



VEE LINE

NUMBER 34

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DIRECTOR'S CORNER

At first reading, the report of the Court of Appeals, dealt with on page 2, could be summarized as a finding that certain cars are illegal in the body department, with an accompanying clarification of the rule. However, this is of much greater importance to Formula Vee than just the settling of a single protest.

This report is, in effect, a statement that there *is* a limit to the amount of rule-bending which will be tolerated. This report does not *make* any car illegal – but it does recognize that the cars *have become* progressively illegal, and takes all possible steps to correct the situation, not only in connection with the protested car, but with *all* illegal cars. It should be particularly noted that this Court is not empowered to make or revise the rules – only to interpret and clarify the existing ones. The Court's definition could well be adopted for next year, but there is perhaps still room for improvement in the wording.

Probably of greatest importance is the fact that the shortcomings in the Vee rules, in general, are officially recognized, and that correction of these shortcomings is officially recognized, and that correction of these shortcomings is officially recommended to the Car Classification Committee and the Competition Board. Had those two bodies faced this issue squarely at any time during the past three years, this situation need never have occurred.

The Court, then, is to be commended for "performance above and beyond the call of duty." They, too, could have considered only the specific appeal, and then have called it a day. However, they went beyond this minimum and treated the cause, as well as the effect, to the limit of the authority vested in them. The total effect of their action is not apparent yet, by any means.

SUPPORT

"Hi, Don – Received my May VeeLine today, and can't really express how happy I was to see your comments on the eight-blade fan. This seems to have originated in the San Francisco area and spread down here to L.A. The excuse is the same – they still call a fan a 'cooling duct.' I have seen as few as four blades on a San Francisco region car. To top it all off, these guys ran the same way in the ARRC at Riverside last year. As you may recall, protests were not accepted after the race. Sometimes a comment like yours does a lot to clear the air and put things back in their proper perspective.

"Incidentally, the EMPI car has been sold, and is in the hands of a private individual. It goes fast enough, considering the experience of the driver. It still has the 36hp engine, so perhaps you can hold off on dropping this engine from the rules."
Bob Sidlow, Los Angeles, Cal.

Thanks, Bob, but this situation is going to take a lot more than just my comments – or yours. Probably the quickest way to settle it would be a protest – and I'm surprised it hasn't been done before now! The other is to include a clarification of the question in the rules for next year – and hope it will be adopted.

As to the EMPI engine, if that's the same 36hp engine which was terrifying the 40hp opposition in the early part of 1965, you might find some clues in VeeLines, number 8, 9, 24, and 29. I've said it before, and I'll say it again – a *legal* 36hp engine isn't competitive with a *legal* 40hp engine. It just isn't in the cards!

FRANCE SAYS NON

What was hailed in the Formel V Europa Express as "a splendid curtain-raiser" to the VW Cup Series – the Vee race at Monaco – was denounced later by the officers of Club V France, who announced France's suspension of membership in FVE.

In a letter to FVE, the French group objected to modifications permitted elsewhere in Europe, notably to the size of intake ports. Club V France seemed to hew to the FVI line that modifications should be strictly limited; "To authorize more and more modifications will result in 'suicide' of Formula Vee."

The French said they will confirm to FVE rules with two apparent exceptions: "severe application of the rules. . . (and) lowest possible cost. . ." They left the door open for rejoining FVE, apparently if the French stipulations are accepted; but participation by French drivers in the VW Cup races in Belgium, Austria, Germany, Sweden and Switzerland was in doubt. The Monaco race saw Austro V's sweep the first four spots followed by a French Bora Vee.

BELIEVE IT OR NOT

In connection with the Court of Appeals investigation, (see page 2) a test was made, involving three different makes of cars, to determine the effect of body design on the performance of the cars: "...A speed test of all three cars, both with and without bodies, revealed conclusively that it made no difference in the terminal velocity of any of the cars whether run with the full body, or without any at all."

TO THE RESCUE AGAIN

In the April issue I thanked an unknown writer for feeding me a good deal of the material in a letter he wrote. Here we go again:

"Dear Don – First of all, the letter you answered in Q & A was from me. . . .

