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BULLETIN

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For many of you this will be the last free issue of the Bulletin. Everyone who even expresses an interest in Formula Vee gets three free copies, in order to better acquaint them with the Vees, and the Formula Vee Association. If this is your third copy, and you would like some more, and if you're not already a Member, you'll find an application form around here somewhere. Now that you've tried it, life will never be the same again without it. I don't know exactly what happened to this issue. It started out to be a single sheet, but somehow it got out of control. I hope you don't mind. Don

DIRECTOR'S CORNER

The East makes some kind of history by beating the West, and the season is over. Formula Vee ends its first year as a recognized Class, and it's been a good one—an outstanding one. Let's look it over.

Just a little over a year ago Formula Vee was a novelty, something new and somewhat controversial, with a somewhat uncertain future. Thanks to some very good publicity and some influential godparents it was recognized by SCCA, and was off and running.

Somehow it caught nearly everyone's fancy being not only a new design, but an entirely new concept in racing—a cheap racing class, and one that had to remain cheap. The amazing fact that Volkswagen components were the nucleus of this race car provided a ready-made fan club to start with, and it was easy to add more fans.

And publicity! With one or two notable exceptions, racing publications, automotive magazines, magazines with no automotive backgrounds at all, and even newspapers, gave them the treatment usually reserved for a new scientific breakthrough. Whether this was a spontaneous jumping on the bandwagon or a skilfully managed campaign is not known but it certainly had results! The Vees grew—and grew—and grew! In one—just one—year they grew to the point of outnumbering any of the other classes! What a triumph!

Perhaps we should stop right here, and sit back and gloat, and wait for a re-run next year. On the other hand—

As they say, the only trouble with kittens is that they grow into cats. Formula Vee, too, has grown out of the cute stage. The writers, both for and against, have run out of new things to say, and even of new ways to say the old things, and the new SCCA Formulas are beginning to get their attention. Inquiries here, sparked by the magazine articles, have dropped off considerably. You may have noticed that some of the original cars and owners haven't been around lately. They grew—and grew—and grew. Into cats.

From now on the Vees are on their own. Publicity will have to be earned, new owners recruited, rules maintained, and the Class promoted, all by Formula Vee itself. In other words, this is not the time to relax. It's time to start looking for our own mice.

If you think Formula Vee can take care of itself now, automatically, or if you are content to let someone else take care of it for you, don't act surprised or indignant if you suddenly discover that your car, or even the Class itself, is obsolete. Formula Jr. didn't reach its present state because everyone wanted it that way, but because a few kids, and "everyone" let them have it. This

could happen to you. Things always change because just a few people work to change them, while the people who are satisfied with things the way they are don't work to keep them that way. That's history, Son.

This Association—an organized group of Vee owners—will wield a great deal of influence on the future of Formula Vee. If this group consists mainly of those seeking change, that's what you will all get. On the other hand, if a majority of the members are in favor of maintaining the original concept of the Class, it will be maintained. It's as simple as that. The only way to be sure the Association is speaking for you is to be an Active Member. An ACTIVE Active Member. And make sure that others who agree with you become Active Members, too.



NEW MEMBER

I'm going to make an exception and introduce one of our new members, who—

1. Is Secretary of the Northern California Sportswriters and Broadcasters, Inc.
2. Is Calendar Chairman for the Northern California Sports Car Council.
3. Is Membership Chairman for the North California Chapter of the Formula Racing Association.
4. Writes a weekly "Wheelsport" column for the Fremont News Register.
5. Races a pink Formcar.
6. As a hobby, puts out a regular FV newsletter to Vee owners of the Pacific Coast. Meet—Harriett Gittings!

Her very interesting and informative bulletin covers Vee racing in the S.F. Bay area mainly, but even if you live in Maine you'd enjoy it. She mails it free, but says it is getting to be a rather expensive hobby, so if you'd like to be on her list, slip a few bills in your letter to her at 37158 Blacow Road, Fremont, Cal.

FOR THE MAN WHO HAS EVERYTHING—
A FORMULA VEE

Did you know that the A-D is now known as the "Veeva"? It has been so christened by International Competition Motors, Ltd., who are the sole distributors for Auto Dynamics.

