



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

December 2012

BUTCHER AND REYNOLDS WIN BOTH THE 2012 NSW STATE CHAMPIONSHIPS AND THE NATIONAL TITLES



Stephen Butcher (1200)



Daniel Reynolds (1600)

Inside this Edition of Veemag

- 2012 Wakefield Park Nationals Report
- Competition News and Notices
- Lyall's Technical Report
- New FVANSW Committee for 2013
- Inside Line News and Gossip
- 2012 Awards Winners
- Formula Vee in the United States?
- 2013 CAMS NSW Come and Try Day Notice
- AP RACING Test Drive -look inside to see who won the test drives!

AND MORE!

FORMULA VEE -

OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



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RACING TYRES - FROM





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December 2012 - CONTENTS

Presidents Report	3
What's Coming Up/2013 Racing Calendar	4
Lyll's Technical Update	5
New Committee for 2013	8
2013 CAMS Come and Tray Day Notice	9
Competition News and Notices	10
Formula Vee In America?	11
Stephen Butcher Wins Competitor of the Year	12
AP Racing STOHR Super Sport Announcement	13
Inside Line – Formula Vee Gossip from around Australia and the World!	14
David Cutts Formula Vee Legend	15
2012 Formula Vee Awards and Presentation Night	16
2012 Formula Vee National Titles	17
2012 Formula Vee Come and Try Day	21
Formula Vee For Sale	22
FVANSW Pointscores	24

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

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

2013 CONTACT LIST

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Committee	Bernie Cannon	0408-214 080
Committee	Darren Williams	TBA
FVAA Board Member	Lyll Moyes	0415 465 808
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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.





FVANSW PRESIDENT'S REPORT By **Dylan Thomas**

It's the season to be jolly, and with the extra 10kg added by the Association for the start of this year go and enjoy. (Except you Mr Butcher, who is returning to the 1600 class next year).

I believe we are all in need of a good break; especially the committee of FVANSW as it has been a massive end to the year. Starting with the highly successful round, supporting the V8's at Sydney Motorsport Park. Noting that we as a category were the only class to not have a red flag or safety car all weekend. So a special mention to all of you who competed and also presented so well.

The next big event was the National Titles. A huge amount of time and work was put into this and I believe it was a major success, even with a bit of typical Nationals controversy thrown in for good measure.

A couple of things that most of you probably didn't see were some of the promotional activities that were run at the end of the year. Firstly there was the Cops and Rodders display down Sutherland way, where 20,000 odd people were and we displayed a stand there with some good interest. Thanks to Ray and Colin for their efforts. Then there was the display at the V8 Supercar round at Homebush which was great exposure, especially on Saturday when it was so hot and we were part of the CAMS display in the air-conditioned hall. Then we have just had the hugely successful Come and Try day over the weekend (December 16 – Ed). It made a few bucks for the Association, but more importantly we should hopefully pick up a few new members because of it.

Next year's racing calendar has been a challenge, as promoters did not give categories many available rounds to choose from, and I believe Formula Vee probably fared the best of all the categories as we go to Wakefield twice, Sydney Motorsport park (SMSP) G.P twice, SMSP north circuit once, SMSP extended circuit once, and hopefully we can get a round on the new South circuit for one of our club rounds. Meaning we never go to any track layout more than twice, so hopefully good variety.

Looks like we will have a new naming rights category sponsor for the State series, with Australian Institute of Motorsport coming on board for next year, so we look forward to welcoming them, as well as the two cars they are talking about bringing along.

Best not to forget to congratulate the State Championship winners. Daniel Reynolds (again great job by him and his family), Stephen Butcher for his fifth State Title (great job, as well as picking up the great honour of being named CAMS NSW 2012 Competitor of the Year), Club champions Darren Williams and Bernie Cannon, as well as the Division 2 winner Craig Conlon.

