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# **VEE - GRAM**

**Newsletter of the USARA Formula Vee Air Racing Class**

**Volume VII No. II**

**\* Twenty-Eighth Issue \***

**May., 1989**

**BRIAN DEMPSEY & "MISS ANNAPOLIS" WIN THE DAYTONA F-VEE RACES -  
F-VEE RACES ON AT ALBUQUERQUE, DETROIT, MIAMI & KISSIMMEE -  
but VEES DROPPED AT CLEVELAND ! - RACEPLANE REPORTS - FOR SALE ADS**



The 'Old Master' continues to make air racing history ! Just two weeks after celebrating his 85th. birthday, Steve Wittman was a welcome participant at the Daytona races in his #1 "Witt's V". Steve took a first, a second, and a third in the three race heats. This Man is just Extraordinary !

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## THE 1989 DAYTONA FORMULA VEE RACES ARE A BIG SUCCESS !!

The name "Daytona" has long been connected with "motorsports" and "speed"; ever since the early days of the automobile, Daytona Beach, Florida has been the site of many land speed record attempts on the hard-packed sand of the Atlantic Ocean beach, and more recently, the Nationally-prominent NASCAR- Daytona 500, the 24 hour Daytona sports car races, motorcycle races, etc. Right beside the Daytona International Speedway is the Daytona Beach Regional Airport, site of the Daytona Airfest airshow. This year, the Formula Vee air races were added as a feature attraction at this established airshow.

Planning for this event began at last year's ICAS Convention, as Rick Leonard has related in the previous Vee-Gram. This opening event of our 1989 season was early enough in the year to affect everyone's winter refurbishment/testing plans. Our usual 'push' started in mid-winter to get a good field of raceplanes ready.

We were pleased to hear from Steve Wittman that he was interested in participating, as his Formula Vee raceplane was hangared at his nearby home in Ocala, Florida. Steve celebrated his 85th. birthday on April 5th. with some aerobatics in his V-Witt for his guests. Steve had not participated in a Formula Vee race since winning the May, 1981 Cincinnati races.

First airplane to arrive was Ed Fisher's #77 "Blueberry", which was trailered down by Jim Vliet and Wally Kingston, arriving the previous Sunday. "Blueberry" had just had a heart transplant; Charlie Terry loaned his rip-snorting motor which had survived the fire in "Beetlebomb" last year. With Charlie's hot engine and Charlie's race pilot skills, we were hoping that "Blueberry" would be transformed from an also-ran into a contender. Several test flights in New Jersey prior to the races suggested that it would do well.

John Inman took a long cross-country flight in from the Houston, Texas area in his #18 "Starfire". Shorter fly-ins were Brian Dempsey, who had assembled his airplane at Sun n' Fun for his weather-aborted 3 Km. speed record attempt, and a formation fly-in by Steve Wittman and Neal LaFrance, escorted in from Ocala by Charlie Terry in his well-equipped Piper Comanche. Tom Walker and his brother Mark trailered in from Dallas, and Rick Leonard and Ken Finton trailered down from New Jersey.

This gave us a total of seven Formula Vee raceplanes on hand, a good turnout. We were hoping for several more; Parker Warren's #24 V-Witt down in Pompano Beach, Florida had an intermittent ignition problem, and Parker decided it would not be wise to attempt the cross-country flight up to Daytona. Butch Mankovich's new Sonerai-1 "Hornet's Revenge" didn't have enough time flown off to attend. Charlie Terry's #31 "Bumblebee" was flying, but Charlie felt that it merited additional local test flying before bringing it out to the races. Bob King was planning to fly in with his Sonerai-1, but a stationary weather front parked just north of Daytona prevented him from attending.

Our hosts for the weekend were Eagle Aviation Services, whose hangar and lounge were home for the racers as well as the other airshow performers. Their staff went out of their way to be especially helpful and cooperative. A surprise visitor to the race hangar was movie star John Travolta, who interrupted a business trip to look over the raceplanes on Friday afternoon. Travolta is a pilot and owns a home at nearby Spruce Creek.

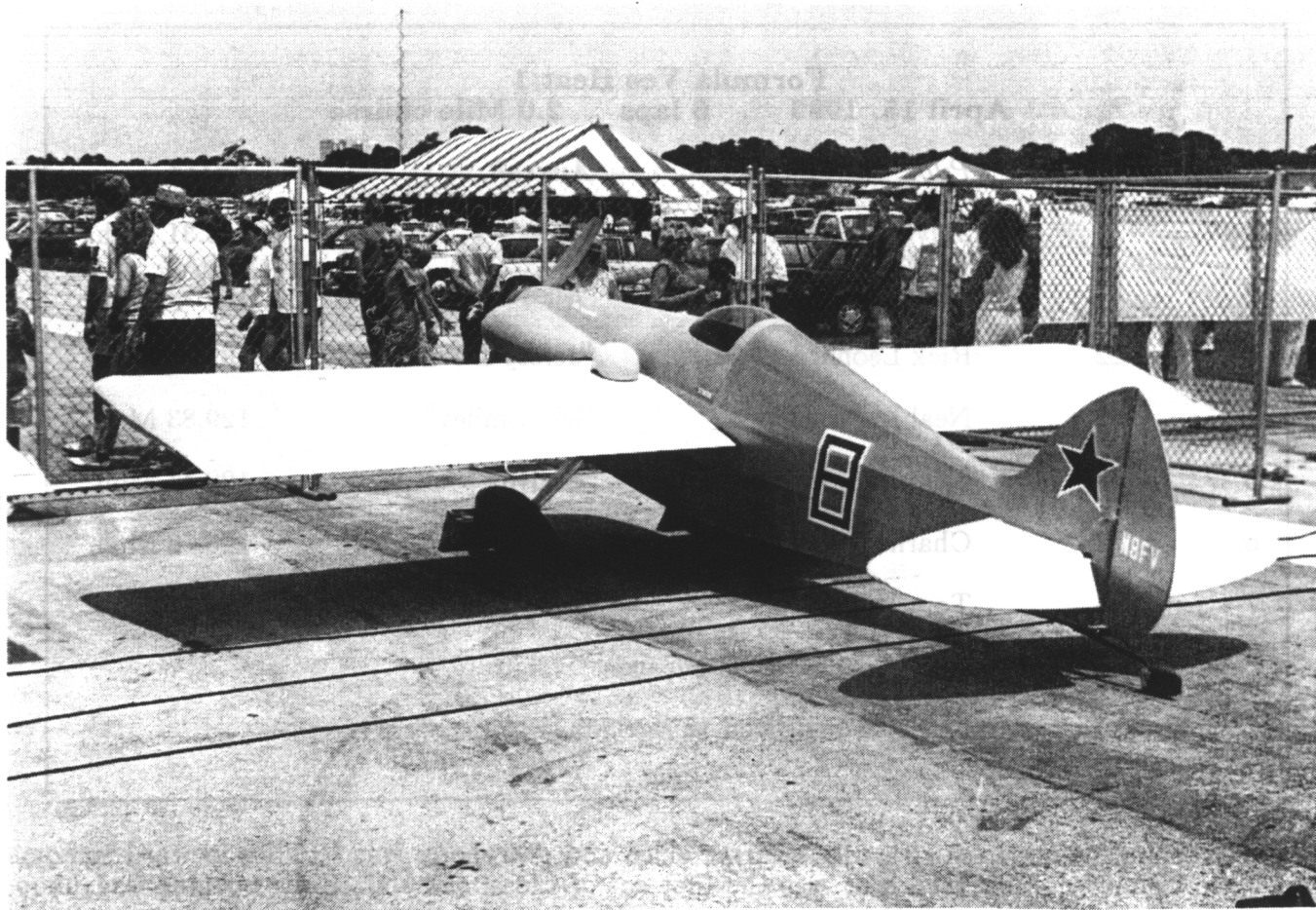
Friday saw all the raceplanes receive a safety inspection conducted by USARA Chief Tech. Inspector Ed Graebner. Most pilots got in at least one test and tuning flight that day. Then it was off to the big hangar party, featuring a (too-loud!) rock band and munchies.

