



BOX 291
EPHRATA,
WASH.

BULLETIN

NUMBER 2

NOVEMBER

1964

Like the first issue, this one and the next will go to everyone on our mailing list, which includes nearly everyone who has expressed any interest in the Vees. After that--members only. Except for a teaser now and then to the rest of you, to show you what you've been missing. No pictures? No pictures. If you have one of general interest, send it along. Last month's Vee? John Baker's (in which I happen to also have a slight interest). Black and white. Name, "Pstunia". Thanks for the kind comments on last month's Bulletin. Don.

DIRECTOR'S CORNER

A number of letters accompanying the ballots expressed concern about "proliferation" of the Vees. This being the principle concern of this Association, let's talk about it a minute.

It seems to me there are three distinct viewpoints on cheating. First is "If I can get away with it, it's OK", which we won't even consider. The direct opposite is "If the rules don't permit it, it's cheating!" This school of thought takes the view that because the Volkswagen engines come painted black any other color is illegal. Then we have a middle ground, something like "Modification not specifically permitted is forbidden if it in any way affects the performance of a car".

Whether distinctly written into the rules or merely adopted as a principle, I feel the last one should be our guide-line. It was along this line that SCCA declined to include body style restrictions when they adopted the Vee rules, and like many others I expected disaster. However a study of the point standings indicates our fears were groundless, and I am now convinced that a choice of body styles was a tonic instead of a poison. I believe that a little more tolerance in other areas which don't really matter would be beneficial, too, as long as the basic principles are adhered to.

If a car is really illegal (increasing performance by illegal means) I'm for throwing the book at the owner for even minor infractions. I think the owner should first be warned that he is under suspicion, as a

good many owners honestly do not know what the rules are, but if that fails I'm all for a formal protest. That is the only way to keep the Vee Class what it was intended to be. On the other hand, if the "infraction" is of such a nature that it couldn't affect the outcome of a race, I can't seem to get very excited about it.

An all-too-common comment by race reporters is something like "Results in the Vee class are as usual awaiting the outcome of the customary protests". This is ungood! It's be sure there are reasonable grounds for every protest---and a protest for every reasonable ground, too---but let's, above all, prevent this whole thing from becoming a joke by using a little common sense. Do engines really have to be black? I say chrome plate them if you want to---as long as they are stock.

That's my opinion. What's yours?

Competition Press reports from Italy---
"The first season with the new Formula III

KIT OR CAR?

Or. James Carlos, Oelmar, N.I. applies for Associate Membership and asks "What are the tools, knowledge and skill required to assemble a kit?"

It is hard to assess the difficulty someone else might have, but being somewhat experienced, I ran into no serious problems in assembling a Formcar kit. The parts, except the VW, were all included and most of them fit well, but instructions were a bit sketchy in some areas. The body was the most difficult part, as it is not furnished to fit--it has to be made to fit. After it is all in place holes are drilled for fastening, but lining it up and holding it in place may induce some profanity.

The mechanical parts presented no particular difficulty, other than requiring patience for some of the adjustments. There is room for improvement in several places, (we will take them up here from time to time) but the kit series, plus a Volkswagen, produce a racing car. If you can adjust valves and wheel bearings, bleed brakes and set breaker points, you should have no trouble that you can't lick. If you do, holler for help, and we'll see that you get it.

As for tools, other than a set of sockets and a few ordinary hand tools you will need a portable electric drill and metric wrenches for the VW components. Don't try to get by with American sizes--you'll just ruin the nuts and bolts. And get a good VW handbook. You'll have it memorized before you are finished.

I don't want to make this sound too easy--there is a lot more to it than assembling a plastic model. If your wife has to show you which fuse is blown, and where to kick the washing machine to make it work, I'd suggest you buy your car complete, so you'll be ready for next season. Check our brand-new UNCLASSIFIED section.

GROWING!

A couple of new manufacturers have entered the game. Canadians now have their own--Willie's DOWNTOWN Porsche Service, 125 Huron St., Toronto, Ontario. On our West Coast, Rad Mfg. Co., 2240 SE 31st St. Portland, Ore., are building a nice looking car they call a "Viper".

