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BULLETIN

NUMBER 8

MAY

1965

ALIBI

If you've decided that the Bulletin must be late this month, you're right. But I do have a darned good alibi. At the time when I'm usually composing this deathless prose I was in New York and vicinity, consorting with the greats in FV, including the greatest--Volkswagen of America!

That's right--my wife and I flew back on a jet (non-stop Seattle to New York, 4 1/2 hr.) Fabulous! Do you know they've got buildings so high that clouds get hung up on them for days, sometimes, till the wind changes? And traffic--! Well, time's awastin'. More on that some other time, perhaps. In the meantime we've got more important business to discuss!

First, on Thursday Volkswagen loaned me a new VW in which I drove out to Westport, Conn. (If you don't know that that's the home of SCCA, shame on you!) I was lucky in finding everyone at "home" (which is a big red barn, very nicely done inside) so I got to meet John Bishop, Jim Kaser, Dic Van der Feen and Jim(?) Patterson. There were no particular problems discussed--it was more a social visit--but believe me, at SCCA headquarters Formula Vee is not a step-child!

On Friday the Big Three in FV (George Smith--Formcar, Ray Caldwell--Autodynamics, and Gene Beach--Beach) and I went out to Englewood Cliffs, N.J. and met with Stuart Perkins (Pres.), Arthur Railton and Herb Williamson (Public Relations), and a number of others on the staff at Volkswagen of America.

VW of A definitely and positively does not promote or participate in racing in any way. On the other hand, they do sell Volkswagens, and feeling that the Vees are of definite advertising value, they are interested in their success from that standpoint, and have offered to help where they can without crossing that line. For instance, they are going to keep us posted on all future changes in VW and will attempt to bring us up to date on past changes. They will also attempt to draw up a complete set of measurements for the critical parts so that deviations can be determined. This should make this Assn. an authority on VW, so if you want to know, and aren't already a member----. There are also a couple of other areas under discussion, such as translations of our propaganda for foreign members, etc.

After lunch (delicious!) the three builders, a VW technical expert, and I held a small conference of our own for the discussion of ways and means to improve the rules and bring them and the cars into closer conformity. This is, of course, an endless subject, and we, of course, didn't finish it though it was after six before we broke up, but stick around--I'm sure this won't bore you!

As mentioned elsewhere in this publication, a revision of the entire GCR is in the works, so we started at the beginning of the Vee rules, in order to get a better set to present to you for consideration. Some of

the items we have already voted on, a couple of them are in another column somewhere on these pages, and some of them are presented for the first time. Our recommendations must get to SCCA by September, so we have this and two more Bulletins for discussion, with (I hope) hundreds of ballots being returned in August for transmittal to them. As presented now, these are for your consideration only. I'll get them into more logical form for August. OK? OK!

Besides actual changes we also attacked the wording of some of the rules for better understanding. For instance, the definition of the engine, you will note, is undebatable in this form. It does not change anything, as except for auxiliaries such as carburetors, distributors, clutches, etc., the engines are the same. (Except for part changes from time to time, as we have discussed before.) After some discussion of the proper wording it was agreed that "camber controlling devices" should be permitted.

It was the concensus that for strict literal enforcement, in order to determine whether or not a part was legal, a set of acceptable dimensions would have to be compiled for each item. For instance---

- Cylinder--bore and length from crankcase seating surface to head seating surface.
- Heads--inside diameter of valve seats and ports, cubic capacity (volume of liquid require to fill entirely) with specs for each type of head.
- Pistons--diameter, distance from crown to wrist-pin, weight.
- Con-rods--distance between crank and wrist-pin, weight.
- Cams--profile graph for each type, indicating lift and duration, location on gear.
- Crankcase--distance across between opposite cylinder seats.

Valves, springs, gears, etc.--dimensions as specified in VW manuals. And so on.

At about this point in the discussion we got off the track, into the area of modifications already permitted and the (legal) work involved in setting up a competitive engine. If, like John and I, you have been thinking of "stock" in terms of "used", you, too, have had your head in the sand. Just go down the list of permitted alterations in the rules, add honing of cylinders and main and con-rod bearings to greater clearances and what else can you do? All that's left is wild cams and increased compression, and you could probably go into that with relative safety, too, as either is hard to detect. Especially cams, as there are already three legal ones, so who can tell an illegal one?

