propulsion while on the course. The officials may move or assist a driver to move a disabled car to a safe area without penalty to that car.
- b. Not more than 4 persons will be permitted to perform mechanical repairs, adjustments, tire changes, refueling, etc., during the progress of the race. If the driver performs any work on the car, he counts as one of the 4 persons. An additional man may be stationed with a fire extinguisher but may not perform any work on the car.

- c. In addition to the personnel authorized above, it is permissible for a service company's technical inspector to step forward to examine a car's components or equipment. This inspector may not render any physical assistance.
- d. Each contestant must make his own arrangements for the handling of fuel, and oil in his pit area. Excessive spillage and/or careless handling of fuel will not be tolerated. During refueling, the engine must be shut off, no one may be under the car and one person must be stationed with a fire extinguisher. The driver is not required to be out of the car during refueling. If the car is out of gas on the course the driver may obtain fuel from his pits in accordance with (f) below.
- e. The entrant shall provide a fire extinguisher in his pit at all times. It must be in efficient working order and of adequate capacity and type to combat gasoline fires. This extinguisher is in addition to that which must be carried in the car.
- f. The driver ONLY may repair the car on the course. He may walk to and from the pits to obtain parts and equipment or fuel but may not receive any physical assistance.
- g. All major body components must be maintained in normal position throughout the event. Cars losing bodywork during the race will be black-flagged.
- h. Cars removed from the pit area will be considered to be withdrawn from the race.

- i. Cars entering the pit lane after commencement of the race must pull into their pit, except that when a car has been black-flagged it must report to the black-flag station for instruction.

6. Competition Numbers

- a. Competition numbers will be assigned to all cars at registration. Requests for numbers will be on a first-come basis.

7. Emergencies

- a. In the event that the race has to be temporarily halted by the RED flag, after stopping on the course, all cars will proceed to the pits only upon signals from course personnel. Mechanical work may not be performed during period race is halted. When a re-start is authorized a single line will be formed with the car leading the race at the time of the forced stop in the lead position, followed by the other cars in the order they were running prior to the forced stop. They will then proceed for one or more laps behind the Pace car and be restarted when the lead car passes the starting line.

8. Special Impound Requirement

- a. Upon completion of the Granx Prix Race, all cars under the direction of the Chief of Pit Control shall not re-enter the pit area, but proceed to the special impound area. No persons other than Race officials are permitted in the impound area. Upon arrival at the impound area, drivers will immediately leave their cars and impound

area. Any violation of this requirement will result in immediate disqualification.

9. Awards

\$3,000.00 Total Purse
Prize monies will be awarded as follows:

1.	\$400.00	11.	\$90.00
2.	\$250.00	12.	\$80.00
3.	\$200.00	13.	\$70.00
4.	\$175.00	14.	\$65.00
5.	\$150.00	15.	\$60.00
6.	\$140.00	16.	\$55.00
7.	\$130.00	17.	\$50.00
8.	\$120.00	18.	\$45.00
9.	\$110.00	19.	\$40.00
10.	\$100.00	20.	\$35.00

21. to 33. \$30.00

Fastest Qualifying Lap \$100.00

Winner Qualifying Race A \$ 50.00

Winner Qualifying Race B \$ 50.00

Winner Consolation Race \$ 45.00

The 34th car (4th in Consolation Race)

wins a free Dyno-Tune at Bill Scott Racing.

REGIONAL RACES
October 4-5, 1969

October 4 - Non-Spectator
October 5 - Spectator

SUPPLEMENTARY REGULATIONS FOR REGIONAL RACES

SCCA Sanction 69-RS-128
Held Under the SCCA General Competition Rules

RACES Competition will be held for all SCCA categories of cars. Starting fields are limited to 33 cars. Each class will have one 10 lap race. All races will have standing starts from a 3-2-3 grid. Additional races may be scheduled for Saturday or Sunday by the Race Chairmen.

