



BULLETIN

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DIRECTOR'S CORNER

I'll bet you didn't know until this very minute that this Association has a President, did you? I suspected it, but wasn't sure, myself, till a few days ago. It's David Tallaksen, who is better known for driving an Elva, and for his activities in SCCA, but who is one of the originators of the Vee Association, as well. If there are any of the other original officers still in the organization, they have been very quiet about it.

Anyhow, this Association will observe the first anniversary of its reorganization in a couple of months (there is no definite date) and it's time we had some officers again. Therefore--

Nominations are now open for officers of Formula Vee International!

They need only meet two qualifications--they must be Vee owners, and they must be willing to serve. (And this is probably the easiest organization to serve in that you ever joined. Check your Constitution.)

Actually, the officers have only one duty, and they may well avoid that one during their term of office. That duty is to meet as a Board and replace the Director if it should become desirable or necessary.

This *could* be a very important function. I don't intend to ever do anything that would merit my discharge, but who knows? Also, while I intend to live forever, I've known a few people who didn't, so that must be considered, too. And I might even get mad and quit. So let's not minimize the importance of the officers. Even if they never have to show their muscle it must be available if the need arises.

Are there any nominations? Better get some in, or I'll have to pick some volunteers--and it could be you!

Please forgive the tardiness of the last few issues of this Bulletin. In an effort to get it back on schedule, this is being composed while the July issue is still at the printers, which makes it rather difficult to comment on the ballot, which hasn't even been mailed yet. If, as intended, you get this before Labor Day, and haven't yet sent in your ballot, please, do it NOW. Post card reminders will be sent on September 1. Will you make it unnecessary to send one to you?

Does anyone know of a racing publication that reports Vee races? I mean those where there are ten or twenty Vees on the track all at once, dicing like crazy, and stuff like that? In the publications I see the "Formula" races seem to be made up of Juniors, in great hordes (under their new designations, of course) with always one lone Vee trailing along in the dust. You know he's there because you can find his name at the very end of the "results." If there is such a magazine, let's all support it. If not, and if there are any reporters in the crowd, we'll print news about races right here! There must be a few of these races, at least, with more than one Vee!

THIS IS FORMULA VEE

At a certain Southern race a certain Southern gentleman who had hub cap clips still on his wheels found his Vee wearing a very battered hub cap. He was told he had to keep it till he could find another Vee with clips to hang it on.

SPEAKING OF OIL---

there have been several favorable comments on the Hy-Tran mentioned in the *May Bulletin*, but several complaints of low pressure when using #10 in the engine. Did you include the "shot of STP?"

STP is supposed to add viscosity to the oil without adding the corresponding drag, if you can figure that out. There's no doubt that it has some peculiar properties, though--ask to see the wrist-pin demonstration at a wholesale parts house sometime.

Some additives show an apparent performance improvement by actually thinning the oil. Kerosene is normally prescribed for sub-zero temperatures to get the same effect. We switched to "Brand X" additive this spring, and at our first race the pressure got so low and the temperature so high that John pulled into the pits and quit. We changed back to STP when we got home, and pressure and temp came back to normal again, even with the loose bearing we had acquired. Now we'd rather fight--.(Unpaid Advt.)

ANOTHER MODIFICATION

An earlier issue carried instructions for installing an oil temperature bulb in the crankcase. Here's a better idea, contributed by Dale Gittings, of Fremont, California.

In the front of the crankcase, low and to the right of the oil pump, is an innocent-looking plug, about 5/8" in diameter. It's only function seems to be to plug the hole drilled to take the oil inlet pipe. Remove this plug (a little heat from a torch may help) and re-tap the metric thread with a 3/8" pipe tap. Screw the tap in only half its depth, at first, and try a 1/4"-to-3/8" pipe bushing (brass if you can find one) in the hole. Tap a couple of turns more if it won't go and try again. Pipe taps are tapered and keep enlarging the hole as they go deeper, so be careful not to overdo it, as it is rather difficult to make a hole smaller. Install the bulb in the bushing and the bushing in the hole, using sealing compound.

Dale did the job on a bench without dismantling the engine, or draining the oil. After tapping he tipped the engine on end and drained oil through the hole to wash out the chips. Try that at your own risk--this is the oil passage leading directly into the pump. For that reason, it is also the logical place for a temperature reading.

Whose Vee is that in the Camel cigarette commercial on TV?

"Dear Don:

I have enjoyed the FVA bulletins very much. Keep up the good work.