With the first round not till April 20-21, we hope to see the Jacer boys debut their new car by then. Steve Butcher is planning to debut his new Stinger IX for the Bathurst National Series round on the Easter weekend of March 30-31, so good luck to him. There is also a rumour around that we may even see a multiple race winning driver return in a potential race winning car. Next year looks big. Enjoy

Dylan

WHAT'S COMING UP FOR 2013/2013 NSW RACING CALENDAR

March 29/31	Bathurst R1 Clemenger International Freight Australian Formula Vee Series
April 20/21	SMSP Long Circuit R1 FVANSW State Championship
April 20/21	SMSP Long Circuit R1 Club Pointscore
June 1/2	AASA WP R2 FVANSW Club Pointscore
June 22/23	SMSP GP R2 FVANSW State Championship
June 22/23	SMSP GP R3 FVANSW Club Pointscore
July 20/21	Sandown R2 Clemenger International Freight Australian Formula Vee Series
August 10/11	Wakefield Park R3 FVANSW State Championship
August 10/11	Wakefield Park R4 FVANSW Club Pointscore
August 17/18	Mallala R3 Clemenger International Freight Australian Formula Vee Series
September 21/22	SMSP GP R4 FVANSW State Championship
September 21/22	SMSP GP R5 FVANSW Club Pointscore
September 28/29	Morgan Park Formula Vee National Challenge
November 9/10	SMSP North R5 FVANSW State Championship
November 9/10	SMSP North R6 FVANSW Club Pointscore
November 27	Ryde Club FVANSW Annual General Meeting
December 7	Ryde Club 2012 FVANSW Awards Presentation Night

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED



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TECHNICALLY SPEAKING



Lyll Moyer

The year might be over, but I still seem to be as busy as ever. What with Committee meetings, NTC and BoM teleconferences, chasing up production of the Sealers Video and the on going drama's with the new regs. for the CAMS Manual, it was a good thing that I was made redundant from work before the Nationals, or I would have been stuffed for time. Just between you and me, I would rather go to work.

Firstly, thank you to all the NSW competitors and the Interstate guys that raced in NSW in 2012, for your patience and understanding during compliance checking. Compliance checking can be frustrating for you at the best of times, but if you have had an incident during a race and just want to yell at someone, and then someone wants you to pull your car to pieces, I thank you for not yelling at me.

There were a number of highlights throughout the year, starting with the non compliant carby issue at the first round at SMP. Talk about being thrown in at the deep end! What I got from that issue was an understanding of how the CAMS judicial system works (or not) and how Stewards read the Manual differently to mere mortals, ie. you and me. It was certainly an eye opener.

Then there was the Roll Bar issue with one car and Side Impact issue with another, at the V8 round. There was a little dissatisfaction initially with one of those issues, but all was resolved positively and amicably and I thank everyone that was involved.

Then we had the Nationals, and I have to tell you, I was peeing myself worrying about what I might find at the Holy Grail of Formula Vee competition, and all things considered, I had nothing to be concerned about. At the first General Meeting that FVANSW had at "The Garage" at SMP one evening late last year or early this year, (I can't remember), I said that my intention for 2012 was to ensure that no NSW car was non compliant at the Nationals. I almost did it. One NSW 1200 car had no bolt in the left side stub axle, as per the rules for Link Pin stub axles, and that was the only non compliant issue that I found all weekend. Thank you very much to all competitors for complying with all the rules for FV competition. I must point out that I accept part responsibility for the missing bolt, as I had checked that car earlier in the year, and thought that the bolt was there, but upon further investigation, ie removal of the hubcap, it was evident that there was no bolt.

Whilst on the Nationals, the documentation checking proved to be tedious and time consuming and highlighted the need to improve the current system of Sealing Sheets and Cards. Two NSW cars that were being leased for the event had no paperwork for the engine in one case and the gearbox in another, and as the owners of the cars could not be contacted, or had no idea of where the paperwork was, I had no option but to double seal these items. Thanks very much to David Cutts for his help with double sealing of these items. Of course, all this means more work for Sealers, as an FVAA Sealer will have to be present when these items are dismantled, to ensure compliance, and then go back when the items are re assembled. It would be so much easier if everyone had the correct paperwork with them, as required by the FV regulations.

Two interstate competitors had the wrong paperwork for their engines, but had the correct paperwork Emailed to their 'phones, and all was well.



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I have spoken to Zane Al Said about doing a database system that can be accessed by Compliance checkers anywhere in the country, and if all sealing details are noted on that database, they can be checked on the spot. Goodbye Sealing Sheets and Cards. Happy days ! I will work on the BoM to try to get this system implemented. Wish me luck !

