



BULLETIN

NUMBER 14

NOVEMBER 1965

DIRECTOR'S CORNER

We haven't had a ballot on anything for a couple of months now, so just to keep in practice, there's another one this month-- a multi-purpose one.

First, we have officers to elect. Last month, for lack of volunteers, I drafted "Matt" Mathews, of Gainesville, Ga., for Secretary. The day after mailing the Bulletin copy to the printer I received a letter from Harriet Gittings, in which she also filed for Secretary, so for that office, at least, we have two candidates. (Matt hasn't declined, so I assume he's available.) I considered volunteering Harriet in the first place but it's a long way from California to the other volunteers. However, knowing Harriet, I'm sure that wouldn't stop her if it became necessary to hold a meeting of the Board.

Next, we have a couple of revisions of the Constitution and By-Laws to consider, in order to keep it in line with our present international status. This situation wasn't even considered when the Constitution was written, but things have changed since then. The Formula Vee Associations in both South Africa and Australia have proposed affiliation with this organization in order to maintain a uniform set of Formula Vee rules and practices in all parts of the world.

Third, we have a Class emblem, and a name for the Bulletin, to select. To prolong the suspense it might have been a good idea to ballot on only one of these items at a time, but they're all overdue already. Also, I hear it will be a long time before the Post Office holds a clearance sale on post cards.

None of these issues is vital, as was the ballot on the rules. Nevertheless, voting will give you that warm feeling of belonging-- of participating in the affairs of your Association-- of guiding its destiny, and stuff. Besides, it ain't costing you nothing, so vote!

AFTERTHOUGHT

When pitching for volunteers for office I believe I neglected to mention that the President is also, according to the Constitution, supposed to conduct the election. Therefore, you will find your ballot addressed to Dave Tallaksen, our present President. I'm sure all those who are going to vote will be able to get their ballots to him by December 10, so let's consider that the deadline. Okay, Dave?

FV DOWN UNDER

Formula Vee is really catching on in Australia, which isn't surprising, of course, as auto racing of any kind is very big there.

Max James, of Brisbane, sent a copy of "Racing Car News", one of their top racing publications, which is at least the equal of anything we have here. Although the first Vee was imported only last Spring, there are ads for two makes of Vees, and a very nice two-page article on the Class

There is now a Formula Vee Association in Australia, with which we are negotiating affiliation (as with the South African Association). In Australia, too, Vee enthusiasts are desirous of maintaining universal Vee rules.

CLOSE SHAVE

Fred Sellers, of Flourtown, Pa., sends a copy of a letter he wrote to SCCA regarding a flip at the South Jersey Regional on October 23. You'll probably read it in *Sports Car* so it won't be duplicated here, but one fact deserves some extra attention. His roll bar folded up, first thing, due to lack of adequate bracing. Again-- don't brace your roll bar for the tech inspector-- do it for yourself! No, he wasn't even scratched, due to the rest of his safety equipment being first class.

ACROSS THE POND

We've been getting brochures lately from several foreign manufacturers, which are quite interesting-- or would be if I could read them. I never took French, and my high school German didn't include many automotive terms. However, I'm sure I'm translating correctly that one Belgian firm guarantees free replacement of any fiberglass parts broken in competition during the first season.

They also seem to provide two bodies -- a long Formulã 1 type, and a legal Formula Vee one. I can't make out why, though.

YOU, TOO, CAN BE A TUNEUP EXPERT

"Dyno-tuning" is a magic phrase in racing. It conjures up pictures of mechanics and engineers in white shop coats, carrying clipboards and a pocketful of pencils, watching some exotic machinery all covered with dials and switches. All very impressive.

But don't let it scare you-- you, too, can become a dyno-tuneup artist, and you won't even need a white shop coat. In fact, if you have one you'd better leave it at home-- it's made to order for flapping into a spinning rear wheel, which could put you into orbit, too.

We're talking here, not about the laboratory-type dyno, on which new engines are developed, analyzed and improved, but about the common chassis dyno, used by many modern tune-up shops, where you can race your entire car while it is standing still.

