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ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

August 2012



FORMULA VEE OPENS SYDNEY MOTORSPORT PARK

- 2012 Formula Vee Nationals Wakefield Park Information Bulletin
- Round 3 FVANSW CAMS State Championship Sydney Motorsport Park Report
- Round 4 FVANSW 2012 Club Pointscore – Wakefield Park Report
- V8 Supercars – Here We Come!
- Competition News and Notices
- Around Australia in Formula Vee
- Inside Line News and Gossip
- AP RACING Test Drive – Criteria details look inside!

AND MORE!



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FVAA NSW Sealers

Sydney Metro Area

Frank Kleinig BH.0245777221
David Cutts BH.0296272810
Phil Lewis BH.45 78 4924
Edan Fleming Mob.0412 477 437
Nathan Sansom Mob 0405018433

Central Coast

Greg Douglass Mob.0402 237 507
ACT
Col Merz Mob.0412 316 275
Morgan Freemantle Mob.041

NO engine may be sealed by the same sealer twice in a row. A copy of the sealing sheet must be kept with the car log book and produced on demand.

The Sealers are Judges of Fact, and their measurements are final. Sealing fees apply.

CONTACT LIST

President	Dylan Thomas	0431 822 997
Vice President	Gary Ogden	0417473761
Secretary	Garry Hook	0405661877
Treasurer	Leigh Porter	0417 439 390
Technical Director	Lyll Moyes	0415 465 808
Competition Secretary	Jason Cutts	0412050574
Race Entries	Leigh Porter	0417 439 390
Committee	Dean Cavanagh	0418 353 888
Committee	Bernie Cannon	0408-214080
Committee	David Cutts	0296272810
FVAA Board Member	Lyll Moyes	0415 465 808
CAMS MRP Rep	Colin Contessa	0402 242 279

2012 RACING CALENDAR

CP/SC/CIFFVAS	March 31/April 1	Eastern Creek
CP/SC	April 28-29	Wakefield Park
CP/SC	June 9-10	Eastern Creek
CP	July 21-22	Wakefield Park
CP/SC	August 11-12	Wakefield Park
CP	August 25/26	Sydney Motorsport Park V8 Supercars
CIFFVAS	September 1-2	Morgan Park
CP/SC	September 22-23	Sydney Motorsport Park
CIFFVAS	October 13-14	Phillip Island
NT	October 27-28	Wakefield Park

CP-Club Pointscore, SC – State Championship, CIFFVAS – Australian Series, NT - National Titles

POINTSCORE SYSTEM

State Championship 1600 – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers. **DROP YOUR WORST RACE**

State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc To 1, with 1 for all finishers **DROP YOUR WORST RACE**

Club Pointscore 1600 and 1200 – As above, for ALL race meetings throughout 2012.

Division Two – As above for Division Two drivers only for ALL races throughout 2012.





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FVANSW PRESIDENT'S REPORT By Dylan Thomas*

Well, there is a heap going on in Formula Vee land at the moment, and none bigger than the exposure that our category will be receiving with the opportunity to support the V8 supercars at Sydney Motorsport Park at the end of August. Hopefully the exposure will be all positive as there is also the chance of negative exposure with heaps of oil dropped on the track, or poor driving standards, and just general poor car presentation.

However, we all know how great our category is and what we are capable of. I'm sure that with 41 cars in for the weekend (42 now – Ed) we will definitely be one of the most exiting racing categories out there that weekend. Also known for our close quarter racing I'm sure the spectators will enjoy watching us too.

The other really cool thing that we are going to experience is, since we are the category that is on before the V8 Supercars each time, we will have the biggest crowd numbers possible for any support class, and sitting on the grid in an open wheel car feeling the crowd's atmosphere, smelling the YUK dogs, (that's Dylan's term for a hot dog – Ed) you can't describe the coolness of that feeling.

We also have just had the AASA state championship weekend, and even if you take out the title, it was a great event. It had the feel of the old one day meetings at Oran Park when you had lots of races all in one day and were busy as all buggery. It also had the feel of the old Div 2 weekends when new names got to shine, with standout performances from both Darren Williams and Corinne Perry, whilst Bruce Perry's confidence in the 1200's must be soaring with some more success.

The other notable event that is approaching rapidly is our National Title down at Wakefield Park. The Schedule is basically sorted, merchandise is in discussion, trophies are advancing, the dinner is booked, supp regs and entry forms are in progress and are hoped to be finalised by end of August. So our subcommittee is well advanced with all areas. Should be an exciting event.

There is also a go kart social night that members and friends can participate in on 1st August, so members can enjoy some social activity outside f/vee.

Other things happening at committee level... we are putting together a display at Sutherland Cops & Rodders show at Engadine in November. Last year they had over 10,000 people through, all interested in cars. We will also have a Formula Vee on display up at the Newcastle go-kart round in mid August, this being their biggest event of the year, so should be a great place to display our category.

Our Youtube races have all been re-uploaded after there was a problem with some music on one of our videos and Youtube admin took down our whole account rather than just the clip with the breach of copyright, so a whole new system has been implemented to get that all going again. Thanks heaps to Sean and Darrian.

Big News – the scales are now working at Wakefield!

Also something big is hoped to be on the FVANSW website before the V8 event so watch that space...

Dylan



WHAT'S COMING UP FOR 2012?

<u>January 28</u>	<u>CAMS Come and Try Day</u>
<u>February 22</u>	<u>Eastern Creek "Garage" Cafe FVANSW General Meeting</u>
<u>March 31-April 1</u>	<u>Eastern Creek R1 FVANSW State Championship</u>
<u>March 31-April 1</u>	<u>EC R1 Clemenger International Freight Australian Formula Vee Series</u>
<u>April 28-29</u>	<u>Wakefield Park R2 FVANSW State Championship</u>
<u>June 9-10</u>	<u>Eastern Creek R3 FVANSW State Championship</u>
<u>June 14</u>	<u>Nulon Factory visit POSTPONED UNTIL LATER IN THE YEAR</u>
<u>July 21/22</u>	<u>Wakefield Park R4 FVANSW Club Pointscore</u>
<u>August 1</u>	<u>Indy Kart Night 9 Fitzpatrick Street Revesby</u>
<u>August 11-12</u>	<u>Wakefield Park R4 FVANSW State Championship</u>
<u>August 25/26</u>	<u>SMP V8 Supercars R6 FVANSW Club Pointscore</u>
<u>September 1/2</u>	<u>MP R2 Clemenger International Freight Australian Formula Vee Series</u>
<u>September 22-23</u>	<u>Eastern Creek R5 FVANSW State Championship</u>
<u>October 13-14</u>	<u>PI R3 Clemenger International Freight Australian Formula Vee Series</u>
<u>October 27-28</u>	<u>Wakefield Park FVAA National Titles</u>
<u>November 28</u>	<u>Ryde Club FVANSW Annual General Meeting</u>
<u>November 30</u>	<u>Homebush 400 Formula Vee Display</u>
<u>November</u>	<u>Cops and Rodders Display Engadine</u>
<u>December 1</u>	<u>Ryde Club 2012 FVANSW Awards Presentation Night</u>

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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TECHNICALLY SPEAKING



Lyall Moyes

There is going to be a lot happening in Formula Vee between now and the end of the year, with two more State rounds, two more Clemenger rounds, a AASA round, the Nationals and the V8 round. With all this going on, a number of you will be financially and/or time stretched, but I cannot impress on you highly enough the importance of maintenance between meetings.

Maintenance should not be limited to mechanical checks, but also must include visual checks, i.e. presentation of your car. I see a number of cars at the meetings with huge oil leaks or body panels that do not fit properly or are held on with race tape or the bottom of the nose cone has been torn off and is held on with tape. If you have a bad oil leak, fix it, or if your car has suffered panel damage, please get it repaired properly. You can get small fibreglass repair kits at Supercheap or similar and they are not rocket science to use and it makes the cars so much more visually impressive.

With the V8 round coming up, in my opinion, the two most important things will be presentation and driving standards. You will be racing in front of, arguably, the “greatest show on wheels”, so we don’t want to be racing around with body panels flapping in the wind or oil pouring out or cars spearing off into the sand traps on every corner.