OK, so that is what someone proposed--"Specify bore and stroke, nothing but VW1200 parts, and allow any modifications."

At first I was ready to walk out of the meeting, and I imagine most of you are, too, as you read this. However, on the basis of my own experience, let me advise you to read the rest of this and think it over for a few days before you get out the shot-gun.

There are some arguments in favor of this

proposal, and while I'm still not wholly convinced, myself, I believe it is only fair to present both sides of this. Bear in mind the basic rule--"Bore and stroke, only VW 1200 parts, any modification."

1. The present pea-shooter manifold, carb, valves, seats, etc., are still specified, and modification is already permitted. This puts an upper limit on performance, no matter what else is done.
2. Compression ratios are already being altered, apparently without detection. (See EMPI's letter).
3. As mentioned, it is very likely that cams too are being reground without detection.
4. Legalizing these two items might do more to equalize the class than the present rules, which do not seem to be working so well, judging from reports of suspiciously "hot" cars which are still able to pass inspection.
5. While it would involve some additional expense, it probably wouldn't be prohibitive. I know, for instance, where I could get a Porsche grind on a VW cam for \$20.00 (and don't think I haven't been tempted!) I don't know what it would cost to fly-cut heads or shorten the cylinders for increased compression, but as an ex-machinist I would guess about another \$20.00
6. It should reduce protests, and simplify inspections, making the class more popular, especially with race officials.

As I said, the idea is shocking--but give it some open-minded thought before you come to a conclusion. When you do, let's have some discussion, especially if you detect any basic flaws. If it is adopted we'll have to live with it a long time, as it will be impossible to go back, so let's be sure! The rest of the way with modification, or even more stringent rules, with measurements etc. We'll vote on it in August.

Also up for vote will be these additional items, which have been brought up at various times, including some at the meeting in N.J.

Sec. 2--change to "Weight with driver 1000#"

There seem to be many 200-plus pounders driving Vees, against whom the 125 pound jockey types have a distinct advantage. Assuming the engine at 35hp, the 125 lb. driver has a power/weight ratio of 27 lb. per hp, the 225 pounder has 30. Put in another way, the 225 pound driver needs 4 more hp. to give him the same power-to-weight. Not exactly "equal", is it?

Sec. 4--"Engine and drive-train components shall be standard VW1200 Sedan or Transporter as furnished for sale in the USA, unless otherwise specified. Cylinder bore shall not exceed 77.216mm (3.040"). (Or "Piston shall not exceed 76.97mm (3.031") Stroke shall not exceed 64mm (2.520")." These are all based on the largest size in the standard group, with .008" for wear. Piston, rather than cylinder, diameter has been suggested, as cylinders can wear oversize, but there is no good explanation for an oversize piston. So take your choice.

Sec. 4-B--"Replacement of the stock exhaust system with separate exhaust pipes of constant and equal diameter for each cylinder, pipes from the front cylinders to be routed as directly as possible to the

rear of the car, pipes from the rear cylinders to be routed in any desired manner so that all pipes terminate at a common vertical plane from 0" to 4" behind the body".

Sec. 4-K--"Generator and fan must function normally. The fan is not subject to modification." There has been some experimenting lately with eliminating the fan entirely under 4-G as a "cooling duct component", and using scoops and ducts. This could add several hp. at the wheels, as could removing fan blades. The "oil baffles" should be a separate section.

Sec. 4-? Add "All VW components must conform to measurements and specifications furnished by Volkswagen of America".

or

Delete Secs. C, D, E, and F and add "Any modification of engine parts not otherwise forbidden is permitted".

Sec. 5-A Add "Transmission may not be inverted." This comes up about once a month and might as well be settled. It might have been a good idea in the beginning, but it's too late to change now.

Sec. 6--"Ballasting" Either delete entirely or change to--"Ballasting shall be in the form of steel plate(s) securely fastened to the frame directly in front of the driver" if you favor weight-with-driver.

Sec. 8--"Body must "surround?" "conceal?" "cover?" the engine etc? At least two of the manufacturers are now ignoring this rule entirely on the grounds that no one is "enclosing" it on the bottom, therefore no one is "fully enclosing" it, therefore no one is complying with the rule, so why should I? Apparently no one is worrying much about it, so perhaps we should delete that part of the Section. Trying to enforce it now would no doubt prove very difficult, and if we can't enforce it we shouldn't have it on the books.