These machines are not as plentiful as gas pumps, and you may, in some areas, have a little difficulty in finding one, but by asking around at auto parts houses, hot-rod drivers' hangouts, etc., you will be able to find one somewhere within a reasonable distance.

You may find the owner reluctant to tune a racing car on his machine, as most are only designed for about 65 miles an hour. However you assure him that you'll only run in third gear, which, with only thirty-some horsepower, won't strain his machine at all. As far as your engine is concerned, it won't know the difference between being on a race track and towing a horse trailer behind a Kombi-- or running in third gear on a dyno.

Your biggest problem may be in convincing the operator to conduct the test your way. He will have a regular routine, with a standard printed form to follow, which covers such items as compression, point dwell, vacuum readings, exhaust gas analysis, etc. and at first he'll think you're nuts when you tell him what you want. However, if you give him a bit of fast double-talk about air-correction jets, acceleration and advance curves, etc., and insist that you're not interested in an engine analysis, or increasing your gas mileage, you can confuse him to the point where he'll shrug his shoulders and do as you ask.

A dyno is charged for on a time basis, all the time during which you have it tied up, even while you are dashing back home for the rest of your carburetor jets, so go prepared. Take

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FLASH ON THE NEW RULES

This publication is late again, partly due to a wait for some scoop on the 1966 rules. (If you have any Bell Telephone stock, watch for an extra dividend soon.) Anyhow--

The Board of Governors (the final word) didn't, by any means, accept our rules as we proposed them, though to be fair it should be mentioned that they were accepted as recommended by the Car Classification Committee, where such action originates. I don't have the complete rules, but they were read to me over the phone, and except for a few specific changes, the wording is the same as it was last year, including many of the phrases which were responsible for a number of the disputes. For instance--

1. FV is still based on "sedan" components.
2. It is still limited to 1,192cc, (although cylinder sizes will be specified later, presumably to include any of the standard sizes). This will lead to some interesting protests, you may be sure.
3. Any camber controlling device is allowed. (This presumably includes EMPI's Camber Compensator, which contributes also to the springing of the car, which is elsewhere restricted to coil springs.)
4. Ram tubes, etc., are still legal, evidently, as long as they are attached to the body or frame and not actually attached to the engine.
5. The transmission section was not changed so if you can get European close-ratio gears (made by VW) they're legal still.

On the positive side, the following changes were (or were not) made--

1. Only one sway bar is allowed.
2. A dual braking system is required.
3. Four separate exhaust pipes, terminating behind the car. (No routing restrictions.)
4. Any VW oil pump.
5. Oil filter NOT included in rules.
6. Valve springs may be shimmed to standard height, only.
7. Non-VW parts allowed include: bolts and other fasteners, wiring, tubing, spark plugs, wheel bearings, con-rod and main-bearing inserts, brake lining, fan belts.

In my opinion, the 1966 rules will still have room for a lot of improvement, but on the other hand, I think everyone will agree that they show absolutely no deterioration of Formula Vee as a strictly regulated Class. I believe this will mark a milestone in FV history, as it has served notice to the would-be modifiers that in FV they don't have a chance, now, or ever. Many of them thought this was the year when they would take it over.

All SCCA officials involved are to be commended for their obvious intentions: To keep Formula Vee what it was intended to be.

PROPOSED AMMENDEMENTS TO THE CONSTITUTION AND BY-LAWS

To the Constitution--

Proposition I--change ARTICLE I to "The name of the organization shall be Formula Vee International."

Proposition II--Add to ARTICLE IV--

"Sec. 5. AFFILIATE MEMBER. An affiliate member is a member of an Affiliate Organization. He is entitled to vote, through his local organization, on matters pertaining to rules, etc., of the Class, but not on matters pertaining to the administration of Formula Vee International. Each Affiliate vote is equal to one fifth of one Active Member vote."

Proposition III-- Add

"ARTICLE XI- AFFILIATION

Any independent Formula Vee organization may, by mutual agreement, affiliate with Formula Vee International. Such affiliation shall be contingent upon the observance of Formula Vee rules currently in force in the U.S.A. by such organization, or active support of FVI efforts to obtain such observance by any third organization which may have such jurisdiction."