Due to the scheduled airline activity, the race course was not available until Saturday morning for a combined practice/qualifying session. The Eagle hangar was inside the course, providing a spectacular vantage point for the crews and officials. I was very impressed with Steve Wittman's unique pylon style. As he approached the pylon, his wing tip would drop in tiny but perceptible 'clicks', like one-fourth of a 60-point axial roll !

**Formula Vee Qualifying**  
**April 16, 1989**      **2.0 mile course**

<i>Race #</i>	<i>Pilot</i>	<i>Aircraft</i>	<i>Speed</i>
8	Brian Dempsey	"Miss Annapolis"	166.55 Mph. *
22	Rick Leonard	"Jersey Devil"	149.06 Mph.
1	Steve Wittman	"Witt's V"	142.29 Mph.
84	Tom Walker	"Buzzin' Buzzard"	139.26 Mph.
18	John Inman	"Starfire"	136.62 Mph.
77	Charlie Terry	"Blueberry"	133.43 Mph.
62	Neal LaFrance	"Mr. Smiley"	127.50 Mph.

\* New National Qualifying Record - Formula Vee Class, for courses of under 4 Km. Previous record was 159.91 Mph. set by Rick Leonard at Frankston, Texas on Oct. 23, 1987.



Brian Dempsey's hot new "Miss Annapolis" on the flight line at Daytona, still in silver so as to hold loaded flying weight down below the 661 lb. limit for the World Speed Record attempts. Final color paint is expected after return from Albuquerque. Note the tiny wheel pant on the tailwheel !

After the qualifying session was completed, the overcast weather began to look worse and worse...and then it started to rain. With the imminent start of Saturday's airshow, the weather station adjacent to Eagle Aviation became a popular visiting spot. The afternoon's airshow schedule was revamped to rearrange acts; the first race heat and the Misty Blues were eliminated. Several thousand die-hard airshow spectators held out to watch despite the occasional showers. Between each shower, several-airshow acts would perform. Watching the weather radar, a convenient gap was chosen and it was decided to attempt the feature race heat.

As the raceplanes began to taxi out to the starting line, a light misty rain began to fall. The question...shall we fly? With the diehard spectators cheering the racers on, the first Daytona race heat began. At the flag drop, Steve Wittman immediately accelerated into the lead and held it for the entire race to win. With his metal prop, Steve was not affected by the mist, whereas all the other pilots, mindful of the potential for damage to their wood props, tended not to push as hard. Near the end of the race, Leonard and Dempsey began to close the gap...but Wittman held on to take Saturday's feature win.

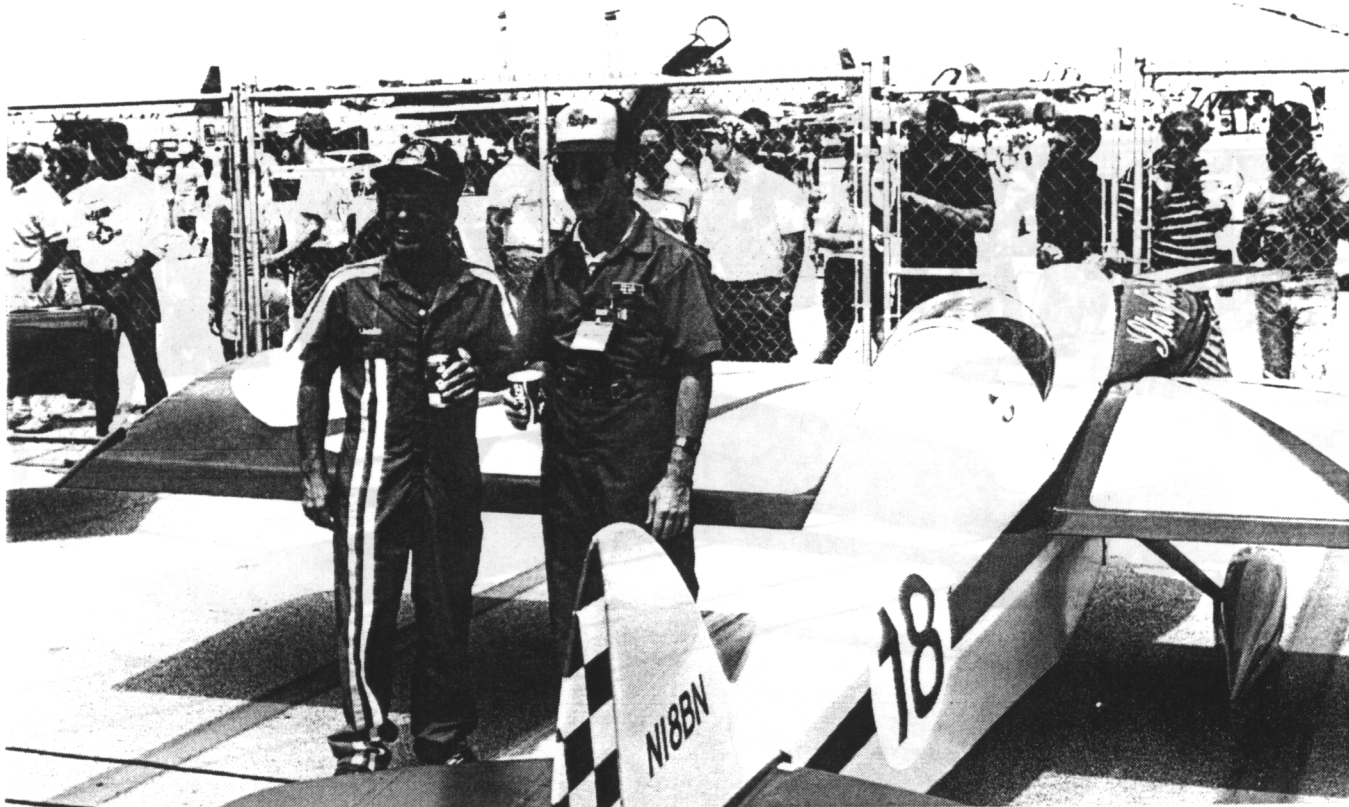
Back at the Eagle Aviation hangar, the pilots all focused on prop tip damage. Most of the wooden props had slight to moderate tip damage; several were slight enough to be sanded out and fixed on-site, but several others were severe enough to need repair. Luckily, enough spare props were available so that everyone could fly the next day.