So there, too! If you have any other suggestions for changes, let's be getting them in, and let's have some discussion on these, while we have time.

ELECTION RETURNS

By the way, in case you are interested, here are the results of the last ballot. We finally pried loose 34!

NO VOTE YES NO

1192cc	1		
1200cc	17		
1215cc	1		
1230cc	15		
1" air space on ducts		24	10
Generator must function		30	4
Any clutch		26	8
Any oil pump		24	10
Oil cooler	1	13	20
Oil filter	1	21	12
Any fuel pump		11	23
1200 rocker arms only		33	1
140# compression		23	11
Standard manifold	1	31	2

Some of these votes are surprising, aren't they? Especially cylinder sizes. If you're running behind perhaps that's a clue. I'd not change, though, at this time. Even tho the compression pressure carried, comments convinced me it's not a practical test. VWoA states that there positively has never been an oversize manifold. So there!

LOOK MA, I'M DRIVING!

I had my first chance to drive our Vee wide open on a track a couple of weeks ago. Many of you who can still remember your first time out know how I feel. You who have it still to look forward to I envy already, as I know it won't be quite the same next time. It could only happen once. Wow!

It was at an open-to-the-public driver-training-plus-auto-cross event held by the Sports Car Club of Spokane. The "training" was rather sketchy, consisting mostly of observed practice. I drove perhaps a total of six or eight laps in the "training" session on the two-mile track, and made one pass at the auto-cross. There were two Vees--ours and one with which we usually race. I got second in the Vee Class (by a tenth of a second) between John and the other driver. I had a ball! And was pleased at placing only four seconds behind John on my first attempt, too, of course. Okay, maybe I'm bragging a bit, but there's a moral coming.

Did I do that well because I'm a natural-born driver? Or because of excellent training at the event? Or because of years of experience? Not a bit! It's because in this particular case, at least, I had been practicing what I've been preaching. I've been studying all of John's books and pestering him with questions after every race till I almost felt that I knew how to drive each corner the first time I saw it. I knew where the "line" should be, and how to tell whether or not I was on it. I knew enough to go into every corner slow enough to be under control so that I could power all the way through. I watched the markers and the tach so I knew how fast I was going and where I was starting the turn, so that next time around I could tell what to do to improve. In other words, I already knew how it should be done, even though I'd never actually done it. There was no particular gift involved--just knowledge that's available to everyone, on how to drive as rapidly as possible. (I got second--not first).

If you're driving by guess give it a try. Find out how the experts do it, study it till you know it, and then try it. If ten dollars worth of books saves you one bent spindle you'll break even, and you could save a great deal more. The seconds-per-lap you save is a bonus.

HOW TO GO FASTER

Ray Caldwell announces that Autodynamics Corp. has an answer for those who think the Vees are too slow. Get a "Formula B Kit", instead. They have a kit, for \$100 more than a Vee, adapted to Porsche components, which puts it in SCCA's new Class B. You might pass this on next time you hear a complaint about Vee restrictions.

On the other hand, Ray mentioned that he was "called" recently on the use of a clear plastic fuel line between the pump and the carburetor. Non-stock! Wouldn't you say that's about as close as you can get to nit picking without actually doing it?

Are these Bulletins doing you any good? Is there anything in the mechanical line you can use, or is it all old stuff? Anything in particular you'd like?

WATCH THE MODS GO BY!

EMPI has been making a big splash in Cal. with their Autodynamics. (They are the Western distributor.) This is not too surprising, as they have the equipment and organization with which to do it. They have not only been beating the other Vees, but making them look rather ridiculous.

They were finally protested on the use of their Camber Compensator, and forbidden to use it in the April Cal-Club national race. They have appealed, and as mentioned elsewhere, I'm with them on this.

However, their engine was also torn down, and found legal, which I do find surprising in view of a letter recently received from them by one of our members.

He asked them what their \$500 engine preparation included and was told that among other things it included "fly-cutting the heads". This was described as permatting the cylinder to seat deeper in the head in order to bring compression up to the maximum allowed. How about that?

True, VW compression is specified as 7:1. Also valve lash is specified as .008 and .012 and displacement is specified as 1192cc, if they want to be sticklers for this sort of thing. However, regardless of VW specs, FV rules clearly state that no components of the engine may be "altered, modified or changed, unless specifically authorized." Fly-cutting is not specifically authorized.