To the By-Laws--

Proposition IV-- Add to ARTICLE II--

"Sec. (d). For Affiliate Members-- (to be paid by the Affiliate Organization) an amount equal to one fifth the current rate for Active Membership."

Proposition V-- ARTICLE III

Delete Secs. 1 and 2.

Sec. 3. Delete all but first sentence. Delete from first sentence the word "such".

Renumber Sec. 3 to "Sec. 1".

Renumber Sec. 4 to "Sec. 2".

Formcar Constructors report that they had sold 320 kits and cars as of September.

ANOTHER MILESTONE

What was probably the first International Formula Vee Race in history was run on September 19 in Sweden, between two five-car teams representing Sweden and Holland. In the two heats the teams were tied for points, but a Dutchman came in first in both heats, giving the win to Holland.

Actually a Swede-- S.O. Gunnarsson -- won the first heat, but not being a team member, all he got, apparently, was experience. Pictures of the race show cars looking much like Beaches and Formcars, which is really not too surprising, as Porsche is the distributor for both in Europe.

Rumor persists that in Europe, where we haven't yet been able to establish a contact, the 1300cc engine is used. It is hoped that this is pure rumor-- it would certainly spoil FV as a universal Formula.

(You, Too, Can Be A Tuneup Expert)

care of the basic items before you go. Be sure your points and plugs are OK, and properly adjusted. (You can adjust points on the dyno, using their "dwell meter", but you'll find you have the standard .016" setting when you get through.) Have your gas tank full, and take all your own tools. They're not included with the dyno. Loosen your distributor clamp, and make sure the condenser will not interfere with rotating it (as it may with some combinations). If it does, relocate the condenser up on the side of the housing, using one of the point-plate screws. Take an assistant with you who can operate the car, while you do the tuning.

Take a timing light. If you already have one of the strobe-type, which flashes while the engine is running, it won't be of much use here. Use a static type, which shows the instant of point opening while you turn the engine over slowly by hand. If you don't have one, a homemade one is just as accurate, almost as handy, and a lot cheaper. Carefully (with a "cool" iron) solder a couple of two-foot wires to a 6-volt single filament light bulb-- one to the shell and one to the center terminal. Attach alligator clips to the other ends and you have a timing light. Clip one lead to the hot lead on the voltage regulator and the other to the terminal on the side of the distributor, after disconnecting that lead from the coil. The light will go out, just at the instant the points open-- the firing point. (It may glow slightly, due to leakage through the tach.)

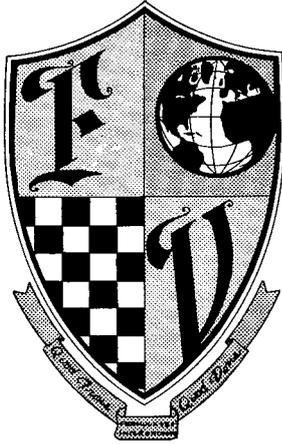
All ready? OK, let's hippity-hop to the dyno-shop.

After subduing the operator, give him an idea of what you want to do before you start as you can only use sign language while you're testing. Go over it together, arrange signals, etc., till you're sure you understand each other. Here is a suggested routine--

1. For later comparison, take power readings at 3,000, 4,000 and 5,000 rpm.
2. At 3,000 rpm, full throttle, slowly rotate the distributor back and forth to find the point of greatest power. This is where coordination with the operator comes in, as he has to vary the load in order to hold the rpm steady while you change the power. When you're satisfied, shut down and mark this point on the fan pulley.
3. Repeat at 5,000, or as near as you can get to this figure. Ideally, this firing point should be at the same place on the pulley as the 3,000 one, using the static light. If not, you'll have to choose between acceleration and top-speed for the time being, so remember which is which. (More on this later.)
4. Try your assortment of carburetor main jets at 3,000, under full throttle till you get the best performance.
5. At 5,000 find the best *air correction* jet. Solex claims this has no effect on the choice of the main jet you previously made, but it wouldn't hurt to try again, for the main jet. In fact, it would

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HERE IT IS AT LAST! The finest display of artistic talent ever collected in one spot (this size). It's too bad we can't use them all. Imagine how each would look in full color as a badge, jacket patch, decal, etc. Vote for one by indicating the appropriate letter on your ballot.