Enclosed are some recent pictures of the Lynx taken at a Drivers School in Nelson Ledges, Ohio.... The difference in car design and height can be seen.... We are looking forward to a busy future. I have received several letters of inquiry from Europe. Next year should be quite a year for FV in Europe.

Sincerely,
Robert W. Riley
Lynx Competition Cars

P. S. I like the idea of only limiting bore and stroke and allowing modifications."

(Sorry, Bob-- The pictures were fine, but the color won't reproduce for printing. Will you send some black-and-whites? Don)

A LATE ENTRY IN THE RULES DISCUSSION

Whit Tharin's proposal for a "claiming" price on Vee engines has been mentioned a number of times, and though it hasn't caused much comment, what there has been has been favorable. Now he has presented a complete proposal, which looks from here as though it might work. What do you think?

"ADDENDUM TO FORMULA VEE RULES

Any owner entering, or allowing to be entered, a Formula Vee automobile in any SCCA National Championship Event automatically agrees to sell the complete engine from his car for the sum of \$450, subject to the following conditions ---

1. Only the engines of the cars finishing in the first three places are subject to such sale.
2. Only the owner of a car finishing (as defined in the GCR) in the same race is eligible to claim such engine.
 - A. In the case of more than one claim for the same engine, finishing order shall determine precedence.
 - B. No owner may claim his own engine, or that of another member of the same team.
 1. No engine sold under this rule may be used again by the same owner or team.
3. An engine may be claimed within the normal 30 minute protest period by depositing with the Chief Steward cash or a certified check in the amount of \$450, and specifying the number of the car powered by the desired engine.
 - A. "Engine," as used in this rule, shall include everything that can be taken from the car by removal of the four engine mounting bolts, except tubing, wiring and exhaust system.
 - B. Delivery of the engine, and payment for same shall be under the supervision of the Chief Steward, and shall be completed in the impound area immediately following the event. If in the opinion of the Chief Steward this is impractical or impossible the engine shall remain in his custody until delivery can be accomplished.
4. An owner whose engine has been claimed may, at his option ---
 - A. Counter-claim the engine belonging to the purchaser of his engine for the sum of \$175.
 - B. Claim either of the other eligible engines in the regular manner.
 - C. Be allowed an additional 30 minutes for claiming.
 - D. Pledge or assign part or all of the payment due him in lieu of cash or certified check.
5. This rule shall in no way affect the normal protest procedure specified in the GCR.
 - A. The legality of an engine is neither challenged nor guaranteed under this rule.
 - B. If a claimed engine is also protested, the claimant may await the decision of the protest and may refuse

completion of the sale if the engine is declared illegal, in which case his claiming deposit shall be returned to him.

1. The result of an appeal shall have no affect on such sale or refusal.
6. Administration of this rule shall be one of the specified duties of the Chief Steward."

(I condensed it some, Whit, but I think you can still recognize it. Don)

If nothing else were accomplished, this should at least spread the trophies around for a while. It should encourage tuning to the point where it becomes a fine art, but should discourage expensive (and sometimes illegal) "preparation." It should almost completely eliminate protests. I should imagine that at first there might be some rather heated discussions, and a few mighty dissatisfied Vee owners, but within a year most everyone should be running very well tuned, up-to-date stock engines. It wouldn't pay to do much in the way of balancing, sorting through parts bins, etc., if you knew you might have to sell your creation at the next race. On the other hand, if there was no reason to think you had put that kind of money into it, there wouldn't be much chance that anyone would pay \$450 for it if they could do the same things for half the price.

And think of the entertainment possibilities! These post-race activities should be nearly as interesting as the race itself!

We should have some discussion of this proposal, but if we wish to get it considered by the Car Classification Committee for inclusion in next year's rules there won't be time. So let's have a quick show of hands (right hands, with pens in them) and make your comments and suggestions while you vote. This could very well, like the original Vee rules, have some buried sleepers in it that wouldn't show up until it was put into practice, but, like the Vee rules, I believe it could be lived with as is until the wrinkles are ironed out. How about it?

MORE ON RULES

This is going to be mailed to the printers on August 7, so it will be back in time to mail to you somewhere near to the original schedule. Therefore it's a little late to be including letters discussing the rules proposals, as you should have mailed your ballot back before you read this. However, here are a couple of excerpts that are rather interesting --

" As for the total weight of 1000 pounds for car and driver, I think the idea stinks! Not because I only weigh 140 lb. but did the person who suggested it ever read the FV rules? They specifically prohibit any ballasting whatsoever. . . . I won't complain if some 120 lb. gal beats me. So she weighs less, maybe she drives better, too. . . .