In 2008 I was fortunate enough to be involved with Synergy Motorsport and Paul Laskazesky when Paul won the Formula Ford National Championship and also Wall Racing with the Carrera Cup and Australian GT Championship programs, and through those programs, I attended every race track in Australia and every V8 and GT meeting. The atmosphere is amazing and it is something that once you have experienced it, you want more. If you want to be invited back to the V8’s you must present exceptionally well and the driving standards must be exemplary. If everyone presents and drives as well as they did at the first Clemenger round at Sydney Motorsport Park (no red flags the whole meeting) we could be in with a chance to get re invited, but if we don’t, well.....

As far as technical goes, the National Technical Committee (NTC) has approved a number of technical items and these have been presented to the FVAA Board of Management (BoM) for approval. The BoM has approved these items, but CAMS has requested that all the items be presented to them as one package, rather than individually, and all items must have approval by each State.

I presented these items to the FVANSW Committee and it was evident that there was an anomaly in the wording for one item. I have spoken to Michael Lloyd (National Technical Director) and with the help of David and Jason Cutts, we have reworded the item and presented it back to the NTC for approval. By the time that you read this report, the reworded item will have been before the NTC and I believe, accepted. The items as a package will then be submitted to the BoM for approval and then on to CAMS. Once CAMS approves these items they will publish a Bulletin, or possibly just place the new items in the CAMS Manual, it will depend on timing, then the approved items will be okay to use.

I think I said in a previous report that the wheel turns slowly!!!



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Whilst I am not at liberty to reveal these proposed technical changes, I will say that two of them are engine related, one is ignition related and one involves the modification of an item that is attached to the engine. No, not the gearbox.

Some time ago I reported on the engine that was in a car that was sold from South Australia to New South Wales, and when the engine was stripped, it was found to be non compliant in a number of areas. A report was sent to the NTC and then to the BoM, and the two original Sealers that were involved in sealing the engine in South Australia were spoken to, and both received a two year suspended sentence. In a nutshell, if there is a concern with any engine that they were the last to seal, they will lose their sealing privileges for a time to be determined. They are also to attend an "update seminar" to refresh their sealing knowledge. I will point out at this stage that NSW Sealers have attended two "update seminars" this year and both proved very positive.

The gearbox that was built and sealed by the same person in Victoria and double sealed in NSW, was recently dismantled in front of the Victorian CAMS Formula Vee Scrutineer, and I am very pleased to report that no anomalies were found, and the gearbox was compliant in all respects. Whilst it was the general feeling amongst the NTC and the BoM that the gearbox would be compliant, it had to be double sealed and then inspected whilst being dismantled, to remove any doubt. The Sealer concerned received a two year suspended sentence. I wish to thank David Cutts and Edan Fleming for their help with the dismantling of the South Australian engine, and Kim Black and Corinne Perry for their assistance with the gearbox issue. It is very much appreciated.

I have yet to make a start on the Video to assist Sealers, and I know this excuse is done to death, but I have been short of time, and I am loath to admit, enthusiasm. David Cutts has offered the use of his factory, Leigh Porter has offered the use of an engine and Morgan Freemantle has a camera that he has offered, it is just a matter of getting all these items together to make a start. We have had an offer to edit the Video and make it look less amateurish and the BoM will look at covering some of the associated costs, I just need to get my finger out and make a start.

That's about all for this magazine, but remember, **when you are at the V8 round, look good, drive smart.**

Lyall Moyes



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The Clemenger International Freight Formula Vee Australian Series is GO for 2012!

Round 1 – Eastern Creek March 31/April 1

Round 2 – September Morgan Park September 1/2

Round 3 - Phillip Island October 13/14

Contact Leigh Porter for all details

Entries for Round 2 at Morgan Park close on Friday the 24th of August, and entries must be sent direct to the promoter, MG Car Club of Qld. Entry fee is \$290 for those entries received before 18 August, and \$320 up to 24 August. The event will be conducted on the 3km long circuit. Timing devices are 'My Laps Timer' available at no charge but \$100 cash deposit required on collection



2012 Formula Vee National Challenge WAKEFIELD PARK OCTOBER 27/28

Information Bulletin - July

The Formula Vee Association of NSW (FVANSW) welcomes the opportunity to host the 2012 Formula Vee National Challenge on the weekend of October 27 & 28 at Wakefield Park – located on the outskirts of Goulburn, NSW.

The FVANSW committee welcomes all Formula Vee competitors and teams to enter this great event. Separate 1200cc and 1600cc races will be run as per the 'FVAA National's race format' guidelines to crown both a 1200cc and 1600cc National Challenge champion (2 x Qualifying Sessions, 3 x Heat Races, 1x Main Race).

To embrace the full Formula Vee fraternity Historic 1200 will be invited to run with the 1200's as an invited category for a separate award.

In order to prepare and plan for this event, below is some information the FVANSW committee has put together – further information will follow in the coming weeks:

- **Race entry forms** are expected to be made available from late August and will be published on both the FVAA and FVANSW websites. The FVANSW will make this event of great value to all competitors. Race entry costs will be advised in the coming weeks. All race entries and payments will be made to FVANSW.
- **Book your accommodation now** – we highly recommend booking your accommodation now. For further information on where to stay, visit www.igoulburn.com. If you have any troubles finding accommodation, please contact Gary Ogden on 0417473761. Camping is available at the circuit.
- **The 2012 National Challenge awards presentation dinner** will be held on the Sunday evening at the Goulburn Workers Club – located in the centre of Goulburn. A FREE shuttle bus service will operate to transfer you to and from your motel (within Goulburn area). Limited street trailer parking is also available near the club. Tickets and pricing for the dinner will be advised in the coming weeks.
- **Directions to get to Wakefield Park** – visit www.wakefieldpark.com.au/maps
- **Private practice** will be available on Friday October 26.

For any further information, please email raceentries@fvansw.asn.au or call Gary Ogden on 0417473761



News

Competition News and Notices

	<p>It isn't well known that the FVANSW's own Bruce Colbey, who has the onerous role of CAMS NSW Motor Racing Championship Chief Driving Standards Officer, is also a Life Member of the FVANSW. Some of us have already had intimate and friendly chats with Bruce about our fun on the track, but we also should all know that there is a serious side to Bruce's role. Because Bruce has direct communication with the Clerk of Course at every race meeting, there could be official adverse consequences if Bruce doesn't obtain cooperation and understanding from an offending driver. Quite often, Bruce finds out about any unfortunate behavior on the track directly from the Clerk of Course. Fortunately, all Formula Vee drivers are safe and courteous, and never do anything wrong on the circuit, but this hasn't been the case on a few occasions with other categories. So if Bruce wants to have a chat after a race, listen to what Bruce says, and take his advice.</p>
	<p>Following on from Bruce's DSO role, a number of on-track incidents at Sydney Motorsport Park in June were observed which warrant some further discussion. These incidents include; sharply changing direction in mid corner causing a collision to an inside car, squeezing a competitor towards the pit wall down the main straight, making more than one change of direction down the straight causing a slipstreaming car to avoid a collision, and finally, diving desperately inside a car into a corner with all the brakes locked up and with only good reflexes by the outside driver avoiding an incident. Some of these incidents can be put down to poor judgement, some down to misunderstanding of the rules, and some down to, well, plain poor sportsmanship. So think about this – the leaders of every race rarely get themselves into trouble with crashes, spins, or with the Clerk of Course. They rarely do risky manouvres. Yet they are the fastest, and they win races. So think about your driving and about the risks you take.</p>
	<p>While on the subject of driving standards, we all know about "racing incidents" that result in damaged cars. Of course, all incidents are avoidable, but how many could easily have been avoided with only minor application of brain power? If you look at almost any of the countless crashes we now see in close-up on Youtube, the following driver should have anticipated the situation unfolding ahead, and not placed themself in a position to allow the crash to occur. A very successful Formula Vee driver from the 70's, who went on to become Formula Ford champion and Driver To Europe, once said that every driver should have an avoidance strategy in their head at all times if a driver ahead did something unexpected. So imagine what a driver ahead could do, and have an avoidance strategy prepared. If you are smart enough, this could avoid a Red Flag, a Safety Car, and damage to your car.</p>
	<p>Dean Cavanagh's rollover at Wakefield Park in late July should make every competitor think about their roll over structure. The CAMS and Formula Vee rules for rollover protection are minimum requirements. There is nothing stopping you from exceeding those requirements by making your roll bar taller than the 50mm minimum, and making sure your mountings for the roll over bar and support braces are as solid as possible. Dean Cavanagh is certainly thankful for the design and quality of his car's roll over bar system.</p>