LOCATION OF COURSE Summit Point, West Virginia (See attached map)

DRIVER ELIGIBILITY SCCA Regional and National license holders and SCCA Novice Permit holders.

ENTRIES AND LIMITS Completed entry blank and \$28.00 Entry Fee may be returned to:

Christine Clevenger
517 Horner Road
Woodbridge, Virginia 22191

NO DEADLINE ON ENTRIES. Entries will be accepted at registration. No limit on entries. In the event more than 33 entries are received in any one class, two 5 lap races will be run. The highest 16 finishers from each qualifying race will start the 10 lap REGIONAL RACE.

PIT PASSES For each car entered, entrants will receive entry of 4 persons, including driver.

TECHNICAL INSPECTION The ignition switch in all cars must be so labeled and the off position clearly indicated.

IDENTIFICATION MARKS Class letters are required and numbers will be black on white as per GCR; Appendix A 1.3.

SERVICES Water, gas, compressed air, and electricity will be available in the paddock area during the race weekend.

TROPHIES Awarded in accordance with GCR 3.4.3.

ALCOHOLIC BEVERAGES As stipulated in GCR 4.7; note GCR 4.5.

CANCELLATION The Washington, D.C. Region reserves the right to cancel or postpone the event when circumstances beyond its control develop. Whenever possible, all entrants will receive advance notice of such action and of refund arrangements. For event status information phone (301) 622-2521 or the phone at the Track (304) 725-7027.

SATURDAY, OCTOBER 4, 1969

Registration (at track)	8:00 a.m. - 2:00 p.m.	Veas only 2-4 p.m.
Technical Inspection	8:00 a.m. - 2:00 p.m.	Veas only 2-4 p.m.
Practice (Regional Entrants Only)	9:00 a.m. - 1:00 p.m.	
Drivers Meeting	1:00 p.m.	
Regional Races	1:30 p.m.	
Awards	30 minutes after close of last race.	

SUNDAY, OCTOBER 5, 1969

Registration (at track)	8:00 a.m. - 12:00 p.m.	
Technical Inspection	8:00 a.m. - 12:00 p.m.	
Open Practice and Qualifying for Veas	8:00 a.m. - 12:00 p.m.	
Drivers Meeting	12:00 noon	
Regional Practice	12:15 p.m. - 12:50 p.m.	(Class to be announced)
Qualifying Race A Veas - 15 laps	1:00 p.m.	
Qualifying Race B Veas - 15 laps	1:30 p.m.	
Consolation Race Veas - 10 laps	2:00 p.m.	
Regional Races	2:30 p.m. - 3:00 p.m.	(Class to be announced - 30 minutes duration)
Veas Prix (1 hour duration)	3:30 p.m. - 4:30 p.m.	
Awards	5:00 p.m.	

Schedule subject to change at Race Chairmen's discretion.

RACE OFFICIALS

Chief Steward	Claude Cardwell
Assistant	Dr. Donald Peterson
Steward of the Meet (CHM)	John Bornholdt
Steward of the Meet	Walt Phillips
Steward of the Meet	Skip Reber
Safety Steward	Gary Jani
Honorary Race Chairman	David A.H. Roethel
Co-Race Chairmen	Charles M. Chadwick & L. Christopher Sheehan
Race Administration	Joan Phillips
Technical Inspection	Dick Berning
Scoring	CeCe Hennig
Timing	Phyllis Sheetz
Starter	John Fitz
Flag/Communication	Dave Meleney (Chief)
	Gib Davis, Hal Alabaster (Assistants)
Pit	Bill Tuttle
Crowd	Jack Weaver
Registration	Christine Clevenger
Med-Coordinator	Elizabeth Cook, R.N.
Course Marshall	Dolan Perry

Directions to Summit Point Speedway

From Virginia and south:

Take Interstate 81 to exit 11N north of Winchester, turn right on Route 761 and follow to Summit Point.

From Alexandria and Fairfax:

Take Route 7 through Leesburg, turn right on Route 9 to Charles Town, turn west on W.Va. Route 13 to Summit Point (6 miles).