"You may have heard already, but here it is again – Volkswagen Pacific, Inc., the VW distributor for Southern California, Southern Nevada, and Utah, has also agreed to pay support money to the first three places at all SCCA races in their area. The payoff is the same as the R. C. Johnson Co. pays in Northern California. Seems that all this money should bring some of you down out of the woods and rain forest. (2000 miles? Make that "starting" money, and we'll think it over.)

"I think you are wrong about the significance of blue-printed engines. . . . A driver like Surtees or Gurney. . . could lap a course faster with a blue-printed engine than with a stocker. If it only put out 0.1 hp more, such a driver could put it to use. For a driver of lesser caliber, of course, it would not make any difference. The errors made by a lesser driver would make such a small difference undetectable (*Isn't that what I said?*)

"Webster defines a DUCT as '1. A leading; guidance; direction; a passage. 2. Any tube or canal by which a fluid or other substance is conducted or conveyed.' Obviously, a fan blade is a 'guidance' or 'leading' for the air it directs to the cooler and cylinders and heads. (*Obviously? I'll bet that definition was never applied to a fan blade before Formula Vee.*) Therefore, the removal of the fan blades is LEGAL. Probably the rules did not intend for this to be so (*that I'll go along with!*) but it is what they say.

You gotta be kidding about those 9.40x15 tires. Seems like they would be good for a 2-mile straight going downhill with a tail wind. What did you do – break fourth gear and can't afford to fix it? So you put on the big tires so you only have to run in third gear? (*No – you're thinking in terms of conventional tires. These are the "wide-oval" type, used on the Indy cars and increasingly on the "Juniors," except they look more square than oval on the right wheels. On the Vee they're oval, all right. The overall diameter is slightly over 24" – within a quarter of an inch of the Pirellis we'd been using.*)

"You're wrong about spreading the money out among the also-rans. With the money only for the top three slots, the *average* driver will prepare his car better and drive it harder to get above that average group. The result will be better, faster and more interesting racing. (*Could be.*)

(Continued on Page 3)

"SUPREME COURT" CASE

At the Marlboro National Race on April 7, Bill Scott's Autodynamics (Nassau Model) was protested, on the grounds that the body did not "enclose the engine" and did "fair in... the suspension." It was further stated that if the alleged fairing was removed, the body width at the firewall would fail to meet the minimum requirement. The protest was upheld, and was appealed. A Court of Appeal was appointed to consider the case. Following are pertinent excerpts from the report of the Court:

Speaking of the original protest - "The SOM (Stewards of the Meeting) examined the cars of both parties... as well as several other representative makes... All cars except the Autodynamics Mk. IV... were found to have rear body panels covering 50% or more of the periphery of the engine... They ruled 'that the intent of rule 4.9 was that the bodywork should cover no less than 50% of the periphery of the engine' and upheld the protest on that point. The SOM were also of the opinion that the bodywork on the subject car did indeed fair in a part of the rear suspension, and upheld the protest on that point. The notation in the protest as to body width was felt to be hypothetical, and no ruling was made on that point. (Note: the body was later found to meet the specs as to width, even without the fairing. don)

"The appellant's car and the other two like machines were altered overnight, apparently by cutting away the alleged fairing section of the body and adding panels to comply with the enclosure ruling of the SOM, were reinspected and allowed to compete.

"The appeal argues that interpretation of the word 'enclose'... is ambiguous, and cites other makes as being in violation on this point as well as the 'fair in' section 11.... The principal purpose of the appeal is to seek clarification of the rule."

The Court of Appeals was convened at the Courtland National Race in order to have on hand as many as possible makes and models of cars for examination. A very thorough investigation was made - not only in order to decide this appeal, but in order to establish some better understanding and general compliance with the rule. Its conclusions:

"(The Court) is concerned over the trend toward a disappearance of the rear body sections of these cars. Therefore, this Court is establishing the following interpretation of the rules in question as guidelines for SCCA Stewards....

"1. 'The body must enclose the engine...' by surrounding it from a point no higher than the lower edge of each valve cover and extending from the front of the engine to its rear on each side. The top of the rear deck must extend from the back of the firewall to a point in line with the rear of the transmission, but may have air intake openings.