By Saturday evening, the clouds had parted, the sun was shining, and many race pilots made it over to the big party at Spruce Creek. This classy affair had an estimated 700 guests, including many of the country's top airshow promoters. An evening airshow featured fireworks and a novel night aerobatic show.

<b>Formula Vee Heat 1</b> <b>April 15, 1989      6 laps      2.0 Mile course</b>				
<i>Place</i>	<i>Race #</i>	<i>Pilot</i>	<i>Aircraft</i>	<i>Speed</i>
1	1	Steve Wittman	"Witt's V"	143.31 Mph.*
2	8	Brian Dempsey	"Miss Annapolis"	139.24 Mph.
3	22	Rick Leonard	"Jersey Devil"	132.77 Mph. **
4	62	Neal LaFrance	"Mr. Smiley"	129.83 Mph.
5	18	John Inman	"Starfire"	128.47 Mph.
6	77	Charlie Terry	"Blueberry"	126.78 Mph.
7	84	Tom Walker	"Buzzin' Buzzard"	122.47 Mph.
* #1 cut pylon #5 on lap 2, penalized 10 seconds.				
** #22 cut pylon #6 on lap 8, penalized 10 seconds.				

Sunday morning dawned with rapidly clearing skies and everybody was looking forward to some good racin'. Sunday's first race heat was the first act of the airshow after the opening flag jump. Airliner traffic in and out of Daytona Regional airport continued all day; this first heat was bracketed between two scheduled departures. Due to the wind direction, takeoff was 'right-to-left' as viewed by the spectators. After lifting off, the raceplanes would turn diagonally right and fly across the course to turn left at pylon 4.

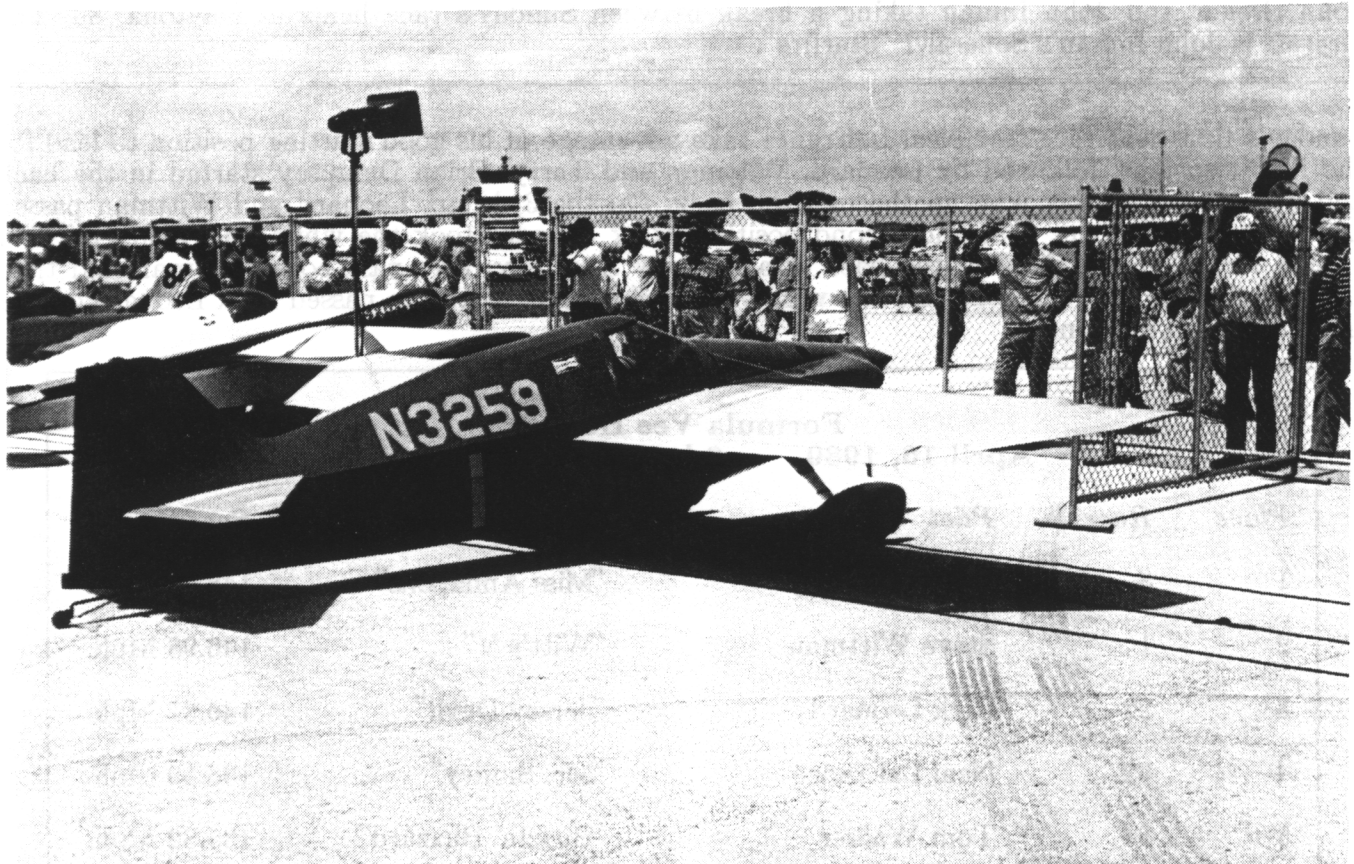
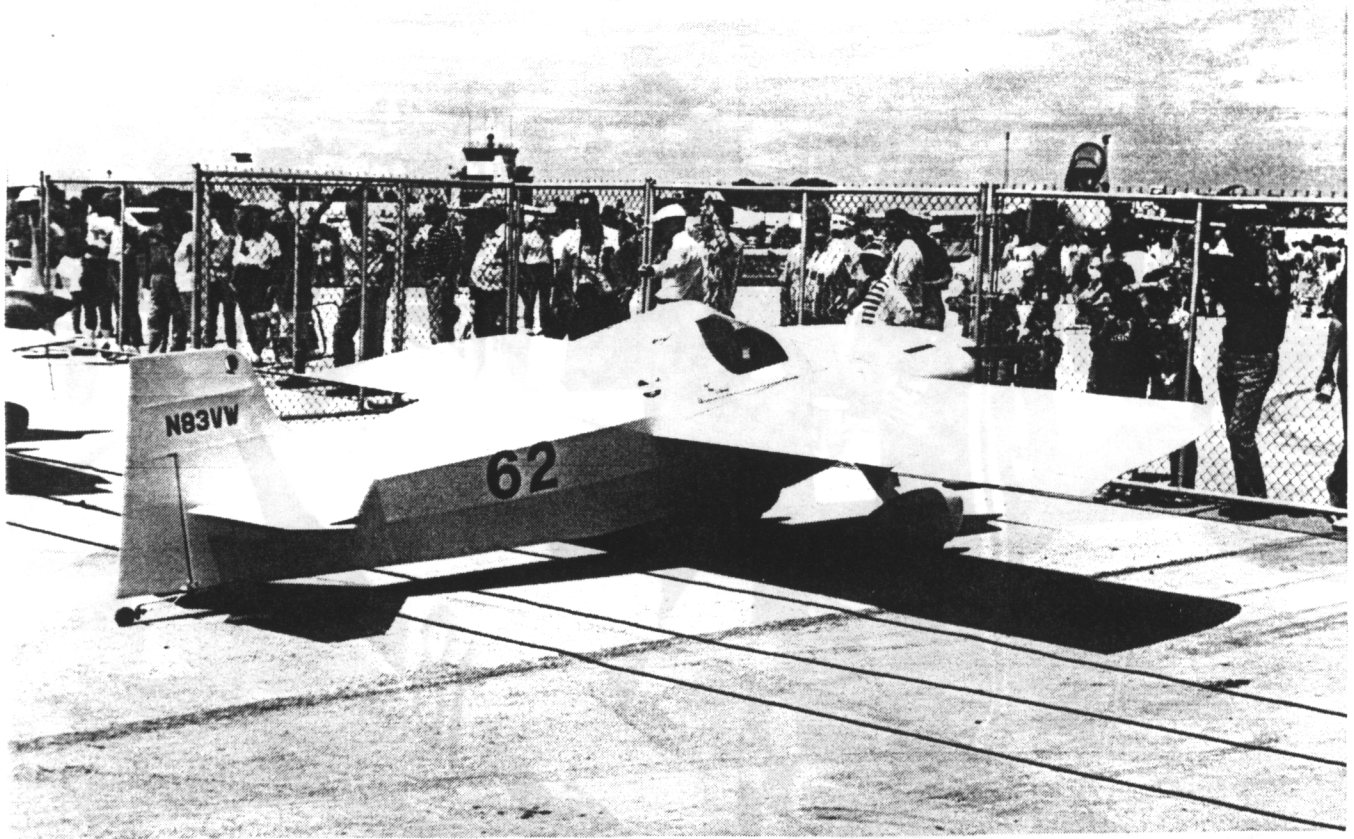