From Silver Spring, Bethesda, College Park:

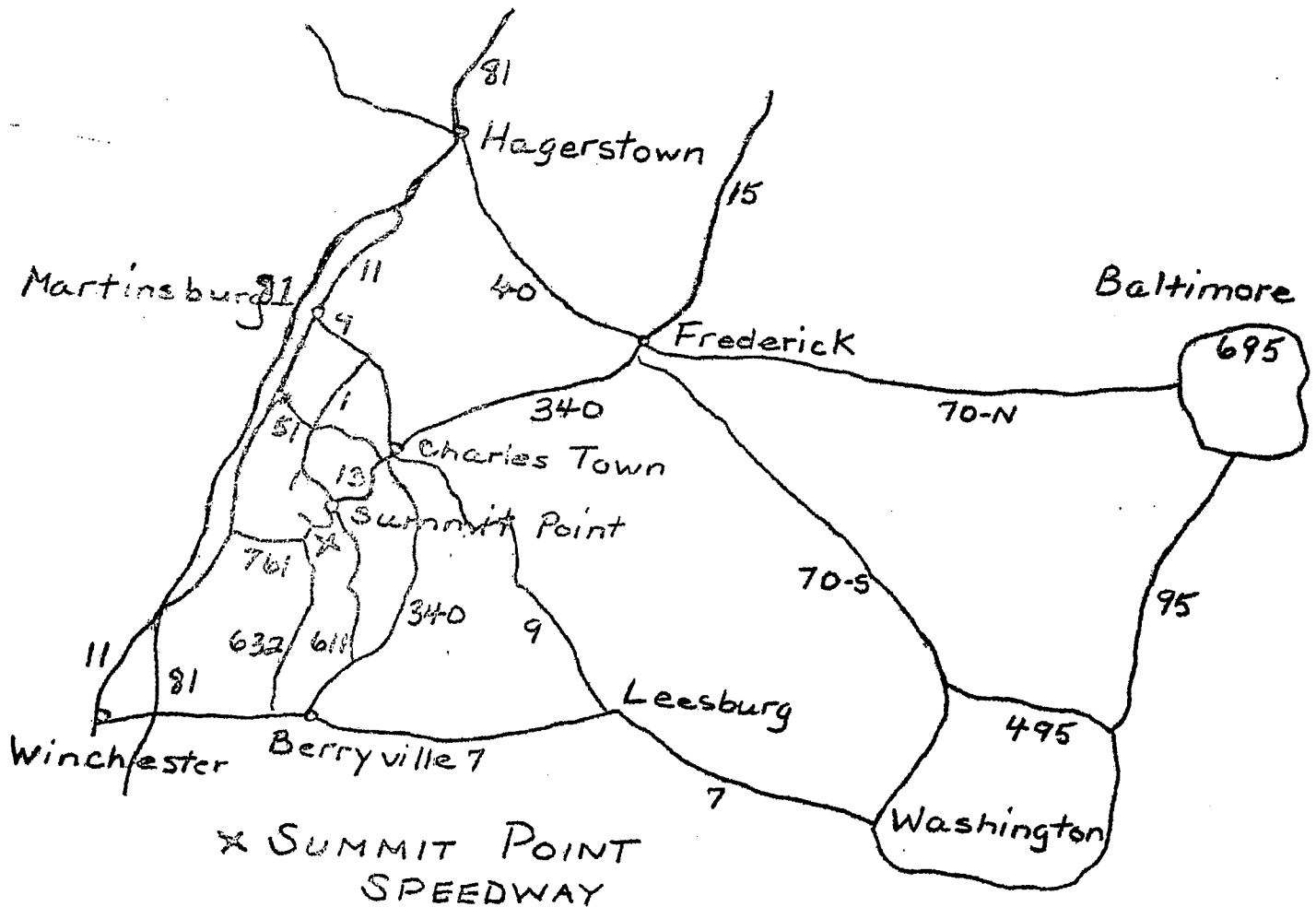
Take 70-S toward Frederick, turn off at the Hagerstown exit (70-N), turn right at the first exit (Brunswick, Harpers Ferry, Charles Town-Route 340), at Charles Town turn west on Route 13 to Summit Point.