"2. The rear trailing arms, coil springs and shock absorbers may not be faired in by covering or shrouding them away from the airstream. Specifically, the front mounting point or radius pad may be inside the trailing edge of the side body-panel so long as the panel does not extend back over the trailing arm itself. The Autodynamics Mk IV can comply by cutting off or eliminating the tabs at the lower front of the rear deck, and the older Beach and such others by trimming the trailing edge of the side panel. The rear springs of the Zink are not considered faired in because the body opening and their protrusion constitute an interruption of the airstream at that point, but they cannot be covered over.

"RULING OF THE COURT"

"The Court upholds the Stewards of the Meeting and finds as follows:

"A. That their field interpretation of Appendix A4.9 and solution to the problems presented is to be commended.

"B. That the appeal is not ill-founded and the fee of \$50 be promptly refunded to Mr. Scott."

The Court not only disposed of this particular case and problem, but in an additional memorandum to the Competition Board and the Car Classification Committee, reviewed the history leading up to this situation, calling attention to the inadequate wording which had been allowed to exist for several years (*haven't we had some discussion on that, too?*).

"... While we... are fully aware of the desirability of rules brevity, we believe that the present Formula Vee rules need close study and possible revision in all areas, with particular consideration of their present evolutionary conformation. In plain words, those who make the rules should study the cars themselves before making them."

How about THAT?

ON THE BALL!

The following press release was received even before the report of the Court of Appeals arrived:

"In a recent ruling which could make 80% of the Formula Vees now racing in the U.S. illegal, according to Jerry Demelev of Crusader Cars in Stockton, the SCCA has declared that the engines must be covered from the back of the firewall to the rear of the transmission and the sides must cover the engine to the lower edge of each valve cover. (A slight correction Jerry - it wasn't the ruling that made the cars illegal! don)

"We are designing and will produce a special Crusader Mini-Skirt that owners of the '67 model can attach to the fiberglass body on each side in order to be legal',

(Continued on Page 4)

AN OLD CURE

Long ago, when bicycle tires were built like an endless hoop of garden hose, with tread on the outside (you thought tubeless tires were new?) and cost half a day's wages, one of mine became so porous that it had to be pumped up every day. I finally filled it with water, which didn't diffuse through the pores in the rubber, but gave an awfully hard ride. A compromise - a little water with mostly air - restored the ride, and still sealed the little holes.

Nearly three years ago we replaced the tires on our trailer with better (?) tubeless ones. We soon found out why they had been so readily available - they wouldn't hold air more than a couple of weeks. A dunk in a tire tank showed numerous air leaks through the tread, from invisible holes. Recalling the experience with the bicycle tires, we put a cupful of water in each one, which sealed them so effectively that air need be added only once or twice a year now.

A couple of months ago, as was previously reported, we installed Goodyear Indy-type (9.40x15) tires on Petunia. As was also reported, they'd go flat within a week - which we attributed to deficient bead sealing on the narrow 4" VW rims.

At the Shelton Nationals it rained - in between cloudbursts. During a brief letup we noticed what appeared to be spots of white mold on the wet sidewalls of the tires. Closer examination showed that they were minute clusters of air bubbles! Hundreds of them!

A dash to the tire distributor's truck didn't result in any reassurance. He asked where the seepage appeared to be, and when told it was on the sidewalls, he said, "They're Goodyears, aren't they? If they were Firestones they'd be leaking through the tread." If they'd hold air for a week, he told us, we were in good shape!

Good enough for Indy, perhaps, but not for Formula Vee! Half a cupful of water was put in each one (the amount we estimated would thoroughly wet the inside without leaving enough excess to upset the balance) and now they're holding air. Not perfectly - there are even a couple of wet spots where the water is seeping through, but in two weeks they have only dropped a couple of pounds.

Next time you see Mario or A. J., you might tell them about this - they perhaps don't read the "VeeLine".

Oh - John won the Vee-hydro event - on a set of Pirellis rented from a Novice.