When my son Phil was racing in FV, the man to beat was Frank Haire, who could be considered a “legend” of the sport, having won the Nationals 50 times or something like that. I had also heard of, but never met, Paul Elliott, another “legend” of FV competition. Both of these gentlemen were at the Nationals, and it was good to catch up with Frank and to meet Paul. Paul sent a very complimentary email to myself and the Committee post Nationals, and I have forwarded it to Ray for inclusion in this Magazine. It is a reflection on everyone in the FVANSW.

So that’s 2012 done and dusted, let’s get on with 2013.

The New Regulations.

You must be sick to death of hearing this, but over the course of the year, the NTC and the BoM have been working on, and approving some new regulations that are designed to make life a little easier for the FV competitor and to keep FV moving forward. Genuine VW components are getting harder to source, and common sense dictates that if we want to keep racing in a category that is based on VW components, we have to make allowances as to where these components are obtained. To this end, FV have asked CAMS to allow some freedoms regarding component manufacturers, ie some parts do not have to be “original manufacture” as in the past.

Michael Lloyd (National Technical Director) has sent the FV requests for change to CAMS for inclusion in the 2013 Manual, and they have sent back their version of our request for FV to “proof read” and when FV give the OK, these changes will be included in the Manual. Some of the changes that CAMS recommended were different to what FV asked for, but after reading and consultation, Michael has informed CAMS that FV agrees with their interpretation of some rules and they should be in the 2013 Manual.

Briefly, the changes are;

- 1) You will be able to use “aftermarket” crankcases. These are all aluminium and considerably heavier and stronger than genuine, but readily available.
- 2) The rule for 1200 pistons has been changed to bring the wording in line with 1600 rules, and also to allow the use of the “AA”, or any other brand piston that meets the new rule specifications.
- 3) You will be allowed to use “Teflon Buttons” in place of Gudgeon Pin circlips. This is a reliability item, and not a performance based change. If you want to use circlips, that is still allowed.
- 4) There have been some wording changes to the allowable modifications to the Fan Housing. This is to tidy up some vague areas in the current wording.
- 5) You will be able to replace your Ignition Points with a replacement set of “Electronic Points”. The type and brand of Electronic Points: will be controlled, and the allowable part numbers will be available on the FVAA Website, or from myself or any member of the NSW Sealers group.



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- 6) There have been a number of changes to chassis design specifications. To go through them all would take too long, but basically, from 1st January 2013, 1200 cars will have to comply with items (e) to (h) of the current Side Impact Rule. I have been talking about this for the last year, so there is really no excuse if you turn up with a 1200 at the first race in 2013 without Side Impact fitted, and you might be sent home. As far as chassis design goes, the major change is basically wording, in that, FV have a Roll Over Protection Structure that is specific to FV, but CAMS want that deleted and replaced with Schedule "J" in the CAMS Manual which is called a "Safety Cage Structure". Whilst it is mainly dedicated to Sedan principles, there is an Open Wheel Specification for a Safety Cage Structure, and the Safety Cage Structure wording is the same as our current Roll Over Protection Structure. The material spec. is the same and the design parameters appear to be the same, however, there is a requirement for a Secondary Structure to be incorporated into the chassis at a point no more than 250mm forward of the top of the steering wheel, and it is this Secondary Structure that will be used as a reference point when checking the 50mm helmet clearance measurement. It would be in your best interest to check if your car complies and if you meet the 50mm clearance specification. There is a diagram in the current CAMS Manual explaining how to do this. For any new cars first log booked after 1st July 2013, there are certain other chassis requirements regarding shape, and placing of side impact bars. It would be in your best interests to check the 2013 CAMS Manual before you start building a chassis.
- 7) The minimum weight for cam followers has been reduced, but there are specific dimensions for the "head" diameter. This change was made because of the non availability of genuine cam followers that meet the old minimum weight.
- 8) Connecting rods have been moved to Non Genuine Parts and the minimum weight has been reduced. This change was made because of a number of very expensive failures of genuine Con Rods, so now aftermarket rods can be used, provided that they meet the criteria of Non Genuine Parts.

