



# VEE LINE

NUMBER 73

OCTOBER 1970

## DIRECTOR'S CORNER

It happens every year! There's ten times the interest and comment on rules proposals after the ballot issue (with the returned ballots) than there is before. Perhaps there should be a pre-ballot before the real one, in order to stimulate discussion and argument. There were a number of good comments, but now that the results have been forwarded to SCCA, there doesn't seem to be much point in printing them.

The same applies to our Elections of Officers. Due to no nominations and no volunteers, I usually have to act as a nominating committee of one in order to obtain a candidate for each office, and invariably a few of the ballots are returned with comments such as, "This is an election?"

A ballot for the election of officers will be included with the December issue (probably) so let's be getting some candidates! If you can't think of anyone to nominate, volunteer yourself! (Active Members only, of course, who are willing to accept the office.)

### HERE IT IS!

(Monday Night) The Car Classification Committee, in their meeting this past weekend, laid out a couple of real surprises for Vee owners!

For the first time in seven years, there was no suggestion (among FV1 members, anyhow) that we should "improve" the Vee wheels. And for the first time in seven years, they've been "improved"! Slotted wheels (VW 1300, with 4" rim) will be legal for 1971.

For the first time in seven years, the "generator rule" has been clarified! With a bang! For 1971 generators not only can be non-generating—they can be non-generators! Armature, brushes, field coils and voltage regulator can be removed, leaving only the bare shell as a support for the fan shaft.

The fan—and complete housing—will have to be retained, however—added to Sec. 5.5g, "Removal of any cooling duct component", are the words, "except the fan housing".

And illegal manifolds will be legal for 1971. Due to the obvious widespread cheating in this area, and to the obvious difficulty in detection and prevention of it, it will be legal to "remove metal" from the intake manifold, as long as stock outside dimensions are maintained.

This time it is officially stated that cam and gear specs *will* be included in the rules. Period.

Or perhaps it should be, "Semicolon". It must be understood that these are *not* the rules for 1971 *yet*. These are the recommendations which will be made to the Competition Board, which meets on Nov. 7 and 8. While the Board, as a rule, accepts the recommendations of the CCC, it has been known to make changes before sending them on to the Board of Governors for final approval. Only then do they actually become law.

venturi in the carburetor. As a result of many calls to Westport by irate Vee owners, Rather shocking at first, isn't it? Looks

like we'll have to spend some money to keep up? Not necessarily. It's more like we *may* spend some money, in order to *catch* up. As has been pointed out recently, inoperative generators and reamed-out manifolds aren't *new*—the only thing that's new is that now everyone can have them. If you don't want them, you'll only be where you've been for the past year or so anyhow.

According to Joe Hoppen, of VWoA (who has been plugging for their adoption since 1966) the slotted 1300 wheels will give no performance advantage whatsoever. He claims they are actually heavier than the ones we've been using. However they are better looking, and this brings us a step closer to the European rules. (In Europe the 4½" rims are legal for the rear wheels only.)

The gutted generator is also in accord with the European rule. Before you start tearing into yours, you might want to consider how you're going to keep your battery charged, especially if it was designed for a Honda. In this case you might want to go to a standard battery—not only for more reliability, but to replace the weight you're going to remove from the generator. (If you see a gutted generator, Honda battery, and new Goodyears, on a late model Vee, with no obvious goodies for "ballast", you might want to consider a protest on the grounds of under weight.) We'll keep our generator, with some simple means of unloading it during competition.

Manifold modification shouldn't be expensive, though it will take some work, to be sure. If the method we have in mind works out according to plan, we'll let you in on it.

There is more than meets the eye to this fan housing thing. I *heard* (though I haven't seen anything official on it yet) that a protest was made against a fan housing which had been modified to permit lowering the top of the body. The protest was upheld, and was affirmed on appeal. So one clever lad declared he would remove the fan housing entirely ("removal of any cooling duct

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## BONUS

Volkswagen of America, in their quarterly publication, "Small World", recently ran a center-fold artist's drawing of a Formula Vee kit, with the VW components in the foreground and a brief explanation, all in living color. They have sent us 400 reproductions, blown up to 18" x 24", rolled and in mailing tubes. If you'd like to have one of these posters for your very own, drop us a line. Free, while they last.

## ABOUT THE BALLOT

Well, the ballots have been counted, and the results have been sent to Westport, and you'll find their reactions to them somewhere on these pages.