From Baltimore:

Take Route 40 to Frederick, Route 340 To Charles Town, And then Route 13 to Summit Point.

From western Pennsylvania and the northeast:

Take the Pennsylvania Turnpike to Breezewood, Interstate 70 into Hagerstown, Interstate 81 south to Inwood, Route 51 to Charles Town, and then Route 13 to Summit Point.



MAGEE TAKES SUMMIT POINT OPENER

by Rick Wilder

Vees at the Point.....

Summit Point, W. Va., Speedway opened its doors to the four wheel fraternity, and the public, on Oct. 5th. The coming of motor racing to the mountain state was a Formula Vee Grand Prix worth \$3,000 in prize money posted by SPS and Volkswagen, South Atlantic Distributor's, Inc.

One race started days before the proposed money event. The action began when IMSA bowed out of their sanction and left the Oct. 5 date hanging. SPS approached the D.C. Region to conduct the race and the challenge was accepted with a lead time generally reserved for scrambling Air Force fighter pilots. It is rumored that a book is to be published, entitled "9 Days to the Summit" (censored), with detailed accounts of the mobilization of our army and its victory in the rolling hills of West Virginia.

Other factors, beside the short lead time, resulted in a thin spectator count and entry list. The newspaper strike, baseball ending, football starting, the U.S. GP, season and weariness, and the closeness of the last NE Div. National accounted for the absence of many.

The race was run under cool and cloudy skies with a smoothness second only to a baby's bottom. "Never", quoted the many, "have I seen a better organized or conducted event." To say the least the whole inaugural shooting match was a tribute to our Chief's, their staffs, and SPS for installation of needed facilities in an uphill venture.

Preliminary races for SCCA closed-wheel cars was like the 'good ole days' as Woody Woodruff piloted his Lotus C-SR to overall victories in the 5 and 10 lap tours. It was a popular win, Woodie's first, and well deserved after breathing new life into the ageing MK II.

Two heat races were staged to determine the starting grid for the one hour F-V Grand Prix. John Magee, in his Rochester, N.Y. based Auto D, picked up the win in race one with Alexandria's Jim McDaniel second in the UPAR Zink.

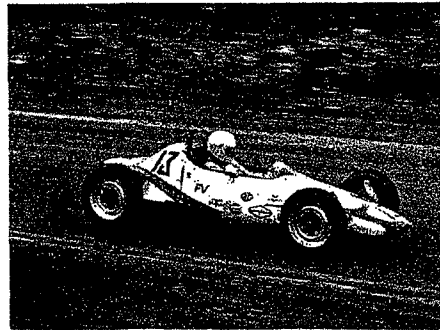
Heat two saw a struggle that was to continue in the feature as Bill Scott and Glen Sullivan towed each other around the Point's 7 turn circuit. Scott crossed start-finish in the lead nine times, while Sullivan led past that mark on six occasions, during the 15 lap go. It was anybody's race as those two entered the main straight for the last time. Sullivan's AU to D was being drafted by Scott's McNamara as they headed down to the wire. Within yards of the flag, Scott dipped a wheel in the dirt and pulled even with Sullivan as they flashed toward the line. The official nod went to Scott, by a whisker, in a real crowd pleasing finish.

The die was now cast for the feature as Magee and Scott headed the column of twos behind the Porsche pace car. It was a grand sight as the multi-colored parade rolled toward starter John Fitz. The green went out and the race was on.

Everyone got away to a clean start with Magee leading the pack through turn one. Within fifteen minutes he had built up a five second lead over the dice for second place. McLean's Bill Scott and Arlington's Glen Sullivan were at it again as they cooperated in slingshots down the straight in an effort to reel in the fleeing Magee. Jim McDaniel was very much a part of this action as he led the three way fight for second every few laps.