FRIEND

In the Pacific Northwest, a good source of used VW components is "The Old Volks Home" division of Northwest Auto Wrecking, 10230 E. Marginal Way, Seattle, (206) RO 2-0220. They're real Vee enthusiasts sponsoring one Vee and glad to help out with others. For instance, mention that it's for a Vee, and ask for wheels without all the hubcap clips - you'll be amazed at how far the price will go toward paying the freight bill.

TO THE RESCUE AGAIN

(Continued from Page 1)

I would like to propose a rule change, as follows:

4.1 Insert after the word 'changed' — *beyond or outside of standard Volkswagen dimensions.*

4.10 (Non-standard parts) add:

1. 'ATE' valves of same type, size and weight as standard VW.
- m. 'Kolben-Schmidt' cylinders and pistons of the same size, type and weight as standard VW.
- n. 'Beck' replacement parts for the VW, of the same type, size and weight as standard VW.

"The first change would clarify the blueprint question for those of us who read the present rules as NOT allowing it. Since it is impossible to police, let's change the rule to specifically allow it. The other changes would allow many to race their cars cheaper. Your local Beck man is a lot more likely to give you 40% off than is the local VW agency. *(The first one, I don't like, but I'm compelled to agree that (1) it is being done, (2) if done within the VW limits, it is undetectable, (3) those who are not in a position to locate perfect parts should be entitled to equalize the situation by perfecting the ones they have. As to the second one, we're still having problems with standard Volkswagen parts—let's not compound the confusion by introducing any more varieties. That's just one opinion — let's have some more.)*

"We have two of the A-D Nassau cars in our area. The trailing arms are partially faired in. I think this makes them illegal. Wouldn't you feel kind of funny protesting one of them if you had beat them? *(I think you'll find the first answer on page 2 of this issue. As to protesting someone you just beat, that's the time to do it! No one can claim "sour grapes" then.)*

"I am told that at the ARRC last November John Doe* sought and got permission to grind off the knobs in the ports which support the valve guides. If true, how come?" *(*Name changed to protect the innocent. This procedure was the subject of a protest and appeal about a year ago. It was decided that those "knobs" were part of the port, and as such were subject to the permitted "polishing" of the ports to 29mm and 33mm respectively. In other words, there was no restriction in the rules against enlarging the entire port to the given dimensions. However, it was also specified that the valve guides are not a part of the port, and therefore must remain stock length — they cannot be cut off in the process. Neither can valve seats be enlarged or otherwise modified.)*

Terry Farrell, Lynwood, Cal.

Thanks, Terry — you've helped again. I hope there will be other proposals for rule changes. It's getting near that time of the year again, and we obviously have some areas left which need improvement. With the first shot already fired by the Court of Appeals, and with over five hundred members already, we should really get some results this year. Come to think of it, less

than half of the present membership is familiar with our procedure. For their benefit, then: Each Fall we take a poll of all the members on all proposals for rule changes which have been made up to that time, forwarding the results to the appropriate bodies in SCCA as our recommendations for the rules for the coming year. So far, we haven't received 100% cooperation from them, but we'll have to agree that Formula Vee has fared very well, regardless.

So if you have any suggestions, let's be getting them into the hopper for discussion as soon as possible. It's later than you think, already!

FREEPORT-LUCAYA

(It's going to take a while to get used to that name replacing "Nassau.") The latest dope on the "Grand Bahama Grand Prix of Formula Vee" is somewhat contradictory to that printed here last month. It appears that "Red" Crise has had some second thoughts on the 1500cc "Veess," and intends now that they will run under the same rules which apply to the 1200cc class. This still isn't necessarily final, but he says, "We will insist on adhering to the rules, once they are written." They will, too!

The rules for the 1200 class will be the same as last year — FVI, except for free choice of wheels, exhaust systems, and body styles and dimensions. He's been advocating long, Formula-One-style noses on Veess ever since he saw the first Fomcar.

Total prize money for this event is already a fantastic \$20,000, and will probably be even more by December.

The first race, on Dec. 10, will be the "International Formula Vee Championship," which, he says, "is limited to the winners in the 1192 class all over the world." (No mention, yet, of when this field will get to practice.) This will be a hundred-mile race, with first place paying \$1000, plus a possible \$1000 if the proper "tyres" are used, and another \$500 for the right sparkplugs.