	<p>A new Formula Vee made its long awaited debut at Sydney Motorsport Park in June, and its big weekend was ruined by an oil leak. Unfortunately, the oil leak also ruined the race of the following Formula Vees. The source of the oil leak was believed to be found before each race, but each time the engineer was wrong, and the oil leak persisted. This is an affliction that Formula Vee has suffered since the dawn of our class, but it is something that needs to be eliminated once and for all. VW engines SHOULD NOT leak oil. S### may happen, but please take extra care to avoid oil leaks.</p>
	<p>As we all should know, CAMS manages motorsport in NSW through a number of Panels, members of each Panel being volunteers from various clubs that are affiliated with CAMS. For example, there is the Officials Panel, the Rally Panel, the Hillclimb Panel, and the one that affects Formula Vee most is the Motor Race Panel. Colin Contessa is our current representative on the MRP, a position which is formally voted for at our AGM each November. The MRP meets in Sydney on the fourth Tuesday of each month, and is primarily responsible for everything to do with the NSW Motor Racing Championship. The MRP also discusses all issues that affect circuit racing and drivers in NSW.</p>
	<p>Target Scrutineering has been in place for a couple of years now, but unfortunately things are done differently from meeting to meeting, and state to state. Some competitors have not had their vehicles scrutineered within 4 meetings, as they should have, and some not in the last 12 months. Also, some Vee entrants have been surprised when the scrutineers came to their vehicles in the paddock and were then given an extensive check with no notice, and had items checked that they never had before. The Motor Race Panel have now asked the Scrutineering Panel for a clarification of the Target Scrutineering process. NSW does not allow more than four events between target scrutiny, though that may vary in other states. Audits are due on the 4th event (CAMS race meeting or State Level Speed Event) i.e. a maximum of 3 events between audits (this has always been the case), or every 12 months, whichever comes first. These are the prescribed intervals, and NSW adheres to them. There is no discretion in the Target Scrutiny Regulations to vary these intervals. However, the Chief Scrutineer has the right to require random audits as he/she sees fit. However, it is possible that a vehicle due for an audit might not have had this done because of accident damage or mechanical failure which resulted in the vehicle being removed from the venue before the audit was conducted. Trust that allows you to be more prepared for your next scrutiny.</p>
	<p>Competitors are reminded that for every race you need to be fully strapped into your vehicle on the pre-grid with plenty of time before the 1 minute board appears. A good guide is to start tightening your seat belts when the flag falls for the race before ours. Before one race at Sydney Motorsport Park in June more than one driver was still standing near to their car when the one minute board appeared, and this caused a delay to the following cars, which in turn caused an extended and confused warm up lap, as well as seriously delaying the program for the following races. Please make an effort to follow what's going on when on the pre grid.</p>
	<p>The scales at Wakefield park are now working! Lyall will be monitoring their reliability in the months leading to the Nationals in late October.</p>

	<p>While on the subject of the delayed warm up lap, it was observed that one Formula Vee in the mid field of the warm up lap of a Sunday at the last Sydney Motorsport Park race meeting race was painfully slow and inconsistent, and allowed the preceding Formula Vees to virtually disappear into the distance. This slow Formula Vee then started to make up the hundreds of metres of lost ground by accelerating hard when on the new twisty section of the track. This in turn caused some major expansions and compressions between the cars behind, with some close calls through the tight corners. The CAMS Manual clearly requires drivers to keep a close and consistent distance behind the preceding car when on the warm up lap and to do so with consistent speed. It is important to follow the warm up rules to the letter in order not to create any risky situation, or delays to the program of a race meeting. Please drive briskly and consistently on a warm up lap.</p>
	<p>Despite the above concerns, it has to be said that the standard of Formula Vee driving in NSW over the last two years has been extremely high, with only one Red Flag, and with the very few Safety Cars all being due to mechanical problems or flat batteries, and not crashes - (At least up until the Wakefield Park AASA race meeting in late July – Ed). This record is probably the best since Safety Cars were introduced in the early 2000's. Well done to all the drivers in our great club. Let's keep this great record going for as long as possible, especially during the upcoming V8 Supercar race meeting.</p>

Expressions of Interest Wanted - Assistant National Technical Director Responsible to the National Technical Director

- Australia wide role visiting 2 states per year on a rotational basis
- Ensuring consistent distribution of technical information to State Technical Directors and Engine Sealers
- Supply feedback and recommendations to FVAA via the NTD in the level of compliancy to the category regulations

FVAA is introducing a new position to support the National Technical Director. The successful candidate will be responsible for visiting all 6 State Association on a tri-annual basis (2 states per year). FVAA is seeking EOI from individuals that have a strong technical background and with experience in the racing industry. The individual does not necessarily have to have experience in Formula Vee but it would help. In this role you will be proactive, well organized, and able to demonstrate the ability to maintain relationships across all levels. You will also have excellent communication & prioritisation skills, and have experience in handling confidential and sensitive information, in addition to being flexible and adaptable. Strong attention to detail and an ability to instruct others would also be a strong pre-requisite.

The intent for this position is to visit each of the State Associations and hold talks with the respective State Technical Director and Engine Sealers with the main purpose of ensuring an even distribution of technical information and techniques. This could also include gathering feedback for future improvements to the category that would be forwarded to the FVAA via the national Technical Director.

The FVAA and State Associations will pay travel costs and incidentals

If you have a desire to further the professionalism of the FVAA, and ensure a "level playing field" within Formula Vee, then please send your resume in a WORD document to Michael Lloyd at the following email.

Email: mlloydfvsa@adam.com.au Mobile: 0407609723



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AROUND AUSTRALIA IN FORMULA VEE



Our Queensland cousins, the FVAQ, had a great grid of fifteen Formula Vees at their latest race meeting at Queensland Raceway in mid July, with Paul Manteit fastest in qualifying and winning three out of four races. 1988 NSW Formula State Champion, and now Banana-Bender, Ken Taylor, had some problems and finished mid field.



Meanwhile in Victoria, twenty Formula Vees lined up in mid June at Sandown for their latest State Championship round, with Daniel Reynolds taking out pole, but an incident at the end of the main straight in Race 2 took Daniel out of the race after winning Race 1, Daniel then bouncing back to take second in Race 3 and winning Race 4. Jack Flood and George Pana won the other two races in a tough field.



At the HSRCA meeting at Sydney Motorsport Park Winter Meeting in late June, thirteen Historic Formula Vees lined up, including former FVANSW regulars, Greg Stott in his Mk 1 Mako and Zane Al Said making a one-off in David Cutts' Spectre. Greg was third in Qualifying, but Zane's Spectre suffered some mechanical problems which resulted in Leigh Hemmings generously offering his Rennmax to Zane for the remainder of the weekend. The Historic guys race close and fast with little difference in lap times, just like in the 1960's. Daniel Bando won all three races, with Tony Paynter, Greg Stott, and Zane Al Said, close behind.



In early June at Mallala, fourteen Formula Vees lined up in the icy winds for the latest round of the SA State Championship, with SA Formula Vee great, Ben Forgan, taking out the weekend in a field full of great Formula Vee personalities, such as Andrew Mutch, Daniel Westcott, Ben Rebbeck, Adam Brixton, Neil Richardson, Michael Lloyd, Bo Jensen, Don Grieveson, and Bob Fursenko.



The Queenslanders also raced at the great Lakeside circuit in late May, with Paul Manteit also taking out the weekend with four wins from four races, with Mike Smith, Adam White, Paul Kellaway, Greg Wood, and Shane Hart, amongst many others, not far behind Paul throughout the weekend.



At Symmons Plains, in late May, the Tasmanians had eight Vees on the grid for Round 3 of the Tasmanian Super Series, with Matt Holmes being the class of the field throughout the weekend, and his competitors, Leon Glover, James Curran, Liam Caplice, Pip Welch, Risdan Knightley, John Pooley, and Nino Bocchino, pushing Matt all the way. What a field full of Formula Vee Legends!