By mid-point, Magee had a fifteen second cushion over the duel for second, stopping the watches at 1:25 with regularity for an average of 84.7 mph. Ed Empink and Dr. Lee Talbot had settled their dispute over fifth place. Ed held the advantage by about four seconds. Dr. Talbot, only just returned from a Smithsonian field trip to Siberia, held a similar lead over the remainder of the field. Roanoke's Bill Ross, in the ex-Empink AutoD, and Arlingonian Hugh O'Riley, Zink mounted, headed up the five way tussle for seventh. Meanwhile, a pit stop set Dick Williams, in the I.T.C. McNamara, well back while Bob O'Connor began moving among the top ten in his shamrock bedecked Zink.

As Magee's lead widened, some of the drama departed the scuffle for second. Caught in slower traffic, Jim McDaniel was the member of the threesome to lose contact and his tow. From there on, Jim was firmly in fourth.



Checker flag time for Magee saw Scott make his bid to secure second. Sullivan had lost his cordiality and refused to offer the McNamara a tow, feeling Scott should play the host. Knowing the implications of Glen's refusal to be kind, Scott rolled along side a slower car and at the last instant dove through the turn with the net result a car length's margin at the end. Jim McDaniel, Ed Empink, and Dr. Talbot were all alone in their Zink's as they finished 4th, 5th, & 6th respectively. Hugh O'Riley continued the Zink parade when he secured 7th after Bill Ross spun himself back to 10th. Bob O'Connor finished his come-from-behind drive in 8th, forcing Juan Perez into 9th spot.

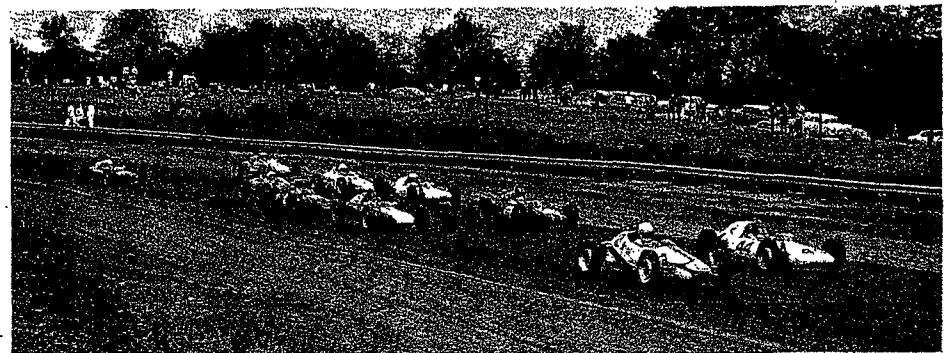
On hand in the winner's circle were Jack Peters and Larry Horton from VW. Jack did the honors by presenting the beautiful VW-Grand Prix trophy to John Magee, who for his efforts was \$500 richer. Bill Scott earned \$280 for his second place and the distinction of setting the fastest race lap at 1:23.6 or 86 mph. Glen Sullivan, after driving all night from IRP to compete, pocketed \$225. Jim McDaniel counted \$195 in change. Ed Empink plans to spend part of his \$155 earnings on stripes and patches for his new drivers suit. The remaining money distribution, to all entered, was perhaps the best ever authorized.

So, it was over. The inaugural automobile race at Summit Point was history. Competitors and fans trundled home over the rollercoaster roads, toward the setting sun, and the mammoth Sunday traffic jams.

In years to come, those present will look back and remember that first weekend at the Point. While now, many are looking forward to an exciting 1970 racing season in the apple orchards of West Virginia.