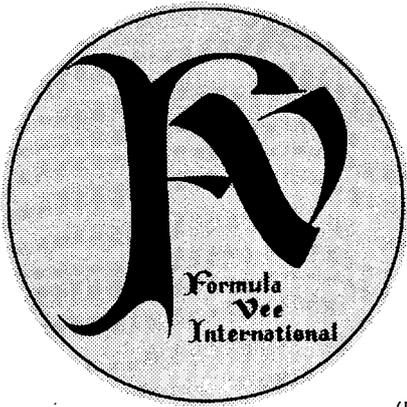
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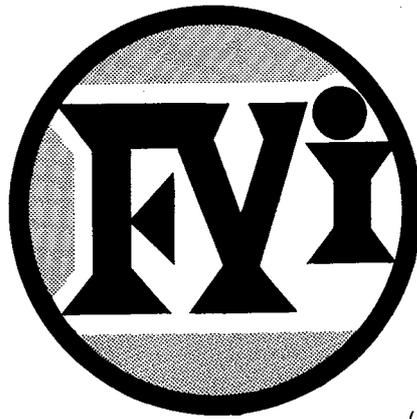
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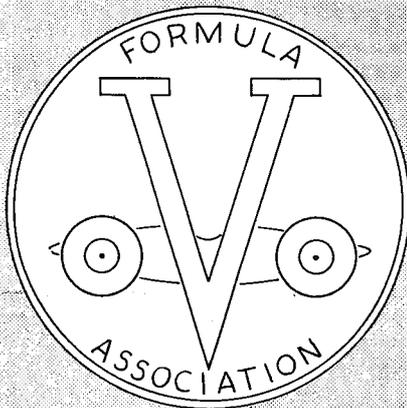
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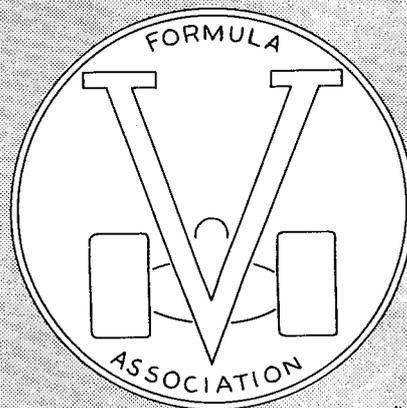
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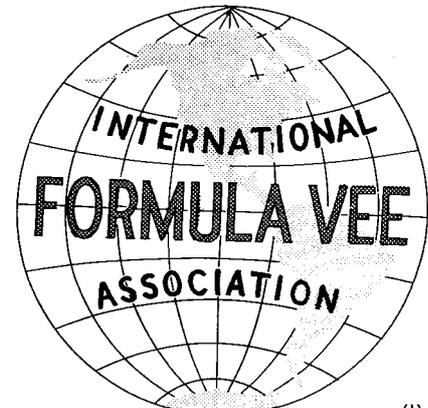
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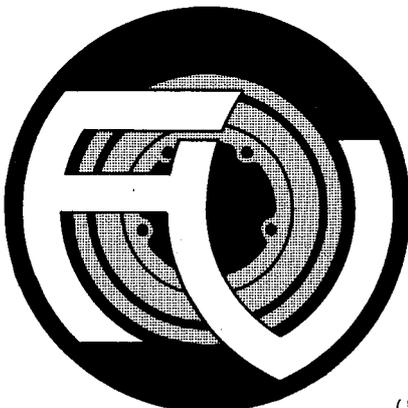
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THAT MAN'S HERE AGAIN

Another letter from Whit Tharin. I love 'em--they certainly simplify putting this thing together, and, whether or not you agree with everything he says, there's always something to carry around with you to gnaw on in odd moments. By the way, in case you've missed it, he made SE Division Champion this year, and by the time you read this, may very well have grabbed off a couple of additional trophies at the Daytona Road Race of Champions, and at Nassau. As has been said before, you can't argue with success, so it might pay you to pay attention. I hate to do it, but this is cut by about 90%--when he writes a letter, as when driving his Vee, he goes all out. Anyhow--

"...At Savannah Regional yesterday I succeeded in making myself unpopular with three out of four "pack runners" to whom I offered unsolicited suggestions. The fourth tried my suggestions and dropped his lap time 4.5 seconds (on a 2 mile course). So my survey indicates that 75% of all Vee owners would rather do it themselves.