Again, we received a 60% return, which is considered phenomenal in most circles where mail balloting is conducted. Ballots were sent to 503 Active Members, 305 of whom took the trouble to vote. The few comments regarding the punch-cards were all favorable, so we'll do it again next year. (Needless to say, *we're* in favor of them!) Several of them *were* corrected, by use of glue or cellophane tape to hold the little plugs in their holes, and if it irritated the computer any, John Morris didn't mention it.

There were several critical comments on the short time allowed for voting. True, there were only ten days between the mailing date and the "deadline" of Oct. 15, but we had ballots back from New Zealand, Europe, New York, and Florida, within a week, so it was apparently possible, for anyone who really tried, to get them in on time. Don't tell anyone, but the *actual* cut-off date was Oct. 20. All ballots received by the 16th were sent to John Morris for computer counting, and another 39 were counted by hand and were included in the final tally sent to SCCA. All ballots *mailed* on the 15th were included, as well as several mailed even later.

John said the counting took about two hours, including several runs to determine factors other than the actual count. For instance, he was curious as to whether or not there would be any significant difference in the view on "right-of-way" between Novices and more experienced drivers. He ran the cards according to type of license, and found less than a 10% variation between any two groups.

It's rather interesting, and puzzling, to note that sometimes questions which appear to be directly contradictory to each other don't get entirely obvious answers. For instance, on the questions regarding dive

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**MEMBERS' SOAPBOX**

"Dear Don—Excellent ballot this year, although I feel that there should be four answers possible: 1. Yes, 2. Hell Yes, 3. No, and 4. Hell No.

Also, I feel that FVI should press very strongly for roll bar specs for FV, especially after the September issue of "Sports Car" since the existing and new specs seem to be written for sedans and production cars only. I have not done any calculations, as of yet, but I feel that the tubing sizes are not in line with the strength/size increments given in the article. I will forward a copy of my letter to Mr. Timanus, requesting a better Formula car roll bar spec.

You might want to warn your readers about welding, grinding, or doing anything which would put them near heat or sparks while wearing a garment with polyester in it. I was grinding and the sparks ignited my shirt, causing first, second, and third degree burns on my hands when I ripped it off.

Would also like to thank you for the reply to my question, published in the August issue.

Tom Wilson, Covington, Ga."

*We'll give your idea some thought. There are ten columns on the punch cards—we might even get TEN shades of opinion.*

*I'm with you on the roll-bar issue, as you may note, and I'm glad you've added your weight by writing directly to Westport. If you'll recall, a year ago the Car Classification Committee decided to settle a controversy over venturis by requiring a strictly stock venturi for 1970. As soon as the word got out (in the VeeLine, naturally!) Jim Patterson said his "phone started jumping off the hook", due to calls from Vee owners protesting that the rule would require an*

*unnecessary expense due to the need for rejetting carbs and re-dynoing engines. As a result, the Board of Governors reversed the recommendation, and left the rule unchanged.*

*I've been plugging for SAFE roll-bars on Vees (specifically) for years, and I'm glad to see that, if nothing else, 18 gauge 1" tubing is no longer accepted. That was equivalent to allowing water in your fire extinguisher. However, most cars built in the past couple of years, and many of the older ones (Formcars, for instance) already have roll bars which have been proved equal to the job in actual practice.*

*We may both be hollering before we're hurt (which is actually a good time to holler when you stop to think about it). Perhaps in the section on the Classification Committee's decisions—which haven't been received as this is written—we'll find that construction of roll bars has been made subject to further study. If we do, perhaps we did some good. If not, the rest of you members had better get into the act!*

*Thanks for the tip on polyester clothing! Somewhere, sometime, someone won't get burned and it will be your fault!*

*And thanks for writing! Between us, we covered half a page in the August issue and a good part of this one.*

"Dear Don—... If the guy I met at Willow Springs was on the level, he's got four times the money in his Vee that I have in mine. He was talking about his "flow-tested" heads, and said that each one cost him \$800 (that may include development cost). He also said that another California car cost much more than his. He stated a figure, but I hesitate to repeat it as I don't want to appear too glibble...

Bob Adams, Phoenix, Ariz."

*Let's see if SCCA will take any voluntary action on the "Flow-tested" heads, now that it's been called specifically to their attention. Perhaps, if Frank Schultheis gets an appointment as Scrutineer at the ARRC, it will come to a head there. If not, it looks as though someone will have to take it through the "protest and appeal" route. We'll follow this up in a month or so.*

**VW AWARD PROGRAM**

In addition to the monetary awards paid for all National races (furnished by the company's Area Distributors) Volkswagen of America donates awards for the Vees which participate at the annual American Road Race of Champions.