They were shot down at Nassau in the VW race last December for this identical practice, though it was explained there that it was done only slightly, in order to correct warpage in their "old" heads.

This would be difficult to detect by visual inspection, but can be easily determined by checking the volume of a questioned head against that of another (or several, to be safe) known to be legal. This is done by measuring the volume of liquid required to fill the heads level full.

This points up the discussion on the rule changes--shall we make this sort of thing legal, and all do it, or attempt to stamp it out?

INVITATION

Colin Cameron (Curry-Cameron Engineering, Elf cars) invites any out-of-town Vee owners needing quarters to look him up when they're in the Riverside area (Rialto, Cal.) "They might sleep on a GI cot, but it will be free and I'm a dam good cook. We can put their cars under cover, too." This is an invitation you shouldn't pass up, free or not, just to get acquainted with him.

ANOTHER LITTLE THING

"It's the little things that count" in Formula Vee. For instance, are you using 30 weight oil? Or even a lot heavier, because you're RACING with this engine? Try No. 10, with a shot of STP. 90 weight in your transmission? Go to an International Harvester dealer and get a gallon of "Hy-Tran". It will scare you--it's about 10 weight, too, but it's compounded for use in heavy-duty tractor transmissions. Lighter oils reduce drag in summer as well as in winter.

Ephrata is pronounced "E frā'tā"

HERE IT IS--

OK, I promised you quite a while ago some dope on Solex parts. I haven't forgotten-- just haven't been able to get the dope. But now it can be told.

First, I'd hoped to arrange for the Assn. to act as a dealer for the members, but this was shot down on the grounds that there are already enough Solex dealers. This may be, but on the basis of my experience I'd advise you to order direct from the U.S. agent for Solex if you want parts for use this season. Write to "Arnolt Corp., Warsaw, Ind."

Here are part numbers and prices (postage is included.)

	For 28PICT carb (late model)	
ZK4370	Air correction jet w/tube Sizes 130Y, 145Y, 160Y	1.30
	For 28PCI carb (old style)	
K2944	Air correction jet 34 sizes from 50 to 300 Probably 165, 170, 175, 180, 185	.55
53354	Venturi, 24mm	1.10
	For either carb	
50552/1	Main jet 50 sizes, 35 to 240. Probably 145, 150, 155, 160, 165, 170	.55
52844	Needle (float) valve Standard 1.5 (VW). They suggest perhaps 1.7 or 2.0 would help cutting out.	2.15
53067/A	Adjustable main jet Replaces fixed jets. Real handy if you can keep hands off once you get it set. Few can.	3.40

The best method of selection is of course on a dyno. Next is to ask someone you can trust, and even then experiment a little.

The only Vee driver I've talked with who is satisfied with his carb is Maj. Don Evans (late of the East Coast, now at Albuquerque) He raced his old beat-up blue Formcar at PRM near Seattle Apr. 24. I should say "drove", as all the racing was behind him about half a lap. Anyhow, he's using a 28PCI with 24mm venturi, 160 main jet, and 180 air correction jet, and believe me, it's giving him no trouble!

According to Solex you select the main jet first, on the basis of performance at about 3/4 of top speed (full throttle acceleration) and then adjust the mixture at full speed by changing air correction jets. The smaller the jet, the richer the mixture.

By the way, when changing air correction jets on the PCI take it easy on the screwdriver. The threaded socket is paper-thin and it's easy to tear it clear off. If you do, don't throw the carb away--write the Arnolt Corp. It doesn't look it, but that part should be replaceable.

The protests against the EMPI car were made by the Rules Enforcement Committee of the California Sports Car Club, which sponsored the race. This Committee is a California invention, designed to take the burden of protesting from the individual. Any individual may bring an infringement to their attention, or they may act alone.

TRAGEDY

In line with the "learn to drive" item elsewhere in this issue, and with the letter by Tracy Bird last month is another item I'd just as soon skip, but you should know about it, if you don't already.

On May 9, at a Selma, Alabama, regional race, Harvard Eng, driving a Vee in his first race, was involved in a one-car accident and fatally injured. Preliminary investigation revealed no mechanical failure as a primary cause of the accident, though the fatal result was attributed to the seat belt becoming unfastened. The car is said to have slid nearly broadside off the turn into the dirt, where the wheels dug in and caused the car to flip. Although the car was severely damaged, it appeared that the driver might have survived had he remained in it.