I have just spoken to Michael Lloyd, (Sunday morning, 16th December), and he has told me that these rules go to the AMRP for ratification tomorrow, Monday 17th, and if they get the nod, they will be in the CAMS Manual on 1st January 2013.

That's about it for Technical, but before I close, the President of the FVAA, Keith Sharman, is stepping down due to work pressures, so a new President will be sought ASAP. If you, or anyone you know, wants to have a go at the job, let me know and I will pass on the details.

Merry Xmas and a Happy New Year to you all.

Lyall Moyes.

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**A PRESIDENT FOR THE FORMULA VEE ASSOCIATION OF AUSTRALIA
CAN HAVE HALF A BRAIN BUT MUST LOVE FORMULA VEE
Interested? Apply to the FVAA (NSW Board Member Lyall Moyes)**



NEW FVANSW COMMITTEE FOR 2013

A new committee was elected at the 2012 Annual General Meeting in late November. Fortunately, all the key positions have remained stable.

President	- Dylan Thomas
Vice President	- Gary Ogden
Treasurer	- Leigh Porter
Secretary	- Garry Hook
Scrutineering Director	- Lyall Moyes
Competition Secretary	- Ray Filetti
General Committee	- Simon Pace, Darren Williams, Bernie Cannon
Magazine Editor	- Ray Filetti

Thanks go to all the committee members for offering their services to Formula Vee in NSW.

Because the workload has become so large, the few committee members cannot be reasonably expected to contribute many hours per week towards all Formula Vee activities necessary to keep Formula Vee wheels turning. Therefore, the 2013 committee will be approaching the human resourcing of Formula Vee in NSW things differently for 2013. Expect "ordinary" members to be "volunteered" to carry out certain tasks, such as the BBQ at race meetings, organizing the Presentation Night, and attending promotional activities. Yes, that means YOU!

Your cheerful cooperation throughout 2013 would be greatly appreciated.



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The Clemenger International Freight Formula Vee Australian Series is GO for 2013!

The Formula Vee Australian Series is to continue in 2013, with a sponsor expected to be announced shortly. The rounds are:

Bathurst 29-31 March (Positions are still available)

Sandown 20-21 July

Mallala 17-18 August

As provisional drivers cannot run at Bathurst a separate pointscore for P-platers will be run over the Sandown and Mallala rounds. Any enquiries re Bathurst or the Australian Series please email Leigh Porter, raceentries@fvansw.asn.au.



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News

Competition News and Notices



The changes to the rules as described by Lyall in his Technical Report in this issue of Vee News have been approved by CAMS, and will be published in the CAMS web site on the 1st of January 2013. Thanks go to the FVAA Technical Director and his FVAA Technical Committee for producing the changes and getting them approved.



The Formula Vee Association of Australia is searching for a President following the retirement of Keith Sharman after several years of service. Thanks go to Keith for steering Formula Vee through a few years of challenges and change. If anyone is interested in the position, contact the FVANSW Board Member on the FVAA, Lyall Moyes, and he will provide a position description.



The 2013 Clemenger International Freight Australian Formula Vee Series is confirmed, with Bathurst on the 31st March, then Sandown on the 21st of July, with Mallala on the 18th of August. A few places are still available for Bathurst, although unfortunately P-Platers cannot participate in this event due to CAMS restrictions.



Don't forget to check the use-by dates of your seat belts while there is time during the break to order them and replace them if necessary. Also, if you haven't raced for a while, make sure that your helmet, shoes, gloves, socks, and balaclava, all comply with the latest standards, which can be found in the CAMS manual. If you do find your apparel non-compliant, make sure that what you purchase does comply.



With all the excitement, tension, and drama, that made 2012 what it was, here's a something to think about;

What happens on the track stays on the track

All human endeavours are fragile, so let's simply enjoy all the great aspects of Formula Vee.

DANIEL REYNOLDS CLEANS SWEEPS 2012 AUSTRALIA-WIDE



Daniel Reynolds ongoing efforts throughout 2012 have been previously written about, with Daniel and his support crew (that is, his dad Chris and his mum Robyn) undertaking the NSW and Victorian State Championships, as well as the National Series and Titles. While Daniel was always a good bet to win many of the races and championships he entered, his eventual results in taking every crown in 2012 is an unequalled achievement that should be applauded and acknowledged by everyone in Formula Vee.