A total of \$3000 will be given, starting with \$500 for first place, and decreasing by \$50 increments down to \$50 for tenth spot. An additional \$250 will be given to the driver who qualifies for the pole position.

For the Super Vee race, the total amount is \$5800—no details as to its distribution, but it seems likely that there will be enough cash to go around. See, I told you you should stuff a 1600 engine in your Formcar this year!

**SCRUTINEER**

In the July issue we included a letter from Frank Schultheis, Chief Scrutineer for the San Francisco Region, in which he promised that the body length rule would be enforced at the ARRC. I met him only this summer but we've been corresponding for some time on the subject of rule enforcement for Formula Vee. He now has a comprehensive checklist of items to look for, and a lot of

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**UNCLASSIFIED ADS**

FOR SALE: Autodynamics MK III. With trailer \$1500. Without engine, \$950. Steve Johnson, 3825 35th West, Seattle, Wash. 98199. (206) 283-3023.

FOR SALE: Much modified Formcar. 2 races on Elgin engine, dyno'd exhausts, extra tires. Needs axle work. \$700. Alan Huckabay, 516½ Jackson Ave., Redwood City, Calif. 94061.

FOR SALE: 67Viper. 2 races on rebuilt dyno-tuned engine, Z-bar, Konis, 6 Firestones, good trailer. \$1000. Cal Watson, 800 SE 26th Ave., Portland, Ore. 97214.

FOR SALE: Crossle Formula Ford (Roger Barr's #61). Available after run-offs. N. Chris Paulhus, 12 Iris Court, Acton, Mass. 01720. (617) 369-3539.

FOR SALE: "Dingo" Vee, ready to race, with some spares. Will deliver anywhere in B.C. \$2000, or with trailer \$2100. Bryan Terrace, 331 W. 22nd St., North Vancouver, B.C. 987-6679.

FOR SALE: Autodynamic "Nassau" model. Factory prepared engine, 4/1 exhaust, Konis, Z-bar, 8 Goodyears, rain and dry, immaculate. With trailer, \$2050, or reasonable offer. Michael D. Montaine, 1539 1/S Fred St., Whiting, Ind. 46394. Bus. (312) HA 7-4900, Ext. 524; home (219) 659-1676.

FOR SALE: Autodynamic MK III. Rebuilt engine, Konis, new Firestones, new spare nose. \$1200. Mike Gomarlo, West Swazey, N. H. 03469. 352-3409.

FOR SALE: '68 Autodynamics MK5. New fully modified and balanced engine, all chromed suspension. \$1400. Also, set of latest Goodyears, like new, mounted and balanced, \$100. Bernard Sweeney, 530 E. Hector St., Conshohocken, Pa. 19428. (215) 678-5790 or 489-9014 (Sam Smith).

FOR SALE: Crusader. Z-bar, 3 extra wheels and tires, spares and trailer. \$1350 firm. Larry Aavang, 608 Hunter, Wichita, Kan. 67207. (316) 685-6170.

FOR SALE: Bobsy Vega. 1 race on new engine, new Goodyears, Z-bar, fuel cell, custom paint, never scratched. \$1700 with trailer, \$1600 without. Jerry Zeger, 560 W. Third St., Mansfield, Ohio. (419) 525-1045.

FOR SALE: '69 Zink. Long and short gears, R-5's and Firestones, set of fuel cells and trailer. Peter Kirill, Jr., 2532 W. Holly Point Road, Orange Park, Fla. 32073. Ph. (Jacksonville) (904) 389-5155 bet. 6 & 7 P.M.

FOR SALE: Lynx, for tall driver. Four near new Firestones, four Belletire (Good-year) recaps, mounted. Excellent trailer. Fred Cummings, 4110 Burning Tree Drive, Dayton, Ohio. 45440 (513) 298-8268.

FOR SALE: Vee, new paint, Goodyear R-6's, race ready. With trailer, \$1400 or offer. Dennis O'Day, 13613 San Pablo Ave., San Pablo, Calif. 94806. (415) 233-6662.