John Bregar and John Inman taking a break between Sunday's race heats at Daytona '89. The aircraft is John Inman's Sonerai-1 "Starfire".

Sunday's first heat race saw Neal LaFrance take advantage of his good starting position to lead for the first two laps, followed by Leonard, Wittman and Terry. Brian Dempsey started in the back and began working his way up through the pack. On the 3rd. lap, Leonard and Wittman passed LaFrance to take over first and second position. Rick Leonard took the white flag with Wittman closing from behind, then on the back straightaway Dempsey dove past both Wittman and then Leonard to take over the lead and the win. Meanwhile, Steve Wittman passed Rick Leonard on the last turn to take second.

Formula Vee Heat 2				
April 16, 1989      6 laps      2.0 Mile course				
<i>Place</i>	<i>Race #</i>	<i>Pilot</i>	<i>Aircraft</i>	<i>Speed</i>
1	8	Brian Dempsey	"Miss Annapolis"	148.68 Mph. *
2	1	Steve Wittman	"Witt's V"	146.98 Mph.
3	22	Rick Leonard	"Jersey Devil"	146.37 Mph.
4	62	Neal LaFrance	"Mr. Smiley"	138.59 Mph.
5	84	Tom Walker	"Buzzin' Buzzard"	135.82 Mph.
6	77	Charlie Terry	"Blueberry"	134.24 Mph.
7	18	John Inman	"Starfire"	- did not finish -
* New Formula Vee race record (superseded in Championship Race).				



Styles in V-Witts: At top is Neal LaFrance's #62 "Mr. Smiley", below is Steve Wittman's prototype #1 "Witt's V". Note extended triangular tips on #1, added by Wittman before the 1977 Sturgis, Ky. races. LaFrance's V-Witt has squared-off tips as shown on original blueprints; LaFrance deleted the flaps in order to save weight. #62 is the lightest Formula Vee currently flying, at about 410 lbs. empty weight, whereas #1 is about 425 lbs.

And now.....it's time for the Championship Race ! The race start was again right-to-left. Brian Dempsey held the pole, Rick Leonard had the middle spot, and Steve Wittman was on the outside of the first row. Starting in the second row was John Bregar, Tom Walker and John Inman. Charlie Terry was the lone starter in the third row.

The start was almost out-of-sight of the announcer's stand, so in the middle of the announcer's pre-race windup, here come the racers! Wittman again jumped out into the lead on the takeoff, but this time Rick Leonard was hot on his tail and passed before reaching the first pylon. Leonard led for several laps with Wittman right behind him all the way. Meanwhile, Brian Dempsey in third spot was building up speed behind the two leaders. Flying high, Dempsey gradually closed the gap. On the third lap, Dempsey made his move on Wittman and passed him on the back straight. On the next lap, Dempsey passed Leonard to take over the lead. The top three planes had moved out from the pack; by the race's end the leaders were beginning to lap the last place aircraft. Brian took the win to become only the fourth pilot to ever win a Formula Vee Championship Race (after Wittman, Terry and Leonard). Meanwhile, John Bregar led the four-way scrap for fourth; eventually Walker and Inman backed off to finish 4-5-6. And....."where's Blueberry?"....slugging along in last!

Considering his 'rock-stock' engine, Steve Wittman's performance was outstanding, showing that the 'Old Master' has lost none of his skill.

