

VRG expands Formula Vee eligibility

VRG members Keith Lawrence and Chris Shoemaker recently made a proposal to the Board of Directors to expand the eligibility of Formula Vee's. The Board has voted to accept this proposal, effective immediately. **Formula Vee's manufactured through 1975 are now eligible for VRG events, with specific rules applying to these cars** (see below).

Previously, to be eligible with VRG, Vee's had to completely conform with Monoposto Register rules. This effectively limited FV's to 1970 and older models. These early-model FV's have always been required to run on treaded tires, and required to have a working engine fan, shroud, and working generator.

Historically, later FV's generally ran on racing slicks, and were allowed to remove the fan and generator. These two changes created a large competitive advantage over the earlier cars. In addition, a newer rear suspension design ("zero-roll") became commonplace after 1970, although the performance advantage was slight.

In order to maintain a level playing field with our current, early-model FV's, **we will require ALL Formula Vee's (including the 1970-1975 cars) to run on treaded tires, and to have a working engine fan (including shroud) and a working generator.** Cars with the zero-roll suspension with twin shock/spring units will be accepted. FV's with the later "mono-spring" or "mono-shock" suspension will not be eligible. There is no grace period for these requirements – later FV's must conform with these rules prior to entering their first VRG event.

With the requirement of treaded tires, fan, and generator, the performance potential of the later FV's will be virtually identical to the earlier Vee's. The lone remaining difference (rear suspension) is thought to be worth no more than ½ to 1 second a lap, and will be hard to detect in the results. Driver skill will remain the major factor, by far.

This rules change is somewhat similar to the revision of Formula Ford rules that we made a few years ago, when we added Club Ford up to 1981. The 1973-1981 CF cars have very slight advantages (inboard suspension) but are required to run on the same tires as the earlier cars. A review of VRG race results shows that the top finishers in this group have consisted of a mix of FF and CF cars. The later CF cars are not consistently out-performing the earlier cars.

Although most of the eastern clubs (notably VDCA and VSCDA) have stuck with the 1970 cutoff and full Monoposto rules for FV, some of the vintage clubs in the western U.S. have already made changes similar to the new VRG rule. Other clubs are allowing later FV's on a case-by-case basis. So there is some precedent for this approach.

One issue, however, is that VRG members with 1970-75 FV's might not be able to run at the VDCA event at VIR, or the VARAC event at Mosport. We will have to see if we can obtain any variances from those clubs for those specific events.

The Board thanks Keith and Chris for their thoughtful, well-researched proposal. We believe this should help to expand the ranks of FV within VRG, and provide a new opportunity for those on a tight budget to experience VRG vintage racing.