FOR SALE: "Hugger" Vee. 200 ft. of tubing in most rigid frame ever seen. New engine, new Goodyears, new custom trailer. Asking \$1450. Will take street trade. Van Durrett, 1508 S. Jennings, Bartlesville, Okla. 74003. (918) 336-5450.

FOR SALE: Bobsy Vega. Rebuilt dynoed engine, Firestone fuel cell, excellent condition. Spares galore. \$2195. Trailer available. C.R. Haines, 5846 Glen Hill Drive, Bethel Park, Pa. 15102. (412) 833-1584.

FOR SALE: '70 Zink. 7 hours only, at drivers school. With custom trailer, \$2500. Bill Field, 7913 Tree Heights Court, Cincinnati, Ohio. 45242. (513) 793-3326.

FOR SALE: Formcar. Firestones, Konis, engine stand, some spares. With trailer, \$500. F.M. Carroll, 460 S. Bryant, Tucson, Ariz. 85711.

**FORMULA VEE INTERNATIONAL  
1971 RULES BALLOT**

%	Yes	No	%	
87	264	40		1. Any part listed by Volkswagen as a current replacement for 1200cc VW, and interchangeable with the original part, should be considered legal for Formula Vee.
54	166	137		2. Updated parts should be individually approved for Formula Vee.
	86	219	72	3. A brake light, controlled solely by a pressure switch on the master cylinder, should be required.
73	223	78		4. Three piston rings should be required on each piston.
61	186	118		5. Minimum weight should be ". . . without fuel or driver, 825 lb.; with driver, 1,000 lb."
65	197	108		6. Rule 5.7, which forbids ballasting, should be eliminated.
59	180	123		7. Normal operation of the generator system should be required.
	107	196	64	8. Modification of the generator system should be permitted.
54	165	137		9. "Firewall width", rather than "body width", should be specified.
75	230	72		10. Body width and height should be dictated by present requirements for covering the engine, rather than by specific dimensions.
68	206	97		11. Use of "Mahle" pistons and cylinders identical with standard VW should be permitted.
	141	163	53	12. Fixed fins, "dive planes" etc., attached below the profile line of the body, should be permitted.
53	162	143		13. The prohibition against "wings (airfoils)" should be expanded to include the above.
93	284	21		14. Actual gear ratios for all legal gearing should be included in the rules.
96	292	13		15. Specifications for legal cams should be included in the rules.
	134	171	56	16. Modification of manifolds should be permitted, provide stock outside dimensions are not exceeded.
52	157	144		17. Enlargement of valve seat inserts to dimensions specified for "ports" should be specifically permitted.

(Please vote "yes" for only one of the next 3 items, "no" on the other 2.)

53	162	138		18. Add to Sec. 5.5e (port polishing) "Areas larger than these minimum dimensions must remain stock."
	41	255	84	19. Unlimited modification of the ports should be permitted.
	107	191	63	20. Entire port should remain strictly stock.
70	212	82		21. Add to Sec. 5.5p ("Standard dimensions") "Minimum capacity of entire combustion chamber, including area in cylinder above head of piston, 47.6cc."
79	240	60		22. Any machining of the head to attain minimum combustion chamber volume should leave the cylinder recess in the head in stock configuration.

(Please vote "yes" on only one of the following 4 items, "no" on the other 3) .

A passing car attains the right-of-way when:

	11	288	94	23. The nose overlaps the tail of the leading car.
	48	251	82	24. The front wheel overlaps the rear wheel of the leading car.
76	231	69		25. The front wheel gets ahead of the front wheel of the leading car.
	9	288	94	26. The driver decides to pass.

(Please vote "yes" on only one of the following 4 items, "no" on the other 3) .

A driver actually leading (no overlap) going into a turn should give up his line under:

	9	288	94	27. Condition 23, above.
	47	250	82	28. Condition 24.
76	233	67		29. Condition 25.
	3	295	97	30. Condition 26.

51	154	143		31. In the case of contact between two cars the one at fault should be black-flagged and penalized not less than one lap.
	133	165	54	32. A car contacting another to the extent of putting it out of the race should be black-flagged and removed from the race also.
84	255	48		33. Roll-bar specifications tailored to Formula Vee should be included in the Vee rules.
	47	254	84	34. I would like to switch to Formula Super Vee within the next year.
	23	277	91	35. I <i>expect</i> to switch to Formula Super Vee within the next year.