<b>Formula Vee Championship Race</b> <b>April 16, 1989      6 laps      2.0 Mile course</b>				
<i>Place</i>	<i>Race #</i>	<i>Pilot</i>	<i>Aircraft</i>	<i>Speed</i>
1	8	Brian Dempsey	"Miss Annapolis"	152.576 Mph. *
2	22	Rick Leonard	"Jersey Devil"	149.49 Mph.
3	1	Steve Wittman	"Witt's V"	147.89 Mph.
4	62	John Bregar	"Mr. Smiley"	132.11 Mph.
5	84	Tom Walker	"Buzzin' Buzzard"	130.25 Mph.
6	18	John Inman	"Starfire"	126.63 Mph.
7	77	Charlie Terry	"Blueberry"	125.98 Mph.
* New National Race Record - Formula Vee Class, for courses of under 4 Km. Previous record was 147.90 Mph. set by Rick Leonard at Frankston, Texas on Oct. 25, 1987.				

After the Championship Race, Brian's airplane was moved back to Eagle Aviation hangar where an engine teardown was performed by Ed Graebner and the USARA officials.

As a result of our exciting races at Daytona, we have received several offers for races later this season in the southeast. At this point, it appears we will have all the races we can handle. Furthermore, plans are already being made for an Eastern Vee Series in 1990.

We would like to thank The Chamber, Daytona/Halifax Area and Embry-Riddle Aeronautical University, who were the principal Skyfest sponsors, Skyfest Producer Rick Grissom, Master of Ceremonies and principal airshow announcer Sonny Everett, all the folks at Eagle Aviation Services, the USARA Officiating Team along with all the other Air Race Officials, and of course all the hard-working competitors, crews and helpers.

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## The Florida International Air Race at the Skyfest Daytona '89 April 15-16, 1989

### Pilots:

Steve Wittman -  
Brian Dempsey  
Rick Leonard  
John Inman  
Neal LaFrance  
Charles Terry  
Tom Walker  
John Bregar

### Crew Members:

Ken Finton  
David Myers  
LaDonna Delcambre  
Bob Hoey  
Bill Holland  
Mark Walker  
Bob Schank  
Bob Olson  
Parker Warren  
Jeff Warren  
Butch Mankovich  
Lorraine Leonard  
Shannon Murphy

### Officials:

Jack Dianiska -	Chief Judge, Finish Line Flags	Gregory Boivin -	Pylon Judge
Bill Kucklick -	Chief Timer	Sherman Boivin -	Pylon Judge
Ed Graebner -	Aircraft Safety & Inspection, Starting Line Flags	Vince Spardella -	Pylon Judge
Tom Nemyo -	Flight Safety Officer	Brian Johnson -	Pylon Judge
Bill Varga -	Timing	Ray Knispel -	Pylon Judge
Wally Kingston -	Timing	Gary Larson -	Timing
Nancy Harsch -	Timing, Video	Margot Larson -	Timing
Jim Vliet -	Race Announcer	Ellen Reed -	Timing
Charles Boivin -	Chief Pylon Judge	Chuck Richards -	Timing
		Barbara Henfling -	Pylon Judge
		Bryan Goulette -	Pylon Judge

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## BRIAN DEMPSEY TAKES LEAD IN 1989 FORMULA VEE PILOT CHAMPIONSHIP

At a meeting held at the Daytona air races, it was decided to go ahead and begin using the points scoring from our draft Procedural Rules. Points are awarded to the pilot as follows: 10 points for qualifying, then in the Final race(s) 12 points for first place, 11 points for second, then so on in descending order down to 1 point for 12th. place. Below 12th. place, no points. No points are awarded for heat races. Thus, the National Championship standings after the Daytona race are:

Place	Pilot	Points Total
1	Brian Dempsey	22
2	Rick Leonard	21
3	Steve Wittman	20
4	John Bregar	19
5	Tom Walker	18
6	John Inman	17
7	Charlie Terry	16
8	Neal LaFrance	10

With all the Formula Vee air races scheduled this year, use of a points system becomes extremely important to arrive at the National Champion in a fair and equitable manner. In previous years when we had only one principal race each year, it was automatic that that race's winner became the National Champion.





Brian Dempsey and his Sonerai-1 "Miss Annapolis" at Daytona.

### BRIAN DEMPSEY'S COMMENTS ON DAYTONA

"I have returned, but not recovered, from my Florida vacation. Vacation is the word the people at work use to describe my absence. I think about it in less relaxing terms. As they say...Events Occure. Well, Events did Occure!! I was upset that I was not allowed to do my 3 Km. record at Sun 'n Sand as planned. "Miss Annapolis" and I were ready !

Before I reflect on the '89 Daytona Skyfest Air Races, I wish to thank all the people who have helped me with their support, time, assistance and patience, lots of patience, that contributed to my success at Daytona and at Easton, Maryland as well. I wish to thank:

Dave Smith, Steve Kowal, Pete Van Dyne, Tom Holder, EAA Chp. 571, Jack Poage, Stan and Butch Mankovich, EAA Chp. 474, EAA Chp. 4, Charlie and Craige of PEEK Performance, M.T. Peery Propellers, Wayne's Signs, Charlie and Karen Terry, Jim Vliet, the whole FORMULA VEE GANG and the list goes on and on. I thank you all.

And special thanks to RICK and LORRAINE LEONARD. Their help made my success at Daytona and Easton possible. My airplane would not have been at Daytona without Rick's assistance. [While Peek Performance is responsible for the record-setting engine that was flown at Daytona, Rick built the engine that set the records at Easton, MD.] Thanks again, Rick, for all your help and for all that I have learned from you.

About Daytona, I'm not going into all the details of what happened lap by lap [Jim can cover that much better than I]. First of all we had a 7 airplane field arrive, ready to race. Formula Vee meets its airshow commitment. Once again a professional showing from the Vee group. It is noteworthy that more than half the raceplanes flew into Daytona and all the racers that were there are also flown as sport planes.

(continued)

There were lessons that were learned at Daytona; one lesson was expensive (\$1500 ? damage to propellers from racing in the rain). Lesson learned...we are the pilots, We are supposed to make our own decisions. We don't have to fly just because other people want us to fly or because other pilots are willing to fly under those conditions. The only good that could come out of Saturday's Rain Race is that it proves the Vees put on a good show Rain or Shine. Now that we have raced in the rain once, we will not do it again.

Daytona once again demonstrated that our use of the inverse starting procedure pleases both the crowds and the promoter.

Formula Vee phased in the enforcement of all engine rules this season. Any winner of a Championship Race may be subject to engine teardown, and teardown is mandatory for any airplane that betters existing records. Needless to say, "Miss Annapolis" engine was torn down after winning the Championship race, and setting two records at Daytona. Her legitimacy was confirmed. Being the first victim of the teardown rule, I can state without contradiction that a better system of engine inspection is needed. But, until a better procedure is devised, this is necessary to insure fair competition.