John Magee of Rochester, N.Y. drove his F-A Motors Autodynamics to the winner's circle in the Oct. 5 inaugural F-V Grand Prix at Summit Point, W.Va., Speedway. (left) (Photo - VW)

John Magee (13) and Jim McDaniel (44) lead the field on to Summit Straight for the first of two heat races preceding the Oct. 5F-V GP. Magee won both times out. (below)(Photo-VW)



1st Qualifying race Summit Point

some pressure
 Hoody on back
 ① 1:29.7

② 1:29.2

③ 1:29.7

④ 1:28.7

⑤ flat tire - Dick Williams

Grand Prix

19th position start 21 cars started

1	no time		16	1:28.7
2	1:30.3	⑮	27	1:28.1
3	1:29.6	⑮	28	1:26.7
4	1:28.2	⑭	29	① 1:25.4
5	1:27.1	⑬	30	① 1:25.7
6	1:28.3	③	31	1:27.3
7	1:28.5	⑫	32	1:27.2
8	1:28.8	⑫	33	1:26.4
9	1:28.3	⑫	34	1:26.1
10	1:27.6	⑫	35	① 1:25.6
11	1:30.5		36	1:25.9
12	1:28.1		37	1:27.4
13	1:28.4	⑪	38	1:26.1
14	1:28.1	⑪	39	1:27.3
15	1:28.6	⑪	40	1:26.0
16	1:28.6	⑪	41	1:28.7
17	1:27.9		42	1:27.3
18	1:27.4	⑪		
19	1:27.5			
20	1:27.9			
21	1:27.5	⑪		
22	1:27.6			
23	1:27.5			
24	1:27.3			
25	1:27.0			

McDonald South Sedition
 catch up
 - late punching water

used 5000 on slip point
 got 5300 2/3 down at slip point

⑩

⑧ FINISH

used only 1/2 tank of gas

1:25.4 best lap
 1.423 MIN.
 0.238 HRZ
 84 MPH

Talbot 1:34.3

~~Sullivan~~
~~1:25.7~~

Sullivan 1:25.7, 1:26.6

Jones 1:31.5

Bob - Practice Summit Point

Tire pressures 18 & 23

Brakes all work

① 1:37.8

② No time

③ 1:37.7 2ND TIME OUT

④ 1:34.3

⑤ No time

3RD time

⑥ 1:31.3

⑫ 1:31.4

⑲ 1:30.8

⑦ 1:31.25

⑬ No time

⑳ 1:29.0

⑧ 1:32.0

⑭ 1:31.3

㉑ 1:30.3

⑨ 1:31.4

⑮ 1:30.6

㉒ 1:29.95

⑩ 1:32.5

⑯ 1:30.25

⑪ 1:32.1

⑰ 1:31.1

㉓

⑱ 1:30.95

much oversteer, rear
and slides too easily

Bob O'Connor

1.04

T = 84°F
 HE = 40%
 Bar = 29.88

	190-240 ^{10°}	247	7 1/2	12 1/2	250 Air	230 Air	190-240 #8
35	11.1	41.5	11.0	11.1	11.05	11.0	11.05
40	10.65	45.6	10.5	10.55	10.4	10.6	10.75
45	10.0	48.0 [47.5]	9.9	9.95	9.85	9.9	9.85
50	9.1	48.6 [48.1]	9.05	8.9	9.05	8.9	8.9

	190-270	190-220	210	230	
35	10.5	11.05	11.0	11.04	30.7 → 40.7
40		10.6	10.8	10.65	45.1
45		10.0	9.8	10.05	47.8 47.1
50		9.1	8.8	9.15	48.4 47.7

ZINK ST. PIPE				Corr 1.042	
35	11.0	11.05	11.0	9-24-69	10.8
40	10.5	10.7	10.65	44.4	10.4
45	9.8	10.0	9.9 47.6	46.5	9.6
50	9.1	8.8	8.8 47.1	45.9	8.5

Values 1000" oil - can trim pushrods.
plugs Bosch #75 #1 200 P1 - no gapping necessary (.013")
points .016"
tuning 10° BTDC
oil 190-230, #8 emulsion tube
venturi - 28-26 - factory cut