*Steve O'Bryan, Jr.
Hamilton, N.Y."*

NOT NEW, BUT NEWS

According to "Popular Imported Cars" (a magazine frankly addicted to VW's) Lew Kerr ran a complete transporter transmission at the Riverside national championship race last November. He is quoted as saying "I'm opposed to any change, even on cams." He was disqualified at the Nassau Speed Week race for an oversized manifold.

" As one who took a rather severe financial beating by (unknowingly) purchasing a front engined Junior just prior to release of rear engined Juniors, I am perhaps just a little "gun-shy" and very much concerned with the current status of Formula Vee.

I want to get started on a kit and into racing again just as soon as possible, but at the same time I cannot afford another white elephant, from either the financial point of view or the "constructive" criticism that (would be) sure to come.

If you were in my position would you start building a car as soon as the FVI vote was counted (assuming regulations are essentially unchanged) or would you wait until SCCA issues new 1966 regulations?

*Don Williams,
Silver Springs, Md."*

I'd start right now, Don. I believe sincerely that the only changes will be for the benefit of the Class -- not a few individuals.

Boyd Hough, well known in California Vee circles, tows his trailer with a VW, from Phoenix, Arizona yet! Looks on the map like five or six hundred miles!

THIS IS FORMULA VEE

In a note to Harriet Gittings a week or so ago, I mentioned that our car ("Petunia", for the longitudinal white white stripes on the black body) was ailing with gallstones, or some other kind of rocks, in her innards. Today's mail included -- addressed to "Petunia Formcar" -- a "Get Well" card!

Petunia thanks you, Harriet. An exploratory operation revealed a burned-out conrod. She's been resting comfortably for a couple of weeks and is in final shape now for the final operation. The prognosis is complete recovery.

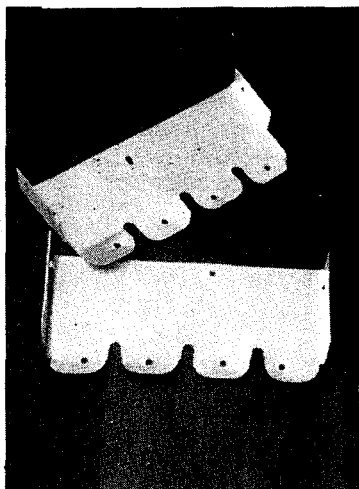
WE'RE BAFFLED!

SCCA added to the GCR for this year the installation of baffles in the crankcase as a permitted modification. There evidently was some demand for this, or they wouldn't have done it, but except for one or two questions as to how it is done, and one suggestion which wouldn't have worked, on how to do it, it's been entirely neglected. I was not very interested, classing it with oil filters and chromed stacks as something perhaps desirable, but not necessary. Then we burned a con rod bearing and ruined a crankshaft, and the whole thing took on a new look.

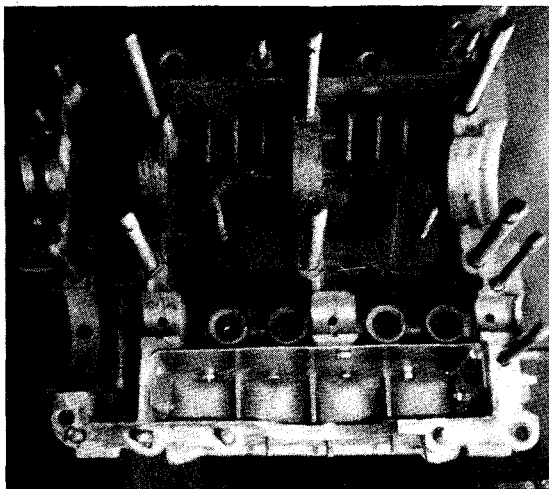
We had some warning, too. When we changed oil at the start of the season (you have to pamper these racing engines!) the oil screen had a number of flecks of copper on it which we couldn't identify, but the engine felt and sounded tight, so we didn't dig any deeper. During the fifth race this year, though, it suddenly came unraveled. During the post-mortem John mentioned that he had often seen the oil pressure drop in a turn, but as time passed and nothing happened he had quit worrying about it. So now we have baffles!