"I hope you're not trying to race on Pirellis--even Cinturatos. They are great for the street--I have them on my 911. I love them on dry pavement, and they will bite asphalt enough to squeal in a downpour. I even have a distributorship for Pirelli--but I race on Goodyears. Try a set of Goodyear R-2's. They are a rain tire, but man, what holding power in the dry! They won't last long, but while they do they are exceedingly adhesive!

"I am going over to Nassau the day after the ARRC at Daytona. Since I will have missed the qualifying race (held the same day) I will be gridded at the back of the pack. I'm not adding any to the nose or the exhaust pipes, but I am trying to wangle a set of 6" mag wheels.

"If this sounds like I'm a little unnerved it's because I am. At the Savannah Regional I had my confidence somewhat shattered by a novice driver from Miami named Dick Kimsey. Get that name right, because you'll hear it--but plenty. He went to Drivers' School six weeks ago, then won his first Regional at Palm Beach, paring 2.6 seconds off Tony Belcher's course record (Tony's home course, on which he has never been beaten). Three weeks later he came to my home course (Savannah) and took 2.1 seconds off Tony's record there. This guy is GOOD! His car is no faster than any of the top cars down the straight--two of them (Fred Glaesner and Bill Campbell) were right on his tail all the way--but he beat them. (I didn't drive--my wife did.)

"Where's that limit? I've never been to a Vee race that didn't wind up with a new course record being set, unless it rained all weekend. Vees go faster and faster, and I hope they always will do so, as long as they're legal. This is not a stagnant Class--a good winning combination in the Spring can't be left alone if it is to win in the Fall. Constant improvement must be made in the driver-suspension-engine-tire combination. You can't stand pat, and for me, there's no limit in sight. Many Vee drivers are quickly discouraged when they get left in a hurry, but they don't consider that they may be going as fast as the leaders did last year. A beginner should take heart--with constant effort he can catch them. This is the best, the hardest, the cheapest, the most competitive, yet the most frustrating Class in all racing, bar none!

Honestly yours, Whit.

P.S. All the theory in the last paragraph goes to Hell when a hot one like this Dick Kimsey shows up!

P.P.S. Did you ever find out what Stirling said? Now I've heard three versions."

(By the way, in a previous letter, Whit said he'd be glad to conduct "Vee clinics" in the SE Corner if he thought anyone would be interested. Unless you're one of the 75%, write him at Allendale, S.C. don)

(You, Too, Can Be A Tuneup Expert)

probably be a good idea to run through the whole routine again, as any one change affects the other factors to some extent.

6. Just for comparison, check your power figures at 3,000, 4,000 and 5,000 with your original ones. Don't worry about the actual "horsepower" figures, as they don't mean a thing. If you watch that dial in the 5,000 range, though, you can get a clue on shift points.

As was mentioned before, this is for tuning--not analysis. If you have poor compression, or a worn-out cam, or a faulty coil or condenser, this won't help a lot. It will only show you how to do the best you can with what you have.

Demand for our racing film is exceeding the supply. It is now booked into January, at least.

WHAT DID STIRLING SAY?

Stirling Moss, at the Marlboro Nationals, is quoted as commenting on Formula Vee, but the quotes don't quite jibe. Donna Mae Mims in *Competition Press* (while describing the Vee contest as "the day's best race") quotes him as saying "Formula Vee here (U.S.A.) is the quickest way to teach a driver all the things that are bad." Bill Duckworth reports that he said "This Formula Vee bit is quite the thing! They put on the best bloody race I've ever seen!" Whit Tharin reports hearing still another remark. Guess I'll ask him, next time he comes over for dinner.

The BULLETIN of the
Formulo Vee Association
Don Cheesman, Director
Box 291
Ephrata, Washington

WASH.
EPHRATA,
BOX 291