By the way, is a "Sardini" a production Vee, or a Special?

is over, having produced...an utter failure to meet its purpose of low cost moderate performance racing for the beginner". Someone should tell them about Formula Vee!

I can see that there will probably be a number of questions such as the one which follows, and as Director of this Association I shall attempt to answer them. Let us all bear in mind, however, that the final decision rests with SCCA (or other governing body involved) and could conceivably differ from mine. OK?

"Are parts from one Series 1200 Sedan engine legally interchangeable with the same part from a different Series 1200 Sedan engine? Leslie Bahm, Appleton, Wisc."

This second engine doesn't by any chance have a reground cam or a stroker crank or Okraesa heads, does it Leslie? Otherwise, I can see nothing either legal or moral against using any stock VW parts for this engine, whether bought new or salvaged from a later engine. I think I know what you have in mind, and I imagine a number of others do too. We'll take it up in a future issue.

Congrats on third place in the Central Division. Going to Riverside?

On this one I'm going to defer an answer till the next Bulletin---"is an oil-filter an illegal modification?" What would you say?

HOW TO--

Your opinions on direct-ducting to the cooling fan seemed to depend entirely on the make of car owned. AD owners, of course, are all in favor, due to cooling problems. Dennis Mangun, Pasco, Wash., has another way of licking them: He made a saw-cut about 18" long across the belly-pan, just behind the firewall, pushed the area behind the cut down a couple of inches, and fastened a wood block in the opening thus made, forming an effective air scoop.

The cutting-out-on-turns problem seems to have been solved by several individuals. A couple recommend the use of the 28PCI carburetor from the 36HP VW engine as being superior, but for both, the same treatment is specified. Henry Rathkamp, Cincinnati; Vi Hendrickson, Winter Park, Fla; George Smith (Father of the Vees) and Jim Lindsay of San Antonio, agree that removing the gasket under the float valve seat makes a great improvement by raising the fuel level in the bowl. This will richen the mixture on straightways, too, which won't hurt a bit unless you are already at maximum.

So I'm fussy! But in my opinion nine-tenths of the Vees could be prettied-up considerably with a hammer. And a cold-chisel, and ten minutes work.

Apply the point of a sharp chisel between the hubcap clip and the wheel and whap it a couple of licks with the persuader. The rivet will shear off flush and smooth. (Don't just cut the head off and try to remove the clip). Repeat this 19 times and you'll be surprised how much more "finished" your car will look. Easier on knuckles and clothing, too.

Results from the balloting were rather disappointing---less than 100 were returned though they are still coming in. Answers on Sec. 4, H and I, indicate there may have been some confusion due to the way they are worded. I'm afraid some of you voted "No" on adopting the section when you really meant "No, no direct connections to the carburetor". I'm sorry if you were misled. Anyhow, here are the percentages on the results. Apparent discrepancies are due to not everyone voting on every question.

For	Against	
84	12	Sec. 2 (Underlined portion)
56	40	Sec. 3 " "
68	24	Sec. 4H " "
74	20	I " "
88	4	K (Wording changed)
92	4	Sec. 9 (Added)
68	24	Direct Ducting to Fan
40	52	Carb Behind Engine

The position taken by SCCA on these recommendations is not yet known.

A new feature has been added to this publication already, by popular demand---an advertising section. Ads by individual members for anything directly pertaining to Formula Vee will be printed free of any charge. You may get better circulation elsewhere, but you can't beat these rates!

UNCLASSIFIED ADS

FOR SALE 1964 Autodynamics, new Dunlops, trailer and spare parts. 4 races. \$2200 complete. Pat Robertson, United Recovery Service, 739 N. Broadway, Milwaukee, Wisc. Phone: 273-6214

FOR SALE '63 Formcar kit, still in crats. \$695 cash. I will pay freight. Milton Davis, 5717 Roosevelt Way, Seattle



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1st Roger Bar
2nd Mr. Duck
3rd Jerry Han
4th Sheldon I