TRUE CONFESSIONS

It seems that the voting on rules changes was too late to be very effective. I understand that when the Competition Board meets it is mainly to consider the recommendations of the Car Classification Committee, which has its meeting earlier, and to whom these votes should have been sent. However, an advance notice to SCCA of the topics to be voted on may have had some effect. At least the addition to Par. 1 was in line with our recommendations. Here are the changes for 1965—

Par. 1 Delete "sedan, add "no components of the engine or power-train may be altered, modified or changed, nor be of other than VW manufacture, unless specifically authorized."

Par. 3c Change to "Wheels shall be standard 15-inch as used on the VW 1192cc sedan."

Par. 4k Add "Installation of baffles housed completely within the original oil sump and crankcase is permitted."

Par. 5a Add "and the transposition of the ring gear to provide proper axle rotation."

Not much encouragement there for prodification, is there? I feel we owe the Officials of SCCA a vote of thanks and confidence.

DOUBLETALK ?

In view of last month's editorial, advocating a "middle-ground", it may seem inconsistent that I also advocated the addition to Par. 1 of the rules. If it does, you missed the point. The rules are now so that any objectionable practice is automatically illegal. There is no question about it. The question now is "shall we permit it?"

In line with the "middle-ground" approach the Bulletin will print from time to time such modifications as may be presumed not objectionable, even though they may be technically illegal. As outlined in last month's editorial (on which only favorable comments have been received so far) an "objectionable" modification will be considered one which would have to be copied by others in order to remain competitive—one that increases the performance of a car illegally.

If there are objections to any of these suggestions, it is hoped they will be made immediately, so they can be published in the next Bulletin. Before adopting any of them it might be smart to wait and see how they are accepted. Remember, putting it in the Bulletin doesn't make it legal. And remember, too, there are still owners who do not belong to the Association and so do not necessarily share our views, and who might protest even the slightest infraction. SCCA will be requested to accept such interpretations as are adopted without objection by this Association, in order to remove any doubt, but until they are accepted, the present rule is, of course, the last word.

Member or not, if you object to anything offered in this Bulletin, PLEASE DO IT HERE! As Gary Simmons says in his letter, "a standard national interpretation of the Formula Vee rules is lacking." Let's try to arrive at one.

OIL FILTERS

Only one answer on the oil filter question I ducked last month. James Saathoff, Henry, Ill., says it might affect the outcome of a race by making the engine more reliable, but he wouldn't oppose it on that ground. And neither would I.

Before you all rush off to the nearest oil filter emporium, though, let's consider a couple of items—

1. If you are counting on it for additional cooling, the VW engine comes equipped with a very effective cooler, the cooling surface of a filter is negligible, and the cooler the oil the more "drag" it has on an engine.

2. Volkswagen engines commonly go from 75000 to 100000 miles without a filter. You may possibly drive your Vee as much as 1000 miles a year. That's a lot of years.

3. It will add several pounds of weight.

4. It will subtract several dollars.

So go ahead, if you want to. I don't.

One thing we tend to forget, because we are racing, is that one of these little engines can hardly tell the difference. The VW it came out of was probably driven wide open all its life, up hill and down, (at least it seems that way—every second car which passes me is a VW) and without a tach it was probably over-revved in the lower gears so often it would make you shudder. It doesn't need babying, just because it's in a race car. It doesn't need a bigger oil pump, or more cooling, or a filter. It's perfectly happy the way it is, doing its job, and enjoying it.

The baffles now permitted in the crankcase might be of benefit, however. It won't pump oil if the intake is uncovered. There is apparently a problem there, though I have never run across it myself.

MORE FROM RIVERSIDE

Harriett Gittings' last bulletin included a two-page letter from Gary Simmons, of Fullerton, Cal., who was Chief of Vee Tech Inspection at Riverside. The race isn't news anymore, but some of his observations are. For instance—

The 1st and 2nd-place cars from Conn. were several seconds ahead of the 3rd and 5th place Fla. cars and the 4th place Minn. car, who were several seconds ahead of the rest of the pack.

The rule on exhaust pipes was bent nearly as badly as some of the pipes.

"...other rules governing engine and transmission modifications could stand additional clarification."

"...a standard, national interpretation of the Formula Vee rules is lacking."

"...I'm of the opinion that the rules in some cases are taking quite a beating. I believe it to be the desire of most of the interested in racing FV cars to maintain this as a class for the drivers of equal equipment. We cannot allow the Class to degenerate into a battle of who can spend the most money to win the most races. The practice of rule clarification through race pr

RIVERSIDE (CONT.)