A healthy field of twenty five Formula Vees were back on the track in Victoria in late July at Sandown, and in an almost perfect repeat, Daniel Reynolds won pole and Race 1, but DNF'ed in another Race 2 incident, this time with Heath Collinson and Jack Flood. Heath won Race 2 ahead of Phil Wilkes and Phil Oakes, but Daniel bounced back to place fourth behind winner Mat Stubbs in Race 3, with Mat then keeping Daniel, Phil Wilkes, and Jack, out in the final Race 4 to win again.

STOP PRESS – Morgan Mutch experienced a frightening incident at the end of the back straight in Race 3 at Sandown when his brakes failed. Morgan thankfully experienced only minor bruising.





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Bottlemart



SPECIAL NOTICE
SYDNEY MOTORSPORT PARK
V8 SUPERCAR MEETING
DRIVER AND CAR ADVICE



As you'll probably know by now, Formula Vee is the main support category to Australia's premier racing category, V8 Supercars. But did you know that it's been more than 16 years since we last received a similar invitation? This invitation is a fantastic opportunity for Formula Vee to promote our class of racing, and our drivers, and opens up a whole realm of commercial possibilities. Already, CXC Global has expanded their promotional activity for this event, and we have secured support from Bottlemart for its debut into the world of motorsport sponsorship. We would like all Formula Vee drivers to help us take full advantage of the opportunity by impressing the V8 Supercar organisers sufficiently that they will want to ask us back.

Car preparation:

- Ensure your car is thoroughly cleaned & presentable, check your fluids and torque your wheels
- Ensure race numbers are compliant and not made from electrical tape
- Vehicle paint and stickers should be professionally presented, no nose cones made from race tape
- We cannot afford to be dumping oil! Guaranteed, this will not be tolerated by V8 organisers...

Please replace your tappet cover gaskets before the event

- Further, check all oil lines, fuel lines, oil filters and coolers for leaks or wear
- Make sure dorian timers are charged and appropriately attached.

Race Day

- Respect officials, (including security guards) and do not allow emotion to cause conflict
- Study the timetable and ensure you are on time for all events - including briefings.
- Please respect the advice and decisions Driving Standards Officer (DSO) of the day.

Driver conduct

- Most importantly; we are aiming for a no safety car & a no red flag weekend
 - If you see smoke in your mirrors, pull off the circuit – immediately
 - V8 Supercar rounds create a lot of marbles. Most FV competitors would not have experienced this. Be aware that offline is dangerous & gets worse as the meeting goes on. Use your warm up lap wisely to check grip levels offline & know your limits
 - There is no prize for the winner. All competitors win the experience of running in front of a crowd. So let's go 4 wide down the straight where the crowd can see, but don't be a hero at turn 4 (& **remember the marbles!**)
 - As a guide to passing: if you are behind, you are in the wrong, until you successfully overtake. If your front wheels are not yet in line with the other cars rear view mirrors, chances are they haven't seen you and you will cause a crash. Red flagged events or processional laps behind a safety car is a promoter's nightmare & almost guarantees Formula Vee would not be invited back! Think about it!
- Finally: **have fun, put on a good show & reap the benefits of this event**. If successful, everyone involved will come out a winner with the flow-on effects of racing at such a prestigious event.





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LYALL'S FVAA BoM REPORT

Lyall Moyes

There have been a number of matters dealt with by the BoM since my last report and they cover technical, financial and scrutineering issues.

As far as Technical is concerned, a great deal of time has been put into the proposed technical changes that the National Technical Committee is keen to introduce. Before any NTC recommendations can be implemented, they must be passed by the BoM, and that can be laborious and time consuming, due to the absolute requirement to “get it right” before these proposed changes are sent to CAMS for approval.

Also on technical, there has been a push to “strengthen” the availability of cylinder heads. By that, I mean implement a strategy that will guarantee the availability of cylinder heads for the foreseeable future. The NTC is arranging ongoing testing on various cylinder heads from reputable suppliers, and the results of these tests will be put to the BoM for consideration to be added to the part number list of acceptable cylinder heads that can be used in Formula Vee competition.

On the financial front, the BoM is in a healthy position, thanks largely to the Dunlop tyre rebate. They have agreed, thanks to Leigh Porter, to make a very worthy contribution towards the costs associated with the V8 round, (marquee, generator, etc.) and also towards the cost of production of the Video for Sealers. Both of those contributions are very much appreciated.

Scrutineering issues include a desire to appoint an Assistant to the National Scrutineering Director. The duties of that position would include, but not be limited to, visiting two States per year on a rotational basis, to have meetings with State Technical Directors and Sealers to make sure that everyone is “on the same page” as they say. The need for this position has come about due to the increase in workload being put on the National Technical Director and the apparent “differences in interpretation” of the rules from State to State. This is not a paid position; however, out of pocket expenses will be covered. There has been an advertisement for the position drafted, and if we can get it finalised prior to the printing of the Magazine, I will get it included, however it will be on the National website ASAP. If you feel that you may be interested, call me and I will pass your details on. (EOI appears on page 10 – Ed).

Also on scrutineering, the BoM has authorised the purchase of a set of Calibration Weights to ensure that every Sealers scales are calibrated at least annually. These Calibration Weights have been a requirement long before I was involved in Formula Vee, but must have been overlooked by previous Board's for reasons unknown. When I was appointed NSW Board Member, I pointed out this requirement, and the current Board has acted swiftly and properly, and with the help of Leigh Porter has obtained quotes for the purchase of these weights and they have been ordered and should arrive in the very near future.

Finally, the issue of the non compliant carburettor at the Eastern Creek round of the NSW State Championship and the Clemenger Series. As most of you are aware, a competitor at this meeting was found to have a carburettor that was non compliant with the rules in the CAMS and the Technical Manuals. The Stewards decision was to exclude the competitor from the results of the meeting. Taking into account all the issues that are involved in this case, the BoM is of the opinion that the penalty in this instance is insufficient in severity.



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The BoM has written to CAMS pointing out that it feels that the penalty lacks severity, and has also listed its position on a number of other issues that are involved with this case.

Whilst the BoM is of the opinion that no further action will be taken in this case, the fact that this case has generated a high level of feeling amongst the Formula Vee membership, necessitated that the BoM act accordingly, and the letter to CAMS is the result of that action.

The BoM is yet to hear from CAMS.

That's it for this issue, but don't forget;

At the V8 round, look good, drive smart.

Lyall Moyes



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Supports Formula Vee in 2012

AP Racing, importer and preparer of Stohr Sports Racers, is supporting the NSW Formula Vee Championship in 2012. Former Formula Vee State and National Series Champion, Adam Proctor, is offering two exciting Test Drives in the latest spec AP Racing Stohr Sports Racer. One test drive will go to the winner of the NSW State Championship.

The criteria for the selection of the other driver will be based on the consistent level of sportsmanship demonstrated by a competitor throughout the year, as determined by the FVANSW Committee in conjunction with Adam Proctor.

“Formula Vee has given me so much from the start of my car racing career, right through to today, and now I want to give something back” says Adam.

Inside Line – News and Gossip in the FVANSW



It was inadvertently missed in the last FVANSW Magazine that Formula Vee Life Member, Frank Kleinig, had been enduring earlier this year a rare debilitating hand condition which had stopped him from working for many months. Fortunately, Frank recently underwent successful surgery on his hand, this surgical procedure being only the second time it had been conducted in Australia. Frank is now recovering and slowly getting his well-loved cranky temper back. Frank didn't want any of this known, but it was always going to be written in this magazine that we all wish Frank's recovery to continue because we know he much likes to read this magazine.



And while on the subject of Frank Kleinig, many of us won't know that Frank has motor sport blue blood racing through his veins. Frank's dad, also named Frank, was one of Australia's best known motor racing and speedway personalities for many years in the 40's and 50's, Frank Senior specializing in Hudsons and Millers. Frank Junior has continued his Dad's love of Millers and Hudsons, including having undertaken a trip around the world several years ago to attend Hudson and Miller demonstrations.