My comments about racing at Daytona ? It's still too soon for me to collect all my thoughts on my success. First of all, I didn't do it all by myself. Next, I won because I was the best prepared [and no one really knew how fast "Miss Annapolis" was on a race course. They just didn't see it coming]. For example, I know Jim and Rick have spent most of their spare time promoting Formula Vee, and their race preparations suffered as a result. I learned Charlie Terry has been involved trying to prepare two racers; too much work, too little time. Common problem in racing. Well now they all know how fast "Miss Annapolis" can go, and I'm sure they will be ready in June, so I best get back to work !!

My last comments I reserve for Steve Wittman. Saturday, during qualifying, I watched as Steve practices on the course. I notice he flies the same line, in low and tight, lap after lap. Steve is so smooth !! During the races I spent most of each race [in the best seat in the house] up high following Steve, watching as he maneuvers through the pack, taking aim on the leader. Ah...the Master at work. Funny thing, so often we hear praise to champions of yesteryear and take it as remembrances to men whose time and greatness has passed. No so with Steve Wittman, Steve seems ageless and is still a Champion at age 85. Incredible!...it is an honor to fly with you, Steve, and I'm proud to know you and all of the other Formula Vee people".

Brian Dempsey

## **ALBUQUERQUE AIR RACES ON FOR JUNE 10-11**

The Formula Vees will be returning to Albuquerque, New Mexico on June 10-11th., 1989 for the Second Annual Southwest Airlines/Albuquerque International Air Races and Airshow. The setup is the same as last year: 16 Formula Ones and 8 Formula Vees, to share a \$40,000 purse. As of May 1st., 15 F-1 entries and 3 F-Vee entries had been received by IF1. (I know of a few more F-Vee entries since then). If you haven't yet sent off your entry form and fee, please do so ASAP !!!

The air races will again be held at Double Eagle II airport, high atop the mesa to the west of the city. Please contact Jim Vliet if you need a map.

As you may recall, last year's Albuquerque races were very significant on two counts: 1) IF1 & F-Vee jointly put on a safe, exciting air race event, and 2) people from IF1, F-Vee, NAG and ER/USARA all worked together to make this race a success. We look forward to our continued cooperation at Albuquerque '89 and other air races in the future.

## **ANNOUNCEMENT - FORMULA VEE BUSINESS MEETING AT ALBUQUERQUE**

A Formula Vee class Business Meeting will be held sometime during the weekend of the Albuquerque air races (time and place to be announced on site). We have a number of important business items on the agenda, including proposals for a 1990 Formula Vee Series.

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## **QUEBEC FORMULA VEE AIR RACES OFF**

We have been working to try to set up our first Canadian Formula Vee race at the Saint-Jean-sur-Richelieu Balloon Festival, August 12-13th. There are a number of special requirements to put on an air race in Canada; although we have made good progress working with the Canadian Ministry of Transport officials, several stumbling blocks remain. The most significant problem is that the M.O.T. has ruled that our present 'surcharge' insurance setup is not acceptable; Canadian law requires all airshow participants to carry their own \$1 million liability insurance coverage. Also, commercial pilots licenses are required.

Although much progress has been made in setting up the foundation for future air races in Canada, time is growing short for this event, and a mutual decision has been made by Formula Vee and the event promoter to hold off until 1990 for any possible Formula Vee race at this site.

### **F-VEE RACE PLANNED FOR DETROIT ON JULY 29-30**

As this issue goes to press, we are involved in negotiations to hold a Formula Vee air race as a feature part of the Detroit Willow Run Airshow to be held on July 29-30 at Willow Run airport, Ypsilanti, Michigan. This is a good site where USARA had a multi-class air race in 1985. The races are for the Formula Vee class only, with a prize purse of \$8,000 plus rooms for a field of 8 raceplanes. Please note that this is NOT FIRM as of this time; we will have an announcement at or before Albuquerque regarding the status of this event.

### **FORMULA VEE'S DROPPED FROM 60TH. ANNIVERSARY CLEVELAND AIR RACES**

We have just been informed that the Formula Vee class has been dropped from the 60th. Anniversary Cleveland National Air Show to be held over Labor Day weekend (Sept. 2-4, 1989). This is a real disappointment, as USARA canceled a Formula Vee race at nearby Lorain County airport in favor of the multi-class Cleveland event. We have been told that a reduction in the prize purse occurred which necessitated canceling all but the feature Formula One race event.

### **1989 SEASON WINDS UP WITH RACES PLANNED AT MIAMI AND KISSIMMEE, FLORIDA**

Our last two events for the 1989 season are tentatively scheduled for Miami, Florida on November 4-5, and then on to Kissimmee (near Orlando) the following weekend, Nov. 11-12th. Both of these are established airshows trying an air race for the first time with the Formula Vees.

### **"HORNET'S REVENGE" FIRST TEST FLIGHT**

Butch Mankovich's Sonerai-1 #27 "Hornet's Revenge" had a very successful test flight on Sunday, March 25th. at Kobelt Airport, Walkill, NY. Since then, Butch has been building up flight time; "Hornet's Revenge" is expected to make its racing debut at Albuquerque.

### **CHARLIE TERRY'S "BUMBLEBEETLE" TAKES TO THE AIR**

After a winter of refurbishment, the Wood SL-1 raceplane "Bumblebeetle" owned by Charlie Terry had three flights on Sunday, April 2nd. at Allaire Airport, NJ. Since then, Charlie has had about 10 flights on it. Charlie reports an impressive top speed and figures it will be very competitive at the races this year. This airplane last flew back in 1980 or thereabouts, and has since been in storage. "Bumblebeetle" will also make its racing debut at the Albuquerque air races.

### **JIM JAHNKE NEW OWNER OF "MR. SMILEY"**

That's right, folks...Neal LaFrance has just sold his V-Witt "Mr. Smiley" to Jim Jahnke of Green Bay, Wisconsin. Jim operates a flight school and formerly owned a Wittman Tailwind. Jim will be making his air racing debut at Albuquerque; Neal is planning to attend to lend Jim a hand as crew chief.

## VIDEOTAPE OF DAYTONA AIR RACES AVAILABLE

Nancy Harsch videotaped all the Formula Vee activity at Daytona; the edited video is now available. This is a non-commercial non-profit offering, being made available internally to the Formula Vee group only, for purposes of operational analysis of the races. The video runs about 1 hr. 15 minutes, VHS format only. The cost of the videotape is \$15.00, which covers the blank tape, duplicating and mailing costs. I have seen portions of this video; Nancy had a good vantage point and the excitement of the races comes across well. Quality is 'good but not commercial'. It can be ordered from: Wally Kingston, 1753 Browning Road, Pennsauken, NJ 08110.

