

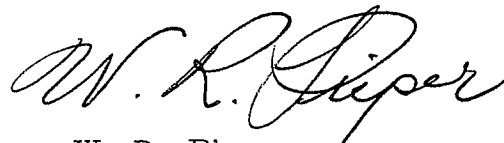
September 26, 1969

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, reading "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.	Vees only 2-4 p.m.
Technical Inspection	8:00 a.m. - 2:00 p.m.	Vees 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 Vees	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 Vees - 15 laps	1:00 p.m.	
Qualifying Race B Vees - 15 laps	1:30 p.m.	
Consolation Race Vees - 10 laps	2:00 p.m.	
Regional Races	2:30 p.m. - 3:00 p.m.	(Class to be announced - 30 minutes duration)
Vee 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/Communcation	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.