The Formula Vee spirit is alive and well, and possibly never better. A great recent example is Brendan Wood's efforts to save money for his mates in Formula Vee by arranging a marquee and generator, all at cost, for the upcoming V8 Supercar meeting, rather than Formula Vee accepting ARDC's more expensive deal. Brendan may be taking a break from Formula Vee racing, but its great to know he still isn't too far away. Thanks Bendan.



Another example of club spirit is Garry Hook's influence in obtaining Bottlemart and Treasury Wines Estate support for our V8 Supercar race weekend. Garry happens to work for Bottlemart, and he was quick to realize that Bottlemart would benefit by sponsoring our category at a major race meeting where they also had a corporate suite. Daniel Reynolds is the beneficiary of Bottlemart's generosity in a one-off sponsorship deal, while the podium winners get sprayed with Treasury Wine Estate bubbly. Thanks Hookey.





You may have read about the recently released McLaren MP4 12C supercar in foreign car magazines, but imagine the surprise when a silver one appeared at Eastern Creek on the Sunday private practice day the weekend before the June State Championship round. The McLaren went on to make lots of noise on the skid pan behind the paddock. But if that wasn't enough, ANOTHER McLaren MP412C appeared later in the day, this time a black one, to join its silver sibling. Where in the world other than the McLaren factory or a McLaren dealer would you find two McLarens side by side? Perhaps only at Eastern Creek that day? By the way, they may have been loud, but they didn't really sound that special!



Here's a quiz question – out of all the Formula Vee competitors entered for the upcoming V8 Supercar meeting, who is the only one who also raced the last time we raced with the V8 Supercars?

	<p>One of the FVANSW's most respected competitors (on and off the track), Lee Hemmings, joined an elite group of Formula Vee drivers who have survived the thrills and dangers of Formula Vee racing, but could not avoid the dangers of two wheels, after he was involved in a cycle race crash in late May. Leigh suffered broken bones in his wrist and hand, and has undergone several operations to have steel beams and rivets welded into his chassis. Worst of all, Leigh missed the June Eastern Creek Championship round, but he hopes to return for the Sydney Motorsport Park V8 Supercars round in late August. As a footnote, how many of us know that Leigh is one of Australia's leading bicycle touring writers, with several books to his name?</p>
	<p>You should all be aware by now, seeing that you all read every line in this magazine, that many of our State Championship races have been professionally videoed and edited by Dylan's mate, Sean Scott, and his son Darrian. All of Sean's videos can be found on Youtube by searching for Formula Vee NSW. While the racing is exciting to watch, and the incredibly excellent commentary is the highlight of course, perhaps the real highlights are the driver interviews, which will eventually spread across our entire field of drivers. So far, Gary Ogden, Simon Pace, Daniel Reynolds, Morgan Freemantle, and Stephen Cannon, have had their smiling bonces interviewed.</p>
	<p>Our illustrious President Dylan Thomas's great performances in the Australian Manufacturers Championship were written about in last month's magazine, but its worth showing the fabulous new paint scheme on his Evo 9 which debuted at the last round at Phillip Island. This may be one of the shortest-lived paint schemes ever because Dylan has since taken possession of an Evo 10 which will make him even more competitive in the Australian Manufacturers Championship, in which he is in third place.</p>
	<p>Another former great Formula Vee driver is making a return to motor racing after nearly a 20 year holiday from the sport. Peter "Mr Nice Guy" Iredale raced with us driving his beloved Spectre in the late Eighties and a year or two into the Nineties, and obtained some great results throughout those years. Peter successfully negotiated the twists and turns of the Observed Licence test held during the recent Eastern Creek Friday practice day lunch break, this time at the wheel of HFVAA President, Steve Batty's Number 21 (What a great number! – Ed.) Spectre. Pete, it's great to have you back on the track.</p>
	<p>Stephen Butcher's chocolate addiction has taken him to new heights, or should that be weights? His addiction has lately been affecting his psychological well being, as displayed by dressing up as an M & M at the race track (see page 23, you are what you eat – Ed), and so after realising he couldn't lighten a Stinger chassis any further, he undertook a radical weight loss program. Unfortunately, the results have been far too successful, and he now has to sit on three folded blankets to see over his Stinger's steering wheel.</p>

	<p>It was mentioned in the last issue how several of our current and recent drivers have been proudly flying the Formula Vee flag in other categories. However, one other reasonably well known NSW Formula Vee driver is setting a different record which is possibly greater than the other aforementioned drivers achievements, and perhaps one of the greatest Formula Vee achievements ever. Daniel Reynolds may have won three consecutive NSW State Championships, including a whole year of unbeaten results, as well as winning two out of the last three National Titles, and also placing on the podium of several Clemenger International Freight Australian Formula Vee Series. However, Daniel is now undertaking triple championships in one year by tackling the 2012 VMRC, in which he is currently in fifth place, as well as the FVAV Club Championship, which he is leading, on top of his regular NSW State Championship assault. Daniel unfortunately had problems in the last two VMRC rounds at Sandown after our last Eastern Creek round when he DNF'ed both times in the second race of each meeting, after earning pole and winning the first races comfortably. Daniel recovered both times to finish second and fourth, and came first and second in the last races of the weekends. Daniel's demonstrations of excellence are not limited to Wakefield Park!</p>
	<p>While on the subject of the greatest former Formula Vee drivers now in other categories, former Vee great, Ian Chivas, continued his attack on the Australian Saloon Car Series in his Silkgate Falcon AU when he finished 18th, 13th, and 14th, in the three races after qualifying 13th. Chivo fought back through the field after being forced off the track back to last place on the third lap of the first race.</p>
	<p>The invitation to the V8 Supercar race meeting at Sydney Motorsport Park has created the greatest stir within Formula Vee for years, with some great drivers from recent years rumoured to be racing with us again, such as Kent Shepherd in his Stealth, John McDonald in his Mako, Simon Duffy in a new car, Brendan Wood in his Jacer, Steven Wood, Michael Stipo, Gary Meyers in a Jacer, Tim Brook in his LE100, and Jayson Williamson in a Jacer. Ben Porter will also grace us in the Checkmate. A few interstateers will also be there on their way to the Clemenger round at Queensland raceway the following weekend. This will be one awesome race meeting!</p>
	<p>Formula Vee continues to contribute to the population explosion with the happy announcement that Sean and Mel Birk are expecting in early September, while Mat and Angela Pearce brought their second child into the world in May. Congratulations and well wishes from everyone in Formula Vee to Angela, Mat, Mel, and Sean.</p>
	<p>Our very own F1 accredited journalist, Mat Coch, is taking in the delights of the Hockenheim and Hungary F1 races. His latest message reads "In the McLaren motorhome sipping coffee and shooting the breeze with some F1 types. Tough life huh?!". Tough life indeed.</p>

We can't know everything that's going on in every dark corner of the FVANSW. If you want the Formula Vee world to hear of your great Formula Vee gossip, drop us a line at president@fvansw.asn.au

RACE REPORT
ROUND 3 2012 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
SYDNEY MOTORSPORT PARK JUNE 9/10



Reynolds continues his 1600 Dominance

Butcher returns to the 1200 winners circle

Round 3 of the CAMS NSW Formula Vee State Championship took place in early June at the first ever race meeting on the new newly named Sydney Motorsport Park Long Circuit (formerly known as Eastern Creek International Raceway). By the end of the weekend, Daniel Reynolds and his all-conquering Sabre 02 returned to clean-sweeping form, while Stephen Butcher took the 1200 class round win despite one troubled race.

The lead-up to the race was filled with intrigue as Dylan Thomas and Ben Oldfield refused to reveal the identity of their race cars only until the Friday qualifying, when the world found that Ben had teamed up with Dylan Thomas to drive Dylan's own Stinger in a shock lease deal, while Dylan's famous blue streaked helmet was seen above the cockpit of the worlds' most awaited Formula Vee, the Rayzor, in its debut race, with Dylan setting aim on the inaugural lap record for the new Sydney Motorsport Park Long Circuit.



At last, a decent picture of Corrine's Supavee!



Still a nice blue, Craig, even when pointing the wrong way!