The VW crankcase is relatively large in area for the amount of oil it contains, so the oil is only a couple of inches deep and easily sloshes from side to side. In addition, the pushrod tubes provide easy passage for much of it to transfer into the valve cover under the influence of centrifugal force in a turn. What is left will pile up on one side of the crankcase at an angle of probably 30 degrees, uncovering the pump intake. In a short sharp corner the lack of oil for a few seconds won't hurt anything, but in a long full-bore 180 turn, where the amount of centrifugal force is about the same but lasts a lot longer, it's different.

To be of any value, then, baffles must keep the intake covered with oil under any conditions of centrifugal force. I am confident that the installation described here will do the job. It is horizontal, rather than vertical, as baffles are usually presumed to be, and is located on the under side of the camshaft bearing pedestals. If you have a vise, tin-snips and an electric drill, it's strictly a do-it-yourself project.



BEFORE



AFTER

The pictures should give you a pretty fair idea of what you're making. Make a pattern of stiff cardboard first, cutting and bending and fitting till you're sure it's what you want. Then transfer the pattern to sheet aluminum. Punch through the folds on the cardboard with an ice pick or scribe to transfer the bends. To bend, unless your vise jaws are long enough to take the entire width, clamp between two pieces of angle iron or hardwood. The width of the notches isn't critical, but the depth should be finished with a file so they make a close fit on the ends of the ribs in the crankcase.

All the holes for fastening can be drilled from the outside of the case. Those into the four recesses should be a little oversize, as they cannot be drilled entirely straight, and the bolts may bind as the sheet metal is drawn up tightly. Use stove bolts or machine screws. In the crankcase half containing the oil intake, drill through the domed cap and on through the camshaft pedestal, making sure the bolt is to one side of the oil passage in the pedestal. A small hole in the dome won't hurt anything but you can plug it with a stove bolt or lead plug if it bothers you.

When you're sure everything fits, clean the matching areas thoroughly with clean gas, alcohol, or acetone, and smear them with a liberal coating of plastic aluminum. (The kind that comes in a tube). Replace the baffles, tighten the bolts, wipe out all the excess plastic aluminum, and you've got baffles!

Make the tabs which fit into the recesses plenty long enough so that you won't have any trouble hitting them when you drill the holes. The front edge should extend right out to the camshaft, so it barely clears the lobes as it turns. You can check this by laying the camshaft in the bearings and turning it.

This isn't a very thorough explanation, but anyone who can take the engine apart and get it back together again can figure out the details, I'm sure. This isn't Popular Mechanics, you know!

RECOMMENDING

vs.

INTERPRETING

"Dear Don:

Since I have now purchased a Vee I would like to be switched to "Active" status. Also I would like a couple of car emblems to put on my Vee.

What is the current ruling on "camber limiting devices?" Are they entirely forbidden? Although the EMPI device was disallowed on appeal, are others currently being allowed? I would like to see a comprehensive presentation of the "law" in a bulletin real soon.

Bill Maisey
Alexandria, Va."

Bill, I'm going to start at the end of your letter and work back. First, this Association, as you of course know, doesn't make any rules. We're more like the Grange or the City Improvement Committee, or the SPCA. We recommend rules, and because our recommendations represent the thinking of many Vee owners they will be of some influence with SCCA when they determine the rules for next year. They may not adopt all of them, or any of them just the way they are written in our recommendation, but they will take them into consideration.

Interpretation of the rules, too, is out of our jurisdiction. As you noted, the EMPI device was disallowed on appeal, which means that the first interpretation of the rules was not accepted by the "defendant." In another protest discussed in Sports Car, the original decision was reversed on appeal. The point here is, the Racing Officials are the only people with a legal right to interpret the rules. I have given my opinion of a rule occasionally, which I have a right to do, but never confuse my opinion with a legal interpretation. I always make a point of presenting such comments as my opinion only, and if I ever miss on that, consider it said anyhow, please! OK?

If the ballot goes the way I think it's going to, and if SCCA sees fit to adopt our proposals, as I hope they will, I believe there will be a lot fewer questions such as this. The rules should be a lot easier to understand, with less opportunity for argument. But in the meantime --

The present SCCA rules allow "camber limiting straps." Period. I have no information as to what prompted this wording, but it is probably a fair assumption that the originals were just that -- straps. Perhaps someone's belt wrapped loosely around the frame and under the rear axle, which still isn't a bad method of limiting positive camber, when you stop to think about it. Another method which is apparently legal, in the West, anyhow, is a length of chain secured to the axle housing and the frame. Lew Kerr had a cable running from one axle to the other over a series of pulleys when he ran at Riverside in the national championship race last Novem-

(continued on page 4)

(RECOMMENDING vs. INTERPRETING)

ber, and there are a number of these arrangements in the East, all apparently considered legal where they have been inspected up till now. They could be inspected at some other course and declared illegal on the ground that they are not straps, even yet. The chances of this happening are quite remote, I would think, as there is apparently a tendency to rather liberal interpretation of the word. EMPI's Camber Compensator is the only arrangement, in fact, that I have heard of which was not allowed.