The main event, on Dec. 17, will be a two-hundred-miler, open to both classes. This one will pay \$3000 for first, plus the \$1000 Brundage Trophy, plus \$1000 Volkswagen award, plus \$1000 tire money, plus \$1000 sparkplug money, for a possible total of \$7000! In this race there will also be four awards for the first four 1200 Veess, starting at \$1000. If a 1200 should win (and don't think it couldn't happen), he could take home as much as \$8000, and if he had also won the opener, a possible \$10,500! You think there won't be some racing?

You don't have to win, either, to at least make expenses — awards run down to six places in the first race, and to tenth in the main event.

The official brochure and rules should be ready for distribution by the time you read this. If you're interested, write to "Red" Crise, Bahamas Automobile Club, 3701 State Road 84, Fort Lauderdale, Fla. 33312.

FAR NORTH

Rodger Harrison, of Anchorage, believes he has the first Vee in the State of Alaska — an Autodynamics.

UNIFORM TECHS

Of interest to all West Coast drivers was an informal meeting of a number of Chiefs of Tech held recently for the purpose of establishing a mutual understanding of the rules between the various Regions. It often happens that a driver from one Region, entering a National race in another, finds that his car, even though it has been passing the tech inspection regularly in his home region, is found to be lacking in some respect in a neighboring one.

Of interest to Vee owners were the following agreed-upon items:

1. Flame resistant gloves will be of leather or Nomex, with no cloth or any other material in the exterior of the glove, and no open holes or cut off fingers.
2. Shoulder harness attachment will be as nearly level as possible with the driver's shoulders.
3. Seat belt eyebolts will be either the forged type, or, if formed from bar stock, the eyes will be welded. They must be secured with double nuts, cotter-pinned castle nuts, or self-locking nuts.
4. Seat belt and shoulder harness snaps will be secured with cotter pins.
5. "Heim"-type ball joints must have a standard steel washer, at least as large as the joint itself, installed beneath the bolt head (or nut) in order to retain the joint in case it separates from the ball.
6. Roll bar height is going to be checked — not only at inspection, but during practice and racing. Bars not meeting the minimum height requirement in actual use will get the black flag. (If you're going to scootch — stay scootched!) Most Veess will probably meet the requirement for a horizontal or diagonal brace between the vertical members of the bar, but height...?

ANOTHER NEW CAR

Another West Coast manufacturer is entering the Vee arena, with a new car which will raise a lot of eyebrows, and some blood pressure, probably — the "Vee Warrior." It has a number of features which are certain to be questioned, at least — and copied if they are determined to be legal.

It has the steering arms and tie-rods in front of the axle tubes (don't ask me how!), a rear sway bar, semi-monocoque frame and body, and the rear shocks appear in the pictures to be hidden (shielded? enclosed? protected?) from the windstream, a la Zink. Other features are quickly adjusted caster, adjustable loading on the front suspension, easy engine access and removal, and a fully protected gas tank, located behind the driver and separated from both the cockpit and the engine compartment by separate bulkheads. The publicity pictures aren't out yet, but the colored pictures accompanying this information would make your mouth water.

They're not out to start a price war — prices start at \$1250 for the basic kit. S & S Racing Enterprises, 402 W. Chapman, Orange, Cal. 92666 KE 8-1868.

FROM 'WAY SOUTH OF THE BORDER

From David Clapham, Secretary of the Formula Vee Association of South Africa:

"...As you have gathered, we have introduced a 1300cc class here, but whether this was a wise move or not we cannot tell at the moment. The reasoning behind it was the hope that the bigger "works" teams would go for this class and leave the 1200 class open to the amateurs. However, this isn't really happening, as the teams are generally running *both* 1200 and 1300 cars. At this stage there are only two 1300 cars, which at Kyalami are about 2½ to 3 seconds quicker.

"Toward the end of last year Vee racing went through quite a tough time, as we had a number of first-lap shunts which eliminated eight or nine cars on each occasion, and one or two of the drivers got hurt. However, it would appear that the drivers are now more careful, and this year things so far are looking pretty good.