## AIR RACING INSURANCE INITIATIVE

For the past three years we have been operating on a 'makeshift' liability insurance arrangement with Shannon & Luchs, requiring airshow promoters to pay a surcharge on their airshow policy to cover any air racing at their show. Now that the recent liability insurance crisis has eased, we have recently been offered air racing liability insurance on a per-plane basis. At a meeting during the Daytona races, an Insurance Committee was appointed, consisting of Margot Larson, Tom Walker and John Inman, with Rick Leonard as an Ex-Officio member. We expect to have our liability insurance program in place for the 1990 season.

## CONTINUING GOOD PUBLICITY FOR THE FORMULA VEES...

A color photo of a beautiful red-and-yellow #33 Formula Vee raceplane was featured on the cover of the March 17th. issue of Western Flyer, along with an article about our February business meeting written by Howard Levy. The May issue of the British aviation magazine 'Pilot' featured color photos and an article on the Formula Vees, also submitted by Howard Levy. The announcement of the upcoming Daytona Air Races was published in Atlantic Flyer, Pacific Flyer, Western Flyer and Aviation News (a Florida aviation newspaper). We anticipate reports on the Daytona races in upcoming issues of Atlantic Flyer and World Airshow News.



Charlie Terry and Bob Hoey preparing "Bumblebee" just a few minutes before the first test flight on April 2nd., 1989.



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## RENEGADE WITHDRAWN FROM FORMULA VEE RACING BY DESIGNER

In an exchange of letters with Formula Vee, Charles Lasher, the designer of the Lasher Renegade, has taken issue with our listing a "For Sale" Renegade with the caution note:

*Jim V. adds this note: There has been some concern in the past regarding the Lasher Renegade design because of the spar allegedly not designed for 6 G's. Dave Eachon feels that this aircraft IF KEPT LIGHT (loaded flying weight) can safely pull 6 G's. Perspective buyers can contact me for further information - JV.*

This caution stems from a magazine article ("Here comes the Renegade" written by Nick Stoner, published in the June/July 1973 issue of "Sport Planes") which describes in several places the Renegade having "a 5 G wing spar". Also, we are aware that Verne Willingham, the only pilot to race a Renegade, was concerned that the wing design might not be strong enough to race safely.

Formula Vee's position (as quoted from Rick Leonard's letter) is: "Based on what appears to be (Lasher's) information, pilots would be ill advised to attempt 6 G's in a Renegade and Formula Vee will continue to say so." Mr. Lasher's position is (quoted from his most recent letter to Formula Vee President Rick Leonard):

"My official position is: Renegade is not approved for Formula Vee Competition racing.

(signed) Charles W. Lasher"

As Charlie has been generating a great deal more heat than light, we still don't know what the actual wing strength is. Interested parties may contact him at:

Charles W. Lasher  
4660 Parker Court  
Obiedo, FL 32765

## UPDATE ON BRIAN DEMPSEY'S WORLD RECORDS

The Feb. 1989 Vee-Gram contained a preliminary report of Brian Dempsey's two world records set in his Formula Vee raceplane "Miss Annapolis" on Feb. 19th. at Easton, Maryland. The final precise numbers from the N.A.A. are: speed over a 15 Km. course: 181.54 Mph., breaking the old record of 145.19 Mph. set by Norman Howell in a Quickie in July 1988, and Time to climb from a standing start to 3,000 meters: 9 min. 36.29 seconds, breaking the old record of 18 minutes 5 seconds, also set by Norman Howell last July.

Brian's plans for a 3 Km. record attempt at this year's Sun 'n Fun EAA Convention at Lakeland, Florida did not work out as planned. Brian was there and ready to go, but the weather during the assigned early morning time slot was IFR. Since an alternate time slot was impossible to arrange, Brian had to forgo any attempt there at Lakeland. He is now planning to make his 3 Km. record attempt at Beckley, WV in late May.

## KILIAN TAIL WHEEL UPDATE

Looks like the Kilian Corp. caster wheels are working out well on both Sonerai's and V-Witts. They are 3" diameter by 1" wide, ball bearing caster wheels suitable for raceplane tailwheels. The original batch I obtained #3BHI is a rock-hard rubber, about as hard as a bowling ball. They wear like iron but are harsh and noisy. Most people prefer the #3BC which is a firm rubber tread on a hard core. It looks like the #3BC are good for perhaps 20-30 landings before replacement, but at the low cost of (approx.) \$4.49 ea., regular replacement is not a problem. The Kilian caster wheels are available from stocking distributors all over the country (the list is too long to reprint here); call Jim Vliet to find out the Kilian distributor nearest you.



The Formula Vee race pilots at Daytona pose with the Secretary of the Air Force. Front row: Neal LaFrance, "Rushin'" Brian Dempsey, John Bregar, Tom Walker. Back Row: Charlie Terry, Rick Leonard, Secretary of the Air Force James McGovern, John Inman, and Steve Wittman.

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### **JIM VLIET MOVING TO SAN DIEGO ???**

Well...it looks like I might be "persuaded" to move to San Diego by my employer, starting perhaps near the end of this year. This definitely interferes with my timely completion of the wing rebuild for "chasin' rainbows"....but I intend to continue my present level of involvement in Formula Vee air racing, including the Vee-Gram. I intend to travel east to attend all the races, meetings, etc.

### **NEWS ITEMS WANTED**

All readers are requested to send in any news items or buy/sell ads to the Vee-Gram Editor, James A. Vliet, by mail (12 Cooper Blvd., Red Bank, NJ 07701) or phone (201) 747-2581 evenings.

### **SIGNOFF**

Whew!!!!...polished off the biggest V-Gram issue ever! (I had thoughts 'someday' that the Vee-Gram might evolve into a magazine; at the rate this is going, it may be sooner than I'd planned on !) I'm planning the next issue of the Vee-Gram for late June, featuring coverage of the Albuquerque air races, more info. on the events planned later in the season, and lots of new aircraft reports, etc. Those of you who have just gotten your new aircraft into the air - send me a photo and you'll get the recognition your efforts deserve! Meanwhile....Lookin' for you at Albuquerque....

## FOR SALE

My policy: I reprint any ad sent in by readers for Formula Vee-type aircraft and parts. Ads run indefinitely (as space dictates) or until I've heard that the aircraft has been sold or taken off the market. Ads are provided solely as a service to new competitors looking for raceplanes. I do not charge for ads, nor do I receive a commission. In most cases, I have not seen the aircraft described, thus the seller is responsible for the accuracy of the description. Please contact me if you find the description is in error, or if the aircraft described is no longer available - Jim Vliet.