I hold the following license(s):

- |                                  |                                 |
|----------------------------------|---------------------------------|
| 36. SCCA Novice (or equal) 57    | 37. SCCA Regional (or equal) 85 |
| 38. SCCA National (or equal) 178 | 39. FIA 50                      |
|                                  | 40. IMSA 31                     |

**HERE IT IS!**

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component" is legal) and replace it with a shroud built in as part of the fiberglass body shell. Now he won't!

There's a catch to this—in outlawing modified fan shrouds, the Court of Appeals ruling also (intentionally or accidentally) outlawed housings modified for the purpose of passing roll bar braces through them. This was brought to the attention of the CCC in our cover letter (with the ballot) but no action was taken which would give relief to those so affected, so be forewarned.

Oh—some revision of the roll-bar standard published in "Sports Car" is apparently in the works, but Formula cars were given no special consideration by the Car Classification Committee. As it stands at this moment, *all* Formula cars will have to be equipped with Group 7 roll bars.

**SCRUTINEER**

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equipment with which to do it, and West Coast Vees, you can believe, are pretty legal!

Frank volunteered his services as special Vee inspector at the ARRC some time ago, but the last I heard his offer was getting the silent treatment. (As you may have noted in recent years, any Vee with four VW wheels and a single carburetor is considered legal at the ARRC). A number of the West Coast drivers, as a token of appreciation for his dedication, have offered to pay his way to Atlanta (he has a return passage) but the catch is—there's no point in his going unless he has official credentials when he gets there. If you'd like to make sure that the Vee which beats the Vee which beat your Vee did it legally, how about dropping a note to Westport, urging Frank's appointment as a special Vee inspector? Any donations to the fund will be welcome, too—and will be returned if it turns out he isn't wanted.

**ABOUT THE BALLOT**

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planes, etc., the vote *was* logical—the same number against permitting them as voted *for* prohibiting them. However, on the two questions regarding the generator, there were more votes *against* modification than there were *for requiring* normal operation. The only possible conclusion is that 5% of those voting didn't want *any* change in the existing rule. The apparent discrepancy in the vote on port polishing is doubtless due to the fact that most ports have been *polished*, already, and many of the owners would hate to have them declared illegal, even though they would like to see "unlimited modification" (flow-testing) prohibited.

You heavier drivers, take heart! We're gaining on them! 61% in favor of "weight with driver" this time. Keep talking it up, and we'll get an impressive vote yet, about 1975, perhaps.

In view of the several letters we received on the subject, it's rather amazing to find three-fourths of the drivers agreeing on what constitutes "right-of-way". (The rest of you might bear this in mind when you're driving with them—the odds are three to one that the other guy doesn't think you have the right of way until you're actually ahead of him.) This segment of overall SCCA racing might not be large enough to indicate a need for a rule change in the GCR, but on the other hand it could well indicate the need for an overall survey throughout the other classes. Perhaps if *every* driver observed this same concept, the accident rate would be reduced.

**SUPER VEE**

For Super Vee, some revision of the gearing rule is in the mill, but definite specs haven't yet been determined. Roller-bearing cranks weren't even considered by the Car Classification Committee.

**ROLL BARS, AGAIN**

A new set of specs for roll bars was included in the latest issue of "Sports Car", which was received after the ballot issue of the VeeLine had gone to press. As written, it will require new roll bars on 95% of all Formula cars. Following is an excerpt from the cover letter sent to the various SCCA Boards and Committees with the results of our ballot:

"Roll Bars! Certainly the announced specs in the September "Sports Car" indicate a step in the right direction. However, they still contain the same major flaw inherent in the old rule. It's just not realistic to establish one set of regulations covering everything from Formula Vee to Group 7!

"A figure for "unsupported length" is just as necessary as one for "load" in calculating a cross-section for a load-bearing member. More specifically, it is ridiculous to require on *any* Formula car a roll bar equal in diameter to that on a sports-racer, which may be four or five times as long (between supports and/or braces) as that on the single seater. Likewise, a brace a foot long *certainly* doesn't need to be of the same material as a five-foot one.

"The various tubing manufacturers maintain troops of engineers eager to help with tubing design problems. I suggest that their talents be utilized, so that SCCA can *take the lead* in setting truly realistic roll bar standards, rather than blindly continue to follow inadequate recommendations of other racing organizations, as we have done in the past. If this is not considered advisable; at least let's acknowledge *some* distinction between a small Formula Car and a Group 7 Sports Racer."

**The VEE LINE of  
FORMULA VEE INTERNATIONAL**

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International**

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