"A race was held in Cape Town during February. I hope that Vee racing takes on down there, as their track is rather tight, being only two miles in length and full of corners, and thus well suited to this form of racing. Cape town is nearly a thousand miles from Jo'burg, which is a long way for a weekend. Nevertheless, eleven guys went down from here. We hired a big auto carrier, which took eight of the cars. Fortunately, the organizers were quite generous as far as starting money is concerned, and paid R50 (about \$100) per car, whilst Volkswagen of South Africa - who I am glad to say are encouraging Vee racing this season - made a further contribution of R50 per car.

A race is due to be held at Bulawayo, Rhodesia. . .It isn't such a long way - only 550 miles - which takes about ten hours towing a trailer and racing car."

The VEE LINE of

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"STANDARD"

The quotation from the first paragraph of the rules - specifying STANDARD Volkswagen components - wasn't meant to indicate that that was the only such mention, by any means. If any of you took the trouble to check, you found that, in addition to this general statement, the rules specifically require "standard" VW1200 front suspension and steering, "standard" wheels, "standard" brakes, "standard" engine, "standard" carburetor, "standard" distributor, "standard" oil pump, and "standard" transmission, with "standard" gears. Even the NON-standard parts are required to be "normal replacement parts."

So don't bother to argue with someone who claims that some unusual looking component came on a VW 1200. Agree that it very probably did - but it's still not "standard."

Incidentally, slotted wheels are *not* "standard" - they're not even listed in the latest VW parts book as being interchangeable. The "old" ones are still there, big as ever, for the 1200 VW's. On the other hand, ribbed brake drums *are* shown as interchangeable with the plain ones. Apparently that was the only change for 1966 in the braking system, so it is listed, like the other brake components, as applicable through the whole range.

SOUTH OF THE BORDER

Volkswagen de Mexico is taking steps to establish Formula Vee in that country, and has tentatively ordered 30 kits from the U.S. It seems that due to some Mexican import restrictions, the program will be delayed somewhat but in that country nothing is impossible; sooner or later there will be international Vee racing in the Southwest.

One deterrent to international racing has been a quaint custom that, with no insurance being provided for participants, an owner involved in an accident could find himself thrown in the local jail until the liability was established and the expenses were paid. The possibility of establishing an insurance program similar to that provided by SCCA is even now being discussed with that organization.

UNCLASSIFIED ADS

FOR SALE: Autodynamics, Pirellis, \$1750. Joe Thompson, 2402 Amigo Drive, Fayetteville, N.C.

FOR SALE: Bobsy Vanguard, white, legal, spares included \$1250, or with trailer, \$1350. Steve O'Bryan, 48 Utica St., Hamilton, N.Y. 13346 824-2703.

FOR SALE: Formcar, rebuilt engine - balanced and polished, new pistons & cylinders. \$1200 with trailer. Alan Schwartz, 574 Belfast Ct., Sunnyvale, Cal. (408) 736-9380.

FOR SALE: Autodynamics, spare wheels with R-2's, transmission, misc parts. Four races since rebuilt. Tom Stinson, 1006 Ector, Euless, Tex. (817) BU 3-4853.

WANTED: Odds & ends of steel tubing, suitable for building a Vee. H. T. Adams, Jr. Box 491, Rome, Ga. 30161.

FIA LICENSED driver wants ride in FV, FC, HSR or GSR. Mel Flint, 56624 Joshua Drive, Yucca Valley, Cal. 365-3518.

FOR SALE: All back issues of the Vee-Line, 25¢ ea., either style decal or the jacket patch 50¢ each (members only). FVI, Ephrata, Wash.

ON THE BALL

(Continued from Page 2)

Demele stated. Crusader Cars will accept orders for the side panels now, and they will be shipped within a week, he promised.

"Both the veteran driver and his partner, Chuck Tatum, are now devoting full time to the Crusader firm. 'Formula Vee sales increased to the point where it demanded our complete attention,' says Tatum, 'so we'll go all out to enable owners to have acceptable cars, providing the Crusader panels at our cost, or even less.'"

The Crusader factory-sales office is at 1031 E. Church St., Stockton, Cal. (209) 463-0750.

At this time, no word has been received from any of the other manufacturers affected, but it is certain that they will be taking similar steps.



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