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Qualifying commenced on the new Long circuit in freezing Canberra-style conditions, which proved no obstacle for Daniel Reynolds and his all-conquering Sabre 02, Daniel stamping his authority on the weekend from the first opportunity with a time around 24 seconds slower than the familiar Eastern Creek circuit, the extra time all contributed by the tight and twisty new section and the modified Turn 7. In a welcome sign of form, Gary Ogden thrust his Corsica into the second placed slot nearly 1.5 seconds behind Daniel, with Darren Williams and Simon Pace accompanying Gary in the 2.12 second bracket in their Jacer and Mako respectively.



Morgo's Jacer looks great!



Simon Pace consolidated his championship second place

The 2.13 seconds bracket was filled by the on-form Craig Conlon in his Jacer, then Dean Cavanagh in his Jacer, with Dylan Thomas in the (slightly smoky) Rayzor, and Ben Oldfield in what was still only a partially familiar Stinger.

The 2.14 second bracket was filled by the dynamic Stephen Gamarra in his Jacer, then Morgan Freemantle in his Jacer, then Pablo Martino in the CXC Stinger, and then Garry Hook in his Bottlemart Jacer. Garry was then followed on the Race 1 starting grid by Lachlan Higgins in a good performance in his Sabre 01, then Leigh Porter (Jacer), Corinne Perry (Supavee), with Corinne rounding off the 1600 cars. Stephen Butcher led the 1200 cars in his Team Stinger/CXC Stinger by taking out the next grid spot with a 2.17.5, demonstrating the 6 second margin between the classes on this new circuit. Butcher was followed by Geoff Bassingthwaite in his endearing Avanti, with reigning champion Bernie Cannon (Kingfisher), Michael Gale (Mako), Bruce Perry (Spectre), and with newly licenced Peter McDonald in his Kestrel filling the final 21st grid position.



Darren leading Dylan and Ben after Turn 2



Dylan's brilliant drive showed promise for the Rayzor



Race 1 started as qualifying finished, with Daniel Reynolds dominating the lap times throughout the race as all the Formula Vee drivers grappled with the twisty new section of circuit. Simon Pace gained confidence through each lap faster than his surrounding competitors and forged his position behind Daniel to cross the line, with Darren Williams a few seconds behind Simon over the line. The trick rear suspension of Gary Ogden's Corsica (pull rods with longitudinal twin coil-overs - Ed) clearly required further tuning as he dropped back two places from his starting grid, with the on-form Craig Conlon and his rejuvenated Jacer less than two seconds behind the legendary Ogden at the finish.



Corinne survived a scary moment in Turn 1



While Peter McDonald survived his OLT on the Friday

Garry Hook, Corinne Perry, and Morgan Freemantle, provide the entertainment of the race with race-long duels, and less than 0.3 of a second apart over the line. But in a hidden highlight, Leigh Porter quietly confounded his own dismal predictions of his weekend results by taking out the ninth place position after a five car charge.



Ben Oldfield's lease drive of the Dylan's Stinger gave results.....and a fleeting moment of race leading glory!

Despite a number of promising tests and dyno days, a slowly increasing oil leak progressively slowed Dylan and ruined the Rayzor's debut race, with Dylan finishing in tenth place, although flashes of Dylan's brilliance were apparent in the opening laps as he raced through the field before his succumbing to the smoke. Dylan was followed by Ben Oldfield in the second CXC Vee a fraction of a second behind, Ben's awkward stature still coming to terms with the Stinger's driving position, with Lachlan Higgins in his Sabre next in a very solid performance.

Dean Cavanagh, Pablo Martino, and Stephen Gamarra, filled the final three 1600 places in uncharacteristically off-form performances, with Gamarra followed over the line by the lead 1200, Stephen Butcher, in his Stinger, with the following 1200's of Bruce Perry, Michael Gale, and Bernie Cannon, all separated by less than 0.06 of a second across the line after a seven lap long duel between them.



Bruce still ahead of Bernie



Michael ahead of Bruce, Bernie, and Geoff – But where's Butchey?

Rookie Peter McDonald drove admirably in his first ever race in his Kestrel, with a relatively small margin ahead of him. Commiserations to Geoff Bassingthwaite for his DNF.

Daniel Reynolds stamped his ever increasing authority on Race 2, with a six-lap untroubled drive to the chequered flag, but the interest of the race lay in the race-long duel between Darren Williams, Gary Ogden, Simon Pace, and Garry Hook, with Darren edging out Gary's ever-improving Corsica by 0.1 of a second, and with Simon edging out a more determined Garry Hook, who appears to have banished his unreliability demons from s Jacer, by a similar margin. The hard-charge of the race belonged this time to a more comfortable Ben Oldfield who made up five places against tough opposition to cross in sixth place, with Ben followed by a brace of Jacers (Or is that a Jace of Jacers? – Ed) driven by Craig Conlon, Morgan Freemantle, Dean Cavanagh, Stephen Gamarra, and Leigh Porter



Its great to see an Avanti on the track - Geoff Bassingthwaite



Leigh through the new section

Lachlan Higgins took out twelfth place, with Pablo Martino next in his limping Stinger, the Stinger injury occurring on lap 4 after a wheel-to-wheel altercation with Corinne Perry's Supavee on the inside of Turn 1, which resulted in Corinne's Supavee jumping into the air and resting deep into the gravel, fortunately with the Supavee's four wheels firmly on the ground.

Michael Gale led the 1200's across the line, with comfortable margins separating Michael from Bruce Perry, Bernie Cannon, and final finisher Peter McDonald. A spluttering Stinger driven by Stephen Butcher ground to a halt during the race to be the first DNF, with Corinne Perry watching the waved chequered flag from the Turn 1 flag marshal's post, with Dylan Thomas the next DNF due to the continuing undiagnosed oil leak from the Rayzor's engine. Geoff Bassingthwaite repeated his Race 1 DNF due to electrical problems with his Avanti.



Deano heads Hookey (yes, that's really him) Butchey's chocolate addiction finally morphed him into an M & M

Daniel Reynolds was again untroubled in the final Race 3 on Sunday afternoon, but this time Simon Pace demonstrated his continually improving style with a solid drive to take out second place comfortably ahead of a fast-starting Ben Oldfield and Darren Williams, with less than 0.02 of a second separating Ben and Darren at the finish, with the last corner tactics by Ben upsetting Darren, and with Ben tasting a Championship race lead for the first time in the flying Dylan Thomas CXC Stinger.



Does the Corsica look a bit like its owner?



Pablo also survived a scary moment in Turn 1

Darren was followed by Gary Ogden and Dean Cavanagh, and the Morgan Freemantle keeping out Garry Hook by an eye-blinkingly small 0.0145 of a second after another race-long duel. Corinne Perry recovered from her Race 2 DNF by passing twelve Formula Vees on her way to an excellent ninth placing in her Shearwater Marine Engineering Supavee, with Corinne followed by Stephen Gamarra and a fading Craig Conlon.

Stephen Butcher recovered from his Race 2 DNF to comfortably lead the 1200 field across the line, with an ailing Leigh Porter next in his Jacer, and the remaining 1200's of Bruce Perry, Bernie Cannon, Michale Gale, and Peter McDonald completing the field. Dylan Thomas again DNF'ed in his smoky Rayzor, as did Lachlan Higgins. Geoff Bassingthwaite dd not recover from his Race 1 and Race 2 dramas, while Pablo Martino's race was terminated on the dummy grid when a rear brake calliper was found to be broken following his Race 2 incident.

RACE REPORT

ROUND 2 2012 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

WAKEFIELD PARK JULY 21/22



BRUCE PERRY AND DYLAN THOMAS TAKE THE 1200 AND 1600 WINNERS TROPHIES

Round 5 Of the FVANSW Club Pointscore took place at Goulburn's Wakefield Park in late July, with the FVANSW joining forces with the AASA for the first time in NSW to provide a ten minute qualifying session and six great value races.

By the end of the weekend, Dylan Thomas was crowned 1600cc class winner in an ominous warning to his 1600cc competitors for the remaining events this year, while ACT's Bruce Perry took out the Round win for the 1200cc class in his best result since joining the 1200cc ranks at the beginning of this year.