**For Sale: FORMULA VEE T-SHIRTS**, classic design as introduced at Reno last year. Collector's item, only a few left (in mens medium size only). \$10.00 each, including postage and handling. Barbara Henfling, 4481 Beechwood Lake Drive, Naples, Florida

**For Sale: Sonerai-1**, 145 TTAF, 2180 cc. VW engine 41 TTENG. Excellent condition. \$4,500. (919) 847-4614.

**For Sale: Sonerai-1 Project:** Factory-welded fuselage, primed. Tail surfaces factory welded & primed. Landing gear leg, plans. \$2,500 or best offer. Robert Black, 4246 South 1060 East, Salt Lake City, UT 84124 (801) 268-0748

**For Sale: Sonerai-1 Project:** 90% complete. 1600 cc. VW engine w/ Econo-Vee hub & spool, Peery prop, Posa. Cleveland brakes. Painted desert tan w/ dk. brown stripes. \$3200. Jeff Layton, 7520 N. Rae Ave. Tuscon, AZ 85741 (602) 744-2501.

**For Sale: Sonerai-1 project**, whole project or parting out, almost ready for cover, with 2180 cc. engine, prop, cowl, instruments, etc. Bill Hillier, Indiana (317) 664-1207.

**Wanted: Monnett ABS wheel pants** for the Sonerai aircraft, can be new, used, or slightly damaged. Bob Schank, Michigan. Work (313) 845-4560, evenings/weekends (313) 697-7057.

**For Sale: Sonerai-1 Kit**, complete Monnett kit with plans and newsletters \$2000 or best offer. (805) 922-6256

**For Sale: Misc. raceplane parts:** 1 ea. HAPI remote oil cooler and kit for Sonerai, HAPI # 20-508 (new) \$65. 1 ea. HAPI top mount oil cooler adapter, HAPI # 20-507 (new) \$25. Sonerai early style bolt type axles, \$15. pair. Dave Patterson WI (414) 484-3382 after 5 PM.

**For Sale: Misc. raceplane parts:** 1 pair Rosenhan DRUM (old style) wheels and brakes, new condition, unused, for 1.25" axle, both for \$150. Contact Jim Vliet NJ (201) 747-2581 after 6 PM.

**Sonerai-1 Kit:** Everything in kit except engine, instruments and spinner. Virtually unassembled except for wing spar and landing gear. Includes plans and back newsletters. Now in storage in Edison, NJ. Asking \$2,900. Contact: Gregory Chapla, 53 Main St. Unit #112, Wareham, Mass. 02571, (508) 295-5942.

**For Sale: Formula Vee Engine:** 1600 cc. VW, 0 SMOH with complete Monnett conversion. Includes carb, magneto, shielded harness, 2 sets shielded plugs, used electro-vee alternator, 52 x 44 prop and misc. other parts. Crated for shipment, F.O.B. Dallas, TX. \$1500. Blake Speer (817) 325-9581 days, (817) 325-5714 evenings/weekends, or Tom Walker (214) 986-0849 evenings/weekends.

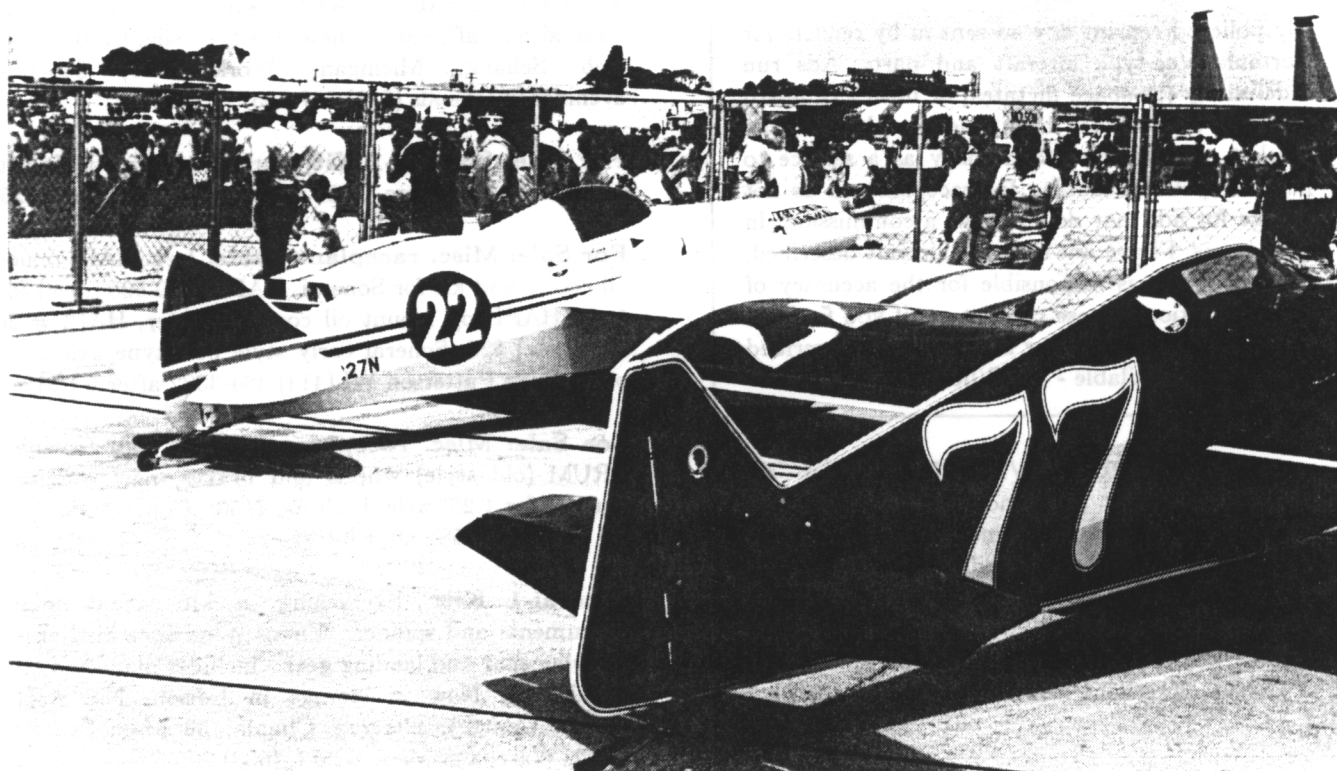
**For Sale: Enclosed Race Plane Trailer.** Built for 'White Knight' racing biplane. Could hold two Formula Vees? Equipped with electric brakes, dual axles, and ramp door. Available Spring '89 after White Knight is delivered to EAA Museum at Oshkosh. \$1500. Contact Don Fairbanks, Cardinal Air Training, Inc., Lunken Airport - Terminal Building, Cincinnati, Ohio 45226 (513) 321-5822 or 321-5823.

The Vee-Gram Newsletter  
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James A. Vliet

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Rick Leonard's "Jersey Devil" and Ed Fisher's #77 "Blueberry" at the display area at the Skyfest Daytona '89.

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