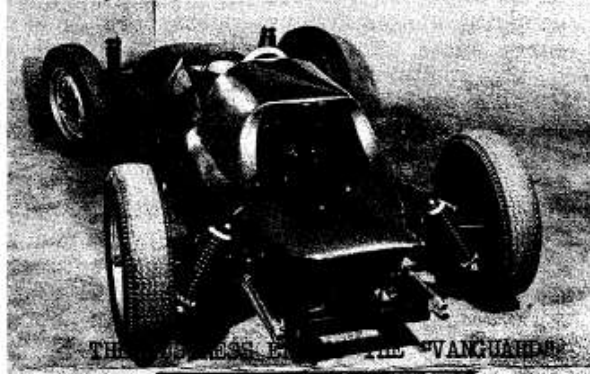
testing is too arduous, costly and time consuming. Those who cheat gamble on these three things being in their favor, and unfortunately they always are."

"The front and rear wheels on most cars were perpendicular and most had some type of camber limiting device on the rear wheels."

"The front ends, especially on the Eastern cars, were very stiff."

He goes on to recommend that numerous tests be applied to every winning Vee, whether protested or not, in lieu of a teardown. Except of the exhaust pipes, no specific violations were mentioned, nor were details of his testing proposal. I hope to have more on this next month.

By the way, Jim Miller, of Orangeburg, N. Y., also has some ideas on testing, and I've been developing a couple, myself. Look for something definite along this line by Spring. If you have ideas along this line too, by all means send them along. The gasket you save may be your own!



Another good tip on the cutting-out problem. Ed Shantz, Ithaca, N.Y., says it can be cured by bending the vertical leg of the intake manifold to give the carburetor about 10 degrees slope to the right. His theory, which sounds logical, is that starvation is caused, not by the float being kept in a raised position, but by the outlet to the jets, which is on the right side of the bowl, becoming uncovered by gas during right turns and letting the jet suck air instead of gas.

Alarmed by high temperatures in the gearbox? Due to 4-speed synchro-mesh, differential gears in the same box, etc., this type tends to run a slight fever. However, according to VW if it doesn't sizzle when you spit on it, it's OK.

EVERYONE'S GETTING IN THE ACT!

Foreign Car Guide, featuring Volkswagen, is probably Formula Vee's best friend. Almost every issue has a feature about Vees, plus many informative tips on the VW. If you don't read it, you should. The January issue features the new Crusader Vee, built by Crusader Cars of Stockton, Cal. There's a lot of dope on the car, but evidently, as I have, they found that dope on the builder is harder to get. I've been trying for three months to find out if their cars are for sale, how much, etc., with no results. If you want to try your luck, write Crusader Cars, 2060 Portola Ave., Stockton, Cal.

If that one doesn't suit you, how about the Vanguard? Formula Vee should get a bit of a boost in prestige from the fact that one of the well known race car builders, Jerry Mong of Bobsy Mark II fame, has also entered the field of Vee manufacturers. Built around a ladder-type frame, with a semi-reclining seat, it is said to have a lower center of gravity and better streamlining. The kit sells for \$995. For more details write Jerry Mong, Bobsy Division, Medina, Ohio.

Don't go away! There's more! Curry-Cameron Engineering is not only going to manufacture cars, but make manufacturers out of everyone. They will provide enthusiasts with anything they want, from plans to a complete car. If you want just plans, or just tubing, or tubing cut to size ready to weld, or already welded, or welded and fitted to the body, or ready to drive, ask and ye shall receive. I hoped to have more details, but except that I have seen pictures of the frame, and the price for frame, body, and trailing arms, fitted, \$550, that's all I have. If the body work is equal to the chassis, it should be beautiful. More on it next month. In the meantime, write Curry-Cameron Engineering, 7065 Blythe Ave., Highland, Cal.

Your adhesive car emblems not only identify you as an Association Member—they also tell everyone that you know the rules and have agreed to abide by them. That's what they mean to you on the other fellow's car, too. They also enable the spectators to distinguish the Vees from the Juniors. (Competition Press please note.) Aren't you glad you have them? Don't you wish everyone did?

APPLICATION FOR MEMBERSHIP IN FORMULA VEE ASS'N.