FORMULA VEE 1600 IN THE UNITED STATES? – FORMULA FIRST



How many of you have heard about Formula First? Formula First originally appeared in the UK in the early Nineties as the name for an entry level open wheel racing car, that used a Ford Fiesta engine. The name Formula First was later adopted by the New Zealand Formula Vee community for their update to Formula Vee, which included 1300cc engine, and road car wheels and tyres.

More importantly to us in Australia, the FVANSW adopted the name Formula First in 2000 to unofficially represent the upcoming chassis and mechanical changes to Formula Vee as we knew it from its beginnings in 1965. Also, a small but dedicated group of South Australian Formula Vee who were also looking to update Formula Vee produced a handsome logo to lead the evolution of Formula Vee across Australia.

In the following period around 2002 and 2003 as Formula Vee 1600 had commenced racing across Australia, a group of American Formula Vee enthusiasts were also thinking of updating their Formula Vees for the same reasons that we in Australia and New Zealand had - parts availability, lowering the cost of building, racing, and owning their Formula Vee, as well as modernising the image and appearance of Formula Vee cars.

The group of Americans enthusiasts had heard about what we in Australia were doing, and made contact to learn how we went about getting the cars and rules widely accepted and approved. Once they convinced themselves that we had developed a reliable and low cost package, the Formula First Drivers Association was born in the US. They even adopted the Australian logo!

Formula First is now well established, and it is a competitive series that will crown their 9th champion at the end of 2013. Since their beginning, 57 Firsts have been built that have been in competition, and of those 42 have competed in the official Formula First Series. They race on some of the best and most famous circuits in the world, such as Road America, Watkins Glen, Road Atlanta, Mid-Ohio, Grattan, Nelson Ledges, Blackhawk Farms, Waterford Hills, The Milwaukee Mile, and Gingerman. That's enough to make us jealous! Their series commonly holds events in three SCCA Divisions; CenDiv, Great Lakes, and NEDiv, but they also raced in other Divisions. One American Formula First even made its way to Australian tracks, proving how close their rules are to ours.

Formula First is also attractive to many in the 1200cc community, with many of their drivers being Runoffs veterans, one of the main attraction being that since the Formula First rules were established, not one rule change has taken place since the SCCA approved them 2009.

As Formula First guru, Bill Bonow, explains, they share the same spirit as we do in Australia. "We are a tight knit group of racers. We paddock together and support each other make sure our cars all get on the track. Most of all, we are very focused on a competitive, fun racing weekend. We're like a "Rand-a palooza" wannabe series, but for a whole bunch less money." as Bill so colourfully puts it in his American vernacular.

You can follow this enthusiastic Formula First group at <http://www.formula-first.org/> and at Apexspeed <http://www.apexspeed.com/forums/forumdisplay.php?f=106>



STEPHEN BUTCHER WINS CAMS NSW 2012 COMPETITOR OF THE YEAR AWARD



Stephen with his lovely wife Kerry.

CAMS NSW has awarded our very own Stephen Butcher the 2012 NSW Competitor of the Year Award. Below is the nomination

Stephen Butcher has been competing in Formula Vee for over 20 years with multiple state championships under his belt.

Stephen has been in contention for multiple National Titles, but has failed to achieve his objective due to unfortunate circumstances. This year, Stephen has redirected his focus to the 1200 class to try and achieve his long ambition of winning the National Title - which he did achieve in remarkable form.

However this is not the main reason for this nomination. Along the way Stephen has secured four 1200 class lap records through the course of this year; plus two hill climb records. On top of this, Stephen also stepped in to a 1600 class car for our V8 Supercar support round and took the long standing 1600 class Sydney Motor Sport Park lap record on the Saturday. However, he lost this record on the Sunday by less than 1/100th of a second, even though he bettered his Saturday lap times.

Stephen has not just achieved excellence on the track, he is also a chassis manufacturer for Formula Vee with his chassis in the last two years winning state and club championships in WA, SA, and NSW.