Qualifying took place in freezing but clear conditions, and by the end of qualifying, Darren Williams placed his newly re-engineered Jacer at the front of the strong 20 car club field with the only sub 1.09 lap time. Dylan Thomas was next in his CXC Stinger with the only lap time in the 1.09-1.10 second bracket. Dylan was followed by Garry Hook in his sky blue Bottlemart Jacer, with Garry finally showing his experience and ability after years of bad luck, as well as perhaps conservative driving.

Our old mate, John McDonald, showing that his two year layoff had not slowed him, took the next grid spot in his Filesaver Mako 3. John was followed by Corinne Perry in her Supavee, with Leigh Porter and Rodney French confounding their own expectations by placing themselves high up the grid in their Jacer and Jabiru respectively.

Rodney was followed by Craig Conlon in his Gozcon Electrical Jacer, and the returning Kent Shepherd in his modified Stealth, with both cars completing the cars in the 1.10 second bracket. Kent was followed by former great Formula Vee driver, Simon Duffy from nearby ACT, Simon making a low-profile return to Vee racing after a three year break, and showing no signs of faded talent. Simon was then followed by Mathew Bode in a great Rookie performance driving a Team CXC Stinger, with the leading 1200 car driven by Bruce Perry next in twelfth place.

Michael Gale debuted his ex-Jayson Williamson Mako by taking the thirteenth grid spot, ahead of the remaining 1200cc cars of Bernie Cannon, Geoff Bassingthwaite, Stephen Cannon, and Peter McDonald, who was commencing only his second race meeting in his Kestrel, and his first at Wakefield Park. Dean Cavanagh and Steven Gamarra suffered technical problems in qualifying in their 1600 Jacers, and so were destined to start rear of grid for Race 1.



Dean Cavanagh with his Jacer in one piece



Stephen Cannon DNF'ed in Race 3

Unfortunately, the anticipation of six great races throughout the weekend was quickly overshadowed by a serious incident at the start of Race 1 when a missed gearchange caused a lightning reflex which in turn resulted in Dean Cavanagh, who started from rear of grid, and his fast approaching Jacer then gut-wrenchingly barrel-rolling off the circuit, with Dean eventually resting upside down on the infield alongside the Start-Finish line. Dean suffered some bruising and an injured kneecap, as well as a grazed helmet, but is in great spirits, and is thankful for the extra height and integrity of his Jacer's roll over bar.

Countless places were swapped throughout the six races over the weekend, including the race and class leads, and the race wins in what was one of the most action-packed race weekends in years.



Leigh Porter exceeded his expectations for the weekend



Corinne has joined the top group of drivers

Dylan Thomas took out the first honours of the weekend by winning the outright Race 1 by less than 0.1 of a second ahead of a slipstreaming Darren Williams, and with Bruce Perry squeezing out Bernie Cannon in the 1200 cc class by barely two seconds.

Other highlights of Race 1 were Corinne Perry's great run from fifth on the grid, Simon Duffy's great seventh place finish in an unfamiliar car, and Leigh Porter's satisfying fifth place.

Darren Williams reasserted his authority in Race 2 with a four second winning margin ahead of Dylan and his CXC Stinger, with Garry Hook and Simon Duffy pushing Corinne down the ladder a couple of places, while Bruce Perry solidly took out the 1200cc class win ahead of Bernie Cannon

Darren again stamped his dominance onto Race 3, although with a reduced margin, but this time ahead of Corinne in her best Formula Vee result, and with the on-form Bruce Perry again taking a solid win in the 1200cc class.

While Bruce repeated his 1200cc class winning form in all the remaining races of the weekend, Dylan Thomas and Darren Williams swapped the remaining three race wins, and with Corinne Perry, Garry Hook, John McDonald, Simon Duffy, and the intense Steven Gamarra, not far behind, most of the time.



Morgo had troubles in qualifying



While Rodney wowed himself in qualifying

Darren struck bad luck in Race 5 when he hit an oil slick splashed onto the track at the centre of the Fish-Hook after a fast-approaching Stephen Gamarra collided with Leigh Porter, Stephen then flying through the air with his rocker cover flying even higher. Stephen's Mobil One ruined Darren's pointscore ambitions for the weekend by lubricating Darren's Dunlops to a seventh place finish.

However, in a typical motor racing paradox, Darren's bad luck proved fortuitous for Kent Shepherd in what was probably the biggest highlight of the Sunday races, with Kent's exciting third place in Race 5 behind Dylan and Corinne.



Garry Hook showed form, on the track and in the air



Bernie drove hard behind Bruce

Bad luck also struck Corinne Perry though in Race 6 when it looked like Formula Vee would have had its first lady race winner in around twenty years, with Corinne, no doubt preparing her victory speech in her head, leading the race with only the last corner to go. Unfortunately, an incident at the final turn between Garry Hook and Corinne allowed Dylan, then Simon in another great highlight of the weekend, and Darren, through ahead of Garry, with the unfortunate Corinne next.

The weekend was an interesting test of AASA's race organising skills, as well as Formula Vee's form with only a few weeks before the V8 Supercar race meeting. The weekend also showed what can happen with high-risk manouvres or momentary lapses of concentration. Conversely, a number of drivers showed their rise to form, and gave warning to their competitors for the remainder of the year at the circuit where the National Titles will be held in late October. Formula Vee. Never boring.



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2012 FVANSW OPEN STATE CHAMPIONSHIP AFTER SYDNEY MOTORSPORT PARK

Driver Name	Rd 1				Rd 2				Rd 3				Sub Total	Worst Race	Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total			
1) Daniel Reynolds	27	30	27	84	30	30	30	90	30	30	30	90	264	27	237
2) Simon Pace	18	20	21	59	27	27	27	81	27	23	27	77	217	18	199
3) Darren Williams	22	23	23	68	25	23	22	70	25	27	23	75	213	22	191
4) Dean Cavanagh	19	21	0	40	22	22	25	69	14	18	21	53	162	0	162
5) Corinne Perry	20	17	20	57	23	25	18	66	20	0	18	38	161	0	161
6) M Freemantle	13	13	13	39	20	20	23	63	19	19	19	57	159	13	146
7) Craig Conlon	11	12	14	37	19	21	21	61	22	20	16	58	156	11	145
8) Leigh Porter	16	19	18	53	17	10	17	44	18	16	14	48	145	10	135
9) Garry Hook	14	18	19	51	0	0	19	19	21	22	20	63	133	0	133
10) Gary Ogden	17	16	22	55	0	0	0	0	23	25	22	70	125	0	125
11) S Gamarra	10	14	15	39	18	18	0	36	12	17	17	46	121	0	121
12) Leigh Hemmings	21	22	17	60	16	19	20	55	0	0	0	0	115	0	115
13) Stephen Butcher	9	11	9	29	14	16	14	44	11	0	15	26	99	0	99
14) Pablo Martino	0	15	11	26	21	8	16	45	13	14	0	27	98	0	98
15) Ben Oldfield	15	0	16	31	0	0	0	0	16	21	25	62	93	0	93
16) Ben Porter	30	27	30	87	0	0	0	0	0	0	0	0	87	0	87
17) Michael Gale	7	8	6	21	9	14	12	35	9	13	11	33	89	6	83
18) Bruce Perry	5	7	8	20	12	9	11	32	10	12	13	35	87	5	82
19) Bernie Cannon	6	9	7	22	0	13	13	26	8	11	12	31	79	0	79
20) Michael Kinsella	25	25	25	75	0	0	0	0	0	0	0	0	75	0	75
21) Anthony Mitchell	8	10	10	28	13	15	15	43	0	0	0	0	71	0	71
22) Lachlan Higgins	12	0	12	24	0	0	0	0	15	15	0	30	54	0	54
23) G Basingthwaighte	4	6	5	15	11	12	10	33	0	0	0	0	48	0	48
24) Dylan Thomas	23	0	0	23	0	0	0	0	17	0	0	17	40	0	40
25) Rodney French	0	0	0	0	15	17	0	32	0	0	0	0	32	0	32
26) Stephen Cannon	0	0	0	0	10	11	9	30	0	0	0	0	30	0	30
27) Peter McDonald	0	0	0	0	0	0	0	0	7	10	10	27	27	0	27



