



BOX 291  
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# BULLETIN

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THE NEW "DOUBLE DUTY" ASSOCIATION EMBLEM (2 PER MEMBER)

This is the first issue of the FVA Bulletin. Eventually we'll give some thought to christening it with a more pretentious name, but in the meantime----. Formula Vee is new, the Bulletin is new, and I'm probably the newest in bulletin editors, so if it doesn't meet your expectations, holler, and ye shall be heard. In fact I hope to get a lot of hollering, so there will be something to print.

This issue is going to every Vee owner I've been able to locate, partly as an inducement to those of you who haven't yet joined the Association, of course, but mostly for a more serious reason.

You have all received copies of the present FV specifications, with suggested changes shown underlined. These changes will be considered by the Competition Committee of SCCA in November, and their decisions will determine the rules for 1965.

As owners you all have an interest in this, and before these decisions are made I should like to present to SCCA the opinions of as many Vee owners as possible.

Mr. James Kaser, Competition Director, informs me that questions have also been raised regarding direct ducting to cooling fans (which seems to be necessary on Auto Dynamics) and the reversing of the intake manifold in order to mount the carburetor behind the engine. (Don't ask me why!) Another subject for review is the practice of running FV with FJr.

Inasmuch as these questions are so vital

Following are my opinions of proposed changes in Regulations affecting Formula Vee---  
(proposals by Formula Vee Assn., complete text in their published regulations)

OR AGAINST

- \_\_\_ \_\_\_ Sec. 2. (4" Min. ground clearance)
- \_\_\_ \_\_\_ Sec. 3. E (Venting backing plates)
- \_\_\_ \_\_\_ Sec. 4. H (No direct air connections to carburetor)
- \_\_\_ \_\_\_ I (No non-stock ignition parts except leads and plugs)
- \_\_\_ \_\_\_ K (Generator must work)
- \_\_\_ \_\_\_ Sec. 9. (Modifications not permitted are forbidden)

(Additional Proposals)

- \_\_\_ \_\_\_ 1. Direct ducting is permitted to cooling fan, provided the intake of such duct is open only toward the rear of the car.
- \_\_\_ \_\_\_ 2. Carburetor may be mounted behind the engine by reversing the manifold, provided no alterations are made in any components.

If insufficient cars in one class to make up a racing grid, Vees should be combined with

Formula IV YES \_\_\_ NO \_\_\_ F Prod. YES \_\_\_ NO \_\_\_ H Prod. YES \_\_\_ NO \_\_\_ H Mod. YES \_\_\_ NO \_\_\_  
Formula Jr. YES \_\_\_ NO \_\_\_ G Prod. YES \_\_\_ NO \_\_\_ I Prod. YES \_\_\_ NO \_\_\_ G Mod. YES \_\_\_ NO \_\_\_

Signature \_\_\_\_\_ Vee Owner YES \_\_\_ NO \_\_\_ FVA Member YES \_\_\_ NO \_\_\_

to all of you, and there has been so little time since you were first contacted in regard to joining the Association, you are being given a chance to vote on these issues even if you are not at this time a member. Your views will be welcomed, and will be tabulated in the next issue of the Bulletin. However, if you are not a member, and want your views considered by SCCA, you had better include a membership application with your ballot.



Have you had any trouble sorting out the gears when in a hurry? Ever hit reverse instead of second? On a Forncar, at least, adjustment is quite critical, and even then isn't too certain. Here's something that really helps---just a simple spring to keep the slack out of the shifting linkage. It's strong enough to snap the shifting rod across the "H" as fast as you can shift, but not strong enough to drag or cause wear. The anchors are cotter pins, one through the hollow pin in the U-joint, and one in a hole drilled through the frame. You'll have to readjust your linkage, but you will find it easier to do than it was without a spring. If properly adjusted you don't go across the "H" with the shift knob. You just hold it to the side you wish to shift to and move it forward or back.

#### LECTURE TO A BEGINNER

So you bought yourself a kit and a wreck and mated them together and built yourself a race car! And you got yourself a suit, a helmet, a pair of goggles and a Novice License, and went racing with your brand new Formula Vee---and came in dead last! And you've decided "What's the use? Everyone else is cheating already!"

Don't get discouraged! If you had guts and ambition enough to get those parts put together you can make a race car out of it. Not in time to win the next race, perhaps, but you don't need to bring up the rear all the time, either.

You might as well face it---all VWs were created equal, but they don't necessarily stay that way. (That goes for drivers, too Son) Dr. Porsche designed a fine little engine that will move a VW at speeds up to 70, which he considered fast enough, and get 30-plus miles to a gallon, which meant more to him than speed. This engine will also move a Vee at better than 90 miles an hour, but not if you're still interested in gas mileage. Does that give you a clue?

You are going to have to do things that Dr. Porsche wouldn't approve of. You will even have to spend a few more dollars. Just for a start, get a used '58-or-older distributor from a VW Transporter, install new points, and give it a little more than the VW-recommended amount of advance. How much should you give it? That's up to you, Bud, so you won't blame me if you burn your valves or beat out your bearings. Just "more". Remove the choke butterfly and shaft from your carburetor, and try some different jet combinations. (Jets are about 35¢) This will give you a start toward the front of the pack.

Get a VW handbook, or two or three, and get acquainted with the little rascal. Also get acquainted with the mechanics at your friendly VW dealer's shop. They can give you a lot of good ideas. (Watch it, though some of them will be illegal.) Latch onto some books on racing driving---it's just barely possible that it might be you rather than your car that's holding you back. But above all, don't get discouraged! Formula Vee is new, but VW engines and some of the

drivers have been around a long time, and it may take you a little while to catch up. And while you're doing it, enjoy it, even if you don't get to kiss the trophy girl.

(Will this month's friendly advice get our hero the Golden Goblet? If it doesn't, maybe next month's friendly advice will.)

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Nearly every day our mail includes letters from foreign countries requesting information on the Vees. Mostly they come from readers of foreign issues of American magazines. In recent weeks we have answered inquiries from South Africa, Australia, New Zealand, Sweden, Belgium, France, and of course a great number from Canada.

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I can see that there is going to be a little difficulty in getting this sheet to fit everyone. A great many Vee owners are taking their first fling at racing, (The first race I ever saw was last Spring when we initiated our car) and on the other hand these cars have a great many converts among the old timers. A lot of you will know a lot more about a lot of things than a lot of the rest of us. I hope you who do will give the rest of us the benefit of your experience. Tips on driving and tuning will be especially appreciated---anything that you might tell the novice in the next pit. At the same time, I hope you may occasionally find something here that you don't already know.

My own experience has been solely with a Formcar, so if it seems like the make you own is being neglected send in your observations or questions.

Does anyone know what causes the engine to cut out when making a sharp right turn? Does anyone know how to correct this?

Please get your ballot back by Nov. 3 if you want it considered by SCCA.

My wife is worrying about the way I have been hyphenating my words. Sure, I know better, but the typewriter doesn't. It comes to the end of a line before I do.