Speculation is fruitless, except where it might help to prevent a repetition of such an accident. Was the belt securely fastened at the start? Did it become unfastened due to entanglement with clothing, perhaps, or even from centrifugal force while spinning in the air? And finally, could this happen to YOU? Check your belt, not at the next race, but while you have time, for any possible failure. Consider shoulder harness, if you don't already have it. You may never need it, but if you do you won't have much time for getting it installed. (Some regions are already requiring it, too.)

As to training, your Novice (or even higher) license may say you're ready, but if you know you're not, then get ready before you try to win a race. Until then, consider each one a practice session, and try to

learn something on every lap. Instead of trying to pass a good driver, follow and observe him. Even repeat Driver's School, perhaps, if you feel the first one was inadequate. Concentrate on being a good driver, rather than a fast one, until you can be both. As Tracy Bird mentioned, a few of the Vee drivers are giving the entire Class a bad name. Don't be one of them.

ENTER FVA'S BIG CONTEST!

In the process of mid-wiving this organization I designed the FV emblem and named the Bulletin, neither of which took much imagination. I mentioned at the time that when we got a little growth we'd start over, so here's your chance for fame and fortune!

Your name in the Bulletin(?) and an extra month on your membership if either your suggested name or emblem is adopted. Enter both big contests! You might win both big prizes! Use or specify colors--it is expected that the emblem will be used not only on cars but on stationery, jacket patches, etc., also. Entries must be received here by June 20, so don't delay! Each entry must not be accompanied by a box top from a Vee package.

Speaking of emblems, what is your opinion of the present car emblem? Should it still be used for class designation, or would you rather paint your own? Are they arriving OK or do they need better protection? The quality is rather disappointing, and if we continue to use them better ones will be furnished. In the meantime, if yours need replacing, please ask.

THERE'LL BE SOME CHANGES MADE

As you read here last month, Formula Vee has gone truly international, with Porsche sponsoring it in Europe, and distributing at least two makes of American cars. Now this Association is going international, too. I have just had a request from Porsche to make membership available for their dealers and customers. There are still some details to be worked out, such as translation of our literature, foreign exchange, etc., but it's here! One of the first things should be a change in the name of the Association to reflect its new status. Shall we call it the International Formula Vee Assonciation? Or perhaps Formula Vee International (without that finale Europeans Fe, please!) Speak, (by the ballot) or forever hold your peace!

If you are like me, you are used to buying a suit or a refrigerator or a chair, and then seeing it marked down to half price the next day. Or perhaps you're one of those lucky people who wait till next day and can take advantage of the bargain prices. Either way, this affects you---

This Association has already reached the point where membership fees can be reduced. If you have already paid your \$10.00 I hope you can grin and bear it, taking satisfaction in being one of those who made it possible, and consoling yourself with the fact that your renewal will reflect the change, at least.

If you are one of those still wandering around in the outer darkness, perhaps this will make it possible for you, too, to join the enlightened.

In accordance with the by-laws this calls for a vote of the membership, so a ballot is provided here somewhere. If you are not already a member, there is also an application blank, just for you. I am sure you will be safe in assuming that this measure will be passed.

A reduction in Active Membership fees only is recommended at this time, as operating costs are practically the same for both classes, and Associates, too, should pay their own way. Incidentally, over a third of the members are Associates. Most of them expect to get cars, but a number are just fans who like to keep up to date.

A nice gesture by the Rad Mfg. Co. of portland, Ore. (Viper). Their business card has on the back a short, non-partisan plug for Formula Vee in general, and the name and address of this Association as a source of more information. Thanks, Dick Razi!

Our Formula Vee film "Racing on a Budget" is back and raring to go again. Ask and ye shall receive. (It's 16mm, remember.)

MORE ON RULES

The SCCA Rules Committee is redrafting the entire General Competition Rules (GCR) for the first time since 1962, and they will probably stand again, with minor changes, for several years.

We have discussed and voted on several items already, but they have been, for the most part, my proposals. If you have anything at all that you would like to propose for discussion, let's get it started as soon as possible. Let's get as nearly as possible a complete set of permanent rules agreed upon in plenty of time for presentation to the Committee. FV has been going long enough now for most of the weak spots to show up, so let's air them and get them settled.