To further strengthen this vote, Stephen also runs a Formula Vee car leasing option, and has contributed to the development of young rookies coming through. Two of these drivers have taken lap records and hill climb records in the past 2 years.



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Congratulations to Daniel Reynolds and Morgan Freemantle for being selected by Adam Proctor to test his AP Racing Stohr. Thanks to Adam Proctor and AP Racing for his continued support of Formula Vee.

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- RULES
- PHOTO GALLERIES
- VIDEOS
- FORMULA VEE LEGENDS
- ALL POINTSCORES

CHECK OUT THE FVANSW WEB SITE AT

fvansw.org.au

Inside Line – News and Gossip in the FVANSW

	<p>Perhaps the FVANSW's greatest driver currently active in other categories, Adam Proctor, has taken the plunge into professional motor sport by becoming full time manager of AP Racing. Adam's business is deservedly booming, but hopefully he will still have enough time to break lap records in his Stohr!</p>
	<p>David Cutts was inducted into the FVANSW Formula Vee Legends Hall of Fame at the 2012 Presentation Night in early December. The idea of the Formula Vee Legends is to put a human face on the history of the Formula Vee Association of NSW by awarding the great drivers and personalities over our 47 years of existence. DC joins Damon Beck, Frank Kleinig, Ken Goodwin, and John Moxon, as the Legends that have been conferred so far. The Formula Vee Association intends to continue to regularly confer Legends citations to many of the great Formula Vee drivers and personalities in the upcoming months.</p>
	<p>Stephen Butcher's honour of the 2012 CAMS NSW Competitor of the Year Award applies not just to circuit racing, but to all disciplines of motorsport. Stephen follows in the footsteps of several other great FVANSW competitors in winning this award, being Jason Cutts and Daniel Reynolds.</p>
	<p>Expect a major announcement very soon regarding commercial support for the Formula Vee Association of NSW and for the NSW State Championship. For many years, the NSW State Championship could be considered perhaps the most competitive Formula Vee championship in the world, with average fields varying between 24 and 34 for the ten years since 1600's were introduced in 2003, so its not surprising that we sh</p>
	<p>The FVANSW participated in two promotional displays in conjunction with CAMS in the last few weeks of 2012. The second Cops and Rodders show was held in Engadine in the south of Sydney, and is intended to build a constructive relationship between the Police and young motoring "enthusiasts", and around 20,000 people attended. Also, Formula Vee attended the Auto Salon display for the second successive year held in the RAS hall at the Homebush 400, and every spectator must have walked past.</p>
	<p>Victorian Formula Vee and Nationals great, Paul Elliot, took the time to write to the FVANSW regarding the Wakefield Park Nationals.</p> <p>Hi Lyall,</p> <p><i>I would like to thank you and the NSW FV committee on behalf Bracken Motorsport for a very well run event. I would especially like to thank you for your balanced and fair approach to scrutineering over the weekend. Not an easy task, well done! The team which is on a steep learning curve as is its young driver Steven gained a lot from the weekend.</i></p> <p>Thanks Paul Elliott</p> <p>Thanks very much Paul. We hope to see you and all your Victorian colleagues in NSW again throughout 2013.</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

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES FORMULA VEE LEGENDS



DAVID CUTTS (DC)

What could be told about DC that makes him a Formula Vee Legend? Probably the same things that makes him a legend of a brother, a son, and a friend - his integrity and his generosity.

There is more to DC than Formula Vee. He plays a mean guitar. Self taught through school, he can play any riff, and any song, often just after hearing it for the first time on the radio. Don't ask him to play in front of you though, it won't happen. That's because despite being famous in FV circles, DC is a very private man, keeping a tight circle of loved ones and friends. Get him talking though about something he is passionate about, and you will be engaged and fascinated for hours.

DC's interest in motor sport stems from Mum and Dad. There was not a late Sunday night growing up without the hum of Murray Walker from the TV, or a Sunday arvo for DC and me without watching the AMSCAR telecast from Amaroo. DC's mechanical skills were kicked off soon after, again self taught by tinkering with Mum and Dad's first Formula Vee back when DC was still in school. That went on to engine building, welding, and eventually racing in 1983 in the Wirra. A few fast races and a few big crashes later, he decided the Wirra would be retired for a new Spectre kit that he assembled and raced from 1984 onwards. By this stage DC was starting to build engines for other competitors.