2012 FVANSW 1200 STATE CHAMPIONSHIP AFTER SYDNEY MOTORSPORT PARK

Driver Name	Rd 1				Rd 2				Rd 3				Sub Total	Worst Race	Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total			
1) Stephen Butcher	30	30	30	90	30	30	30	90	30	0	30	60	240	0	240
2) Michael Gale	27	25	23	75	22	27	25	74	25	30	23	78	227	22	205
3) Bruce Perry	23	23	27	73	27	21	23	71	27	27	27	81	225	21	204
4) Bernie Cannon	25	27	25	77	0	25	27	52	23	25	25	73	202	0	202
5) G Bassingthwaighte	22	22	22	66	25	23	22	70	0	0	0	0	136	0	136
6) Peter McDonald	0	0	0	0	0	0	0	0	22	23	22	67	67	0	67
7) Stephen Cannon	0	0	0	0	23	22	21	66	0	0	0	0	66	0	66

2012 FVANSW DIVISION 2 DRIVERS POINTSCORE AFTER WAKEFIELD PARK AASA

Driver Name	Rd 1				Rd 2				Rd 3				AASA Day 1				AASA Day 2				Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R4	R5	R6	Total	
1) Craig Conlon	23	23	23	69	27	30	30	87	30	27	25	82	30	27	30	87	30	27	0	57	382
2) Bruce Perry	18	19	19	56	21	18	20	59	21	20	23	64	23	25	27	75	22	23	19	64	318
3) Michael Gale	20	20	17	57	18	22	21	61	20	21	21	62	21	22	21	64	23	25	25	73	317
4) Stephen Gamarra	22	25	25	72	25	25	0	50	22	25	27	74	25	30	0	55	27	0	30	57	308
5) Bernie Cannon	19	21	18	58	0	21	22	43	19	19	22	60	22	21	22	65	20	21	23	64	290
6) Leigh Hemmings	30	30	30	90	23	27	27	77	0	0	0	0	0	0	0	0	0	0	0	0	167
7) Pablo Martino	0	27	21	48	30	17	25	72	23	22	0	45	0	0	0	0	0	0	0	0	165
8) Peter McDonald	0	0	0	0	0	0	0	0	18	18	20	56	20	19	23	62	0	22	22	44	162
9) Kent Shepherd	0	0	0	0	0	0	0	0	0	0	0	0	27	23	25	75	25	30	27	82	157
10) Stephen Cannon	0	0	0	0	19	19	18	56	0	0	0	0	19	20	0	39	21	19	21	61	156
11) Ben Oldfield	27	0	27	54	0	0	0	0	27	30	30	87	0	0	0	0	0	0	0	0	141
12) Anthony Mitchell	21	22	20	63	22	23	23	68	0	0	0	0	0	0	0	0	0	0	0	0	131
13) G Bassingthwaighte	17	18	16	51	20	20	19	59	0	0	0	0	0	0	0	0	0	0	0	0	110
14) Lachlan Higgins	25	0	22	47	0	0	0	0	25	23	0	48	0	0	0	0	0	0	0	0	95
15) Geoff Bassingthwaighte	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	20	20	59	59

2012 FVANSW 1600 CLUB POINTSCORE AFTER WAKEFIELD PARK AASA

Driver Name	Rd 1				Rd 2				Rd 3				AASA - Day 1				AASA - Day 2				Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R4	R5	R6	Total	
1) Darren Williams	22	23	23	68	25	23	22	70	25	27	23	75	27	30	30	87	30	21	27	78	378
2) Corinne Perry	20	17	20	57	23	25	18	66	20	0	18	38	25	23	27	75	25	27	23	75	311
3) Garry Hook	14	18	19	51	0	0	19	19	21	22	20	63	23	25	23	71	23	22	25	70	274
4) Daniel Reynolds	27	30	27	84	30	30	30	90	30	30	30	90	0	0	0	0	0	0	0	0	264
5) Craig Conlon	11	12	14	37	19	21	21	61	22	20	16	58	20	18	20	58	20	23	0	43	257
6) Leigh Porter	16	19	18	53	17	15	17	49	18	16	15	49	22	22	21	65	21	0	18	39	255
7) Morgan Freemantle	13	13	13	39	20	20	23	63	19	19	19	57	17	19	19	55	0	19	19	38	252
8) Simon Pace	18	20	21	59	27	27	27	81	27	23	27	77	0	0	0	0	0	0	0	0	217
9) Dylan Thomas	23	0	0	23	0	0	0	0	17	0	0	17	30	27	25	82	27	30	30	87	209
10) Stephen Gamarra	10	14	15	39	18	18	0	36	12	17	17	46	18	21	0	39	19	0	21	40	200
11) Dean Cavanagh	19	21	0	40	22	22	25	69	14	18	21	53	0	0	0	0	0	0	0	0	162
12) Rodney French	0	0	0	0	15	17	0	32	0	0	0	0	15	17	18	50	16	17	16	49	131
13) John McDonald	0	0	0	0	0	0	0	0	0	0	0	0	21	20	22	63	22	20	22	64	127
14) Gary Ogden	17	16	22	55	0	0	0	0	23	25	22	70	0	0	0	0	0	0	0	0	125
15) Kent Shepherd	0	0	0	0	0	0	0	0	0	0	0	0	19	16	17	52	18	25	20	63	115
15) Leigh Hemmings	21	22	17	60	16	19	20	55	0	0	0	0	0	0	0	0	0	0	0	0	115
17) Pablo Martino	0	15	11	26	21	14	16	51	13	14	0	27	0	0	0	0	0	0	0	0	104
18) Michael Gale	0	0	0	0	0	0	0	0	0	0	0	0	16	15	16	47	17	18	17	52	99
19) Ben Oldfield	15	0	16	31	0	0	0	0	16	21	25	62	0	0	0	0	0	0	0	0	93
20) Ben Porter	30	27	30	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
21) Michael Kinsella	25	25	25	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
21) Anthony Mitchell	9	11	10	30	14	16	15	45	0	0	0	0	0	0	0	0	0	0	0	0	75
23) Lachlan Higgins	12	0	12	24	0	0	0	0	15	15	0	30	0	0	0	0	0	0	0	0	54



CLEMENGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management



NEVER FORGOTTEN

2012 FVANSW 1200 CLUB POINTSCORE AFTER WAKEFIELD PARK AASA

Driver Name	Rd 1				Rd 2				Rd 3				AASA Day 1				AASA - Day 2				Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R4	R5	R6	Total	
1) Bruce Perry	23	23	27	73	27	21	23	71	27	27	27	81	30	30	30	90	30	30	22	82	397
2) Bernie Cannon	25	27	25	77	0	25	27	52	23	25	25	73	27	27	25	79	25	25	30	80	361
3) Stephen Butcher	30	30	30	90	30	30	30	90	30	0	30	60	0	0	0	0	0	0	0	0	240
4) Michael Gale	27	25	23	75	22	27	25	74	25	30	23	78	0	0	0	0	0	0	0	0	227
5) Peter McDonald	0	0	0	0	0	0	0	0	22	23	22	67	25	23	27	75	0	27	27	54	196
6) Stephen Cannon	0	0	0	0	23	22	21	66	0	0	0	0	23	25	0	48	27	22	25	74	188
7) G Bassingthwaite	22	22	22	66	25	23	22	70	0	0	0	0	0	0	0	0	0	0	0	0	136
8) Geoff Bassingthwaite	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	23	69	6

NEXT RACE

**ROUND 4 2012 CAMS NSW STATE CHAMPIONSHIP
WAKEFIELD PARK AUGUST 11/12**

BE THERE TO SUPPORT YOUR CATEGORY!

LAST ISSUE, WE OFFERED HIGH RES DIGITAL PICTURES TO ANYONE WHO TOLD US THAT THEY READ THIS MAGAZINE. WELL, IT SEEMS THAT THREE PEOPLE READ THIS MAGAZINE. SO WE HAVE EXTENDED THIS SPECIAL OFFER OF A VALUABLE HIGH RES DIGITAL PICTURE TAKEN BY OUR HIGHLY SKILLED IN HOUSE SEMI PROFESSIONAL PHOTOGRAPHER SENT TO ANYONE WHO TELLS DYLAN THEY READ THIS MAGAZINE FOR ONE MORE ISSUE. HOPEFULLY, MORE THAN FIVE OR SIX PEOPLE READ THIS MAGAZINE!