I have a couple of such contributions, already, from some of the manufacturers, who understandably are in favor of anything that will contribute to the prestige of the Class. Both George Smith (Formcar, and a "conservative" in relation to Vees if there ever was one) and Ray Caldwell (Autodynamics, who has the added advantage of being the National #1 driver) have written recommending that

APPLICATION FOR MEMBERSHIP IN FORMULA VEE ASSN.

Name _____ Sole owner ___ Part owner ___ Not an owner ___
 Address _____ Signature of _____
 City, State _____ voting partner _____
 Make of car _____ Other partner _____
 Age _____ Serial No. _____ Racing No. _____
 Racing experience _____
 Married? ___ Racing licenses _____
 Children ___ Other racing organizations _____
 Occupation _____ Connection with car _____
 I have read and agree to abide by the Constitution and By-laws, and hereby apply for membership in the FORMULA VEE ASSOCIATION--
 Enclosed is \$5.00 for Active ___ Associate ___ Membership. Signature _____
 dealer or mfr. _____

BALLOT

Article I of the Constitution--"The Name of the Association shall be--
 ___ Formula Vee Association (No foreign activities)
 ___ International Formula Vee Association
 ___ Formula Vee International
 ___ Formula Vee Association International
 ___ Other _____"

Article II, Sec. (a), By-laws--"Dues shall be, for Active Members-- \$10.00 ___ \$5.00 ___"
 Signature--

any type of camber controlling device be permitted. This would presumably include EMPI's Camber Compensator, and I believe there are a couple of other such items on the market. I'm for it, for a number of reasons--

1. Some type of camber control is definitely needed. The sudden tucking under of the rear wheels is undoubtedly responsible for that momentary feeling of loss of control in the corners. (Sometimes more than just a feeling--or momentary, too.)
2. SCCA has permitted "camber-limiting straps" with no definition, which is just causing confusion. If it refers merely to some type of strap, cable, chain, or other device which stops the tip-toeing abruptly, this is not adequate. A sudden stopping of this action at any point results in lifting the wheel from the pavement momentarily, which is all it takes to start a spin. The movement must be controlled, not just stopped, if safety is to be increased.
3. Better means than the commercially available attachments can no doubt be devised, but for those who have neither the facilities or knowledge for experimenting a \$20 attachment will certainly help--and the car it saves could be your own!
4. I can see no legal limitation on these devices, even under the original rules, but the impression seems to persist that they are illegal because they are not permitted specifically. Neither are up-holstered seats. They involve no modification of VW parts, nor do they conflict with the "Suspension" definition in my opinion, but it is one of those items which need spelling out, so let's do it--one way or the other.

Another proposal, by Gene Beach (Beach cars) was that the exhaust pipe rule be modified to permit improving the sound, and thereby the "image" of Formula Vee. I have

also had some correspondence with most of the other manufacturers and a couple of the members who write regularly, and it is the general concensus that this would do a great deal toward improving the impression given the public.

There is plenty of ground for the complaint that Vees "don't sound like race cars". In fact, they sound more like a Cushman scooter cruising through a school-zone, and for a four-cylinder engine turning 5000 this isn't kosher! It should sound fast at 95mph --everything else does! It's no wonder the impression persists that the Vees are slow! This phenomenon is no doubt due to the fact that the rear pipes are only about half as long as the front ones. There are a number of ways this could be corrected, but in the interest of economy and simplicity it has been suggested that the present rule, with "as directly as possible" modified, would permit crossing the rear pipes to the opposite side of the car, thereby adding to their length. Probably more exotic combinations, such as joining two pipes into a single, or all into one, would be even better, but this would involve not only more expense, but constant questions of legality.

If such a change is adopted it must be one which will have no affect on the performance of a car---one that can be optionally adopted or rejected as each owner sees fit, and not one that will have to be adopted in order to remain competitive. It is not known whether the above suggestion would affect performance or not. Anyone with access to a dyno want to try it and give us a full report?

We have a couple of requests for used Vees. Don't forget the free Unclassified Section if you hear of any.

I can't deny it--the Bulletin is not only overdue, but oversize, as well. Don't know how it happened. I'm sorry! don