Funded initially by his job in a shopping centre fruit and veg department, DC went to the 1985 Nationals with a welcome boost from Pram City, who bought him his first set of new tyres. That enabled DC to qualify inside the top ten of a 70+ car field, finish in the top ten in the final, and also claim his first win in the repercharge. These achievements caught the eye of the then owner of Group Automotive Services (GAS), Peter Williamson, a Formula Vee Life Member. Peter offered DC an apprenticeship as a mechanic at his workshop, and some would say the rest is history, with DC going on to be one of the greatest Formula Vee drivers, his proudest achievement possibly being the only driver to ever officially do a sub 59 sec lap of Amaroo, and he did it twice, 58.66 for pole position.

DC's experience and attention to detail led to ongoing success. He formed a partnership with Dynamic Flow in the late 1980's that catapulted his HP and on-track success, being one of the first drivers to take on and beat the then dominating quartet of Haehnle, Kleinig, David, and McCombie. This success brought more engine customers, both through GAS and privately, and throughout several seasons, DC's engines and were notching up wins with the likes of Foreman, Jason and Scott Bargwanna, Chivo, and Ken Smith. DC also pioneered the early stages of 1600's in NSW, and his engines and cars were collecting trophies and lap records across the country.

But his achievements aren't what make DC a Formula Vee Legend. His Legend status comes from his time, advice, mentoring, and friendship, whether you are new to Formula Vee or not. All his friends will tell you that their skills and interest in FV has been boosted from DC's mentoring and mateship.

2012 FORMULA VEE ASSOCIATION OF NSW AWARDS AND PRESENTATION NIGHT

The 2012 Presentation Night was held in early December at the Ryde Ex Serviceman's Club. As usual a great night was had, with a number of awards being conferred.

Thanks go to all those who attended the evening, and congratulations to all those who were honoured for their efforts on and off the track.

FVANSW Hotshots Young Racer of the Year	Lachlan Higgins
Most Improved Driver	Craig Conlon
Alan Birmingham Shied for Club Contribution	Colin Contessa
Clubman Award for Competitor/Club Contributor	Gary Ogden
Garry Power Rookie of the Year	Bruce Perry
Pit Crew of the Year	Aaron Pace
Best Presented Car and Pit Crew	Daniel Reynolds
Stewart McColl Award for Family Involvement	Corinne Perry
Presidents Shield	Garry Hook
Diamond Trophy for Higher Classes	Nil
Life Membership	Nil
Formula Vee Legends	David Cutts
AP Racing Test Drives	Daniel Reynolds (for 1 st in State Championship) Morgan Freemantle (for Hard Charging)

Recognition Awards

- Liz Porter - Flowers
- Bruce Colbey - Key ring
- Laura Colby - Flowers
- CXC - Key ring
- Bottlemart -Mention
- Deanna Porter - Flowers
- Zane Al Said - Key ring
- Doreen Butchers - Key ring
- Sean and Darien (videos) - Key rings
- Lyaal and Tech subcommittee/sealers - Key ring each
- Garry Harrison - Shirt and key ring
- Wakefield Park Matt Ronke - Key ring

**2012 FORMULA VEE NATIONAL TITLES
WAKEFIELD PARK OCTOBER 25/26**



The snake of Vees in the 1600 final at the end of lap 1

Butcher leading at the start of the 1200 Final

The 2012 Formula Vee National Titles have been run and won, and it goes without saying that Daniel Reynolds and Stephen Butcher are the 2012 1600cc and 1200cc class National Title holders respectively, and that both Daniel and Stephen won their Titles in sensational circumstances.

The highlights of the weekend are many and varied, and here are but a few;

1. The clash of the two greatest Formula Vee titans, with Daniel Reynolds sensationally coming out the victor ahead of the great Ben Porter in John Kelcic's great Checkmate, in incredibly dramatic fashion.
2. Stephen Butcher's drive through the entire field from last place in the 1200cc final after being knocked off the circuit on the first lap.
3. David Cutts' brave drive to lead most of the 1200cc final in his Historic-spec Spectre.
4. Our every own Jayson Williamson's drives throughout the weekend in his leased Sabre and finishing third in the Final, Jayson's talent finally evident for the world to see.
5. Jordan Deckert's great drives throughout the weekend.
6. Bernie Cannon's tenacious drive in the 1200 final to take back third place.