SO-- it is my opinion that you could copy anything anyone else is using (except the compensator) and perhaps even invent some new arrangement, as long as it doesn't add any springing effect or alter the VW parts, and have no trouble. Just don't tell any tech inspector that I said you could do it.

ASPEN VEE - PRIX

A nice four-page report with pictures on the Aspen Vee Enduro June 13 gives most of the details except the finishing order.

"Enduro" was a proper designation, which applied more to drivers than cars, as much of the race was run in a mixture of rain and hail. The \$500 first prize was won by Dick Pecjak and \$50 for 7th place by Dale Dillingham, both of Aspen. Dillingham ran most of the race with a broken suspension system and Pecjak set a new Vee track record of 1:15.5 on the 99th lap of the 100 lap race. The track is 1.1 miles, at 7800 feet altitude.

While there were only 19 entries this year, considering it was the first event of its kind and its somewhat remote location, the sponsors are well satisfied and are already planning for a bigger and better one next year.

Other drivers mentioned are John Niemaster of Pueblo, Colorado and Ecurie Knievel (no driver's name) from Butte, Montana.

INSURANCE

I don't know what the rule is, if any, on throttle springs. We've been at a couple of races where our dual installation was very carefully checked, and at several others where even a screen door spring on the throttle pedal was passed. Regardless of rules, if you don't have two independent springs connected directly to the throttle lever on the carburetor, you should have, just for insurance. A wide open throttle when you'd rather have it closed can be extremely embarrassing. If you have a single spring at the carb you're merely taking a chance, but if it's on the pedal, so you're pushing the throttle shut with the cable, you're asking for it, and will more than likely get it. Trouble, that is.

A safe, simple setup calls for only two cotter pins, two springs, and two holes. Place the holes about an inch and a half apart in the firewall, just in front of the lever on the carburetor, a little above the level of the little barrel with the setscrew that grabs the throttle cable. Check to see that the long end of the lever will clear the springs before drilling the holes. Insert the cotter pins from the engine side and use their eyes as anchors for the springs. For springs, go back to the International Harvester dealer (where you got the Hy-Tran). He's got just the right spring, with a hook that just fits the little barrel and straight ends that can be shortened easily to vary the tension. Don't ask for Formula Vee throttle springs--ask for International #80575R1.

Vees are beginning to roll in Northern California now. There were fourteen out to the last National at Stockton. California, strangely, has been rather reluctant to take to them up till now.

"Dear Mr. Cheesman:

....I have ordered a Vanguard, but it has not come yet because of delay in waiting for a white one. We have virtually new VW parts, so should have a good Vee eventually. Of course it will be next year before we can race, because of drivers school, licenses, etc.

This is not entirely new to us--we already have a Lotus 7, an Alfa Romeo and an old Jaguar Mk 5. At one time there were 6 different gear shift patterns in the family, so we don't expect to have any trouble with the Vee.

However, I do have one important question--how can I get completely up to date on construction and tuning tips on Formula Vee? Has there been any other information printed on this subject? If so, where can I get it? I believe in starting by learning all there is to know about a subject, but in this case am at a loss as to how to get the information I need. Please help me if you can.

Harvey Templeton
Winchester, Tenn."

Well, Harvey, I don't want to promise that you can learn all there is to know about Vees from these Bulletins, but I will promise you this--if I ever learn all there is to know about them, I'll let you in on it. Seriously, though, and not bragging but merely stating fact, I don't know of any other publication on the subject. There may be some that I don't know about, and if so, I hope someone will let us all in on it. As far as the VW components are concerned, there are numerous handbooks available. Check the ads in Foreign Car Guide, for a start. You'll also run across some VW tidbits here in the Bulletin once in a while.

For the benefit of newcomers to the Class, I intend to combine the appropriate articles from past Bulletins into some kind of a booklet, eventually, but in the meantime there are still some back issues available for 25¢ each. All but #5, which is all gone (and didn't amount to much, anyhow).

WASH.
EPRATA,
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