NAME (Please print or type)			<input type="checkbox"/> Sole Owner	<input type="checkbox"/> Part Owner	<input type="checkbox"/> Not an Owner
ADDRESS			SIGNATURE OF VOTING PARTNER		
CITY, STATE			NAME OF OTHER PARTNER		
MAKE OF CAR	SER. NO.	RACING NO.	NAME OF OTHER PARTNER		
AGE	RACING EXPERIENCE				
MARRIED?	RACING LICENSES				
CHILDREN	OTHER RACING CLUBS				
OCCUPATION	CONNECTION WITH AUTO DEALERSHIP OR MANUFACTURER				
I have read and agree to abide by, the Constitution and By-Laws, and hereby apply for membership in the FORMULA VEE ASSN.					
SIGNATURE					
Enclosed—\$10.00 for Active Membership <input type="checkbox"/> \$5.00 for Associate Membership <input type="checkbox"/>					

THIS IS
A GOOD
PLACE TO
WISH YOU
THE
MERRIEST
OF
CHRISTMASSES
AND THE
HAPPIEST OF
NEW YEARS
Jon

Here is a condensation of a three-page letter, which to say the least is interesting. I'll reserve my comments till next month, and I'd like to have yours, too.

It may lose a little in the cutting, but I'll try to retain the spirit as well as the letter of it.-----

Dear Sir:

I have just read your first two Formula Vee Bulletins. They are very interesting and thought provoking.

Having participated in many Formula Vee events, I have come to these conclusions:

1. Formula Vee has not fulfilled the original concept of cheap racing with full emphasis on the driver's ability!
2. Formula Vee has drawn the most unsportsman type of people, with this thought in mind: "I'd rather protest than race."
3. Formula Vee rules are written in such a way that any official can find something wrong with any car.

The Milwaukee region has one of the finest drivers in the country. He has been protested at every event, called a cheater, etc. All the tear-downs have never confirmed the name calling. The next event it starts all over again.

There aren't many Vee drivers who can stand to be beaten or passed. I was protested by a guy when it was obvious he couldn't get by me any other way. What terrible modification did he protest? Why illegal exhaust pipes, of course.

The rules do not improve things much. For instance, Sec. 4 gives No.s 111-100-021 and 113-100-025 for engines. I know of one fellow who went to the junk yard and came home with a 211-100-021 or 211-100-025, not knowing these are illegal engines. Why they are not included is beyond me. They are different only by carb jetting and distributor, and you are allowed to change these anyhow.

I have witnessed on two occasions a car disqualified for a 211-141-025 clutch pressure plate. I have one in my sedan. If we are going to play race car, what is so wrong about trying to avoid burned clutches? How many have the roller type throw-out bearing? Watch out! A protester could hook you on that!

One rule I believe could have been considered could have read: "Any part which carries a genuine VW part No., which does not increase displacement, which does not require modifying or modifying any other part to make it usable may be used."

This would make it possible to use the truck clutch, the 1500 oil pump, 1500 rocker arms. This is supposed to be a racing car, and racing is supposed to improve the breed.

Sec. 4b does nothing. It has no bearing on the outcome of any event, and should have been deleted.

What's wrong with tuned exhaust if you want it? I can buy 10' of conduit for \$1.89. It makes fine exhaust pipe. This is certainly cheap enough.

What's wrong with an oil filter or cooler? If your car can't be made reliable you are being forced to make unnecessary repairs. This is not economy racing.

What's wrong with an air scoop or ram tube to make a connection for your carburetor to the cool outside air? It's just more stepping stones for the protestors by making corny rules like that.

Why should there be any question about ducting cool air to the engine? SCCA just released their news bulletin with a few more dillies. It's legal to have a duct but you can't attach it to the engine (stupid!) This means all formcar owners will have to find some other fashion of securing the baffle or be at the mercy of the protestors.

Having the carburetor back of the engine offers only one advantage. You can get at it easier. (Especially Auto Dynamics).

The only way this class can be improved is to improve the rules and make the protest fee ten times as high. And let's congratulate the winner once in a while. Ninety-nine times out of a hundred he deserves it!

I don't expect to see this letter in your Bulletin, but it might provide some discussion when you have to fill some space.

Bernard Grundl, 3460 N. 1st, Milwaukee

So there, too! If that doesn't start something, Formula Vee is dead!

To borrow a phrase from Harriett Gittings
"Vee'll see you next year!"