Commiserations go to Ben Porter, who came so close to his third Nationals, and to Geoff Basingthwaite and Corrinne Perry, whose Nationals were over before it started.

The Nationals were a huge on-track success, with good fields of cars from every state, incredibly close racing that allowed the cream to rise, and also with few crashes or damage, and this vindicates the decision to travel to Wakefield Park, and of course it wouldn't have been a great Nationals without the drama!

Thanks go to all the competitors, particularly the interstaters, and to everyone who contributed to its organisation.

PICTURES FROM THE WAKEFIELD PARK NATIONALS



Ben Porter leading a Sunday heat



Garry Hook ahead of Tim Brook



Steve Wood leads a pack



Reynolds about to be towed by Porter



That's John McDonald, if you couldn't tell



Gary in his Corsica leads Daniel

PICTURES FROM THE WAKEFIELD PARK NATIONALS



Phillip Contessa returned in his Mako



Mark McHenry in Craig Conlon's Jacer



Our own Jayson Williamson leading Matt Stubbs



Leigh Porter in his trusty Jacer



Jason Cutts in Mark Williams Jacer



Mick leads the Sabres

PICTURES FROM THE WAKEFIELD PARK NATIONALS



Darren Williams



Bernie Cannon



Bruce Pearce returned in Mat's Jacer



Rodney French finished the weekend



Bruce Perry



Leigh McGarvie returned from a two year break.

2012 FORMULA VEE COME AND TRY DAY WAKEFIELD PARK DECEMBER 16

The second FVANSW Come and Try Day took place at Wakefield Park on the 16th of December, with fifteen potential new Formula Vee drivers. One Formula Vee was sold, one could be sold soon, many new potential Formula Vee competitors tasted Formula Vee's for the first time, and everyone had a great time enjoying and participating in Formula Vee.

The day was lucrative for the Association, and is sure to be a sound long term investment. Thanks go to Gary Ogden, Dylan Thomas, Leigh Porter, for all their hard work in getting the Come and Try Day organized.



Alan Harrison went to beat Butchey's best lap



The garages were a hive of activity



A parade lap?



Robyn Reynolds went faster than Daniel. Just ask her.

**THE AUSTRALIAN INSTITUTE OF MOTOR SPORT IS COMING!
WAIT FOR AN EXCITING ANNOUNCEMENT!**

FOR SALE



For Sale : 97 Jacer 1600

Price: \$25,000.00. Complete racing package.

This car finished 2nd in 2012 QLD championship, and placed consistently First and Second in QLD State rounds. Finished 4th at 2012 National Challenge at Wakefield Park. High horsepower engine built by Australian VW performance and has just been freshened up 3 meetings ago. This car has just set the lap record at Lakeside QLD (23/9/12). Chassis has been completely disassembled and rebuilt with all new bolts/nuts, new master cylinders, new braided brake and clutch lines and ball joint ends. Rear end has been upgraded with Sabre rear arms which has improved car handling. New gearbox built by Australian VW Performance. New Aim Evo dash (uses GPS not trackside beacon) with all new oil pressure sensor, oil temp and exhaust sensor.

Included Spares

Complete gearbox from axle end to axle end on dolly.
Complete front end from disc to disc.
Complete set of 4 new Performance wheels and tyres.
Spare nose cone.
Many other spare bits and pieces.

Genuine reason for sale - moving to another racing category.

Any enquiries please call Brenton 0422 397 732.

SABRE 02



Championship winning Sabre 02 (ACT)

Price:

\$45 000

Championship winning Sabre 02

1st 2012 Formula Vee National Challenge

1st 2012 Formula Vee Australian Series

1st 2012 NSW State Championship

1st 2012 Victorian State Championship

Numerous best presented car awards

Immaculately prepared Sabre 02 as raced by Daniel Reynolds

Top hp VW Performance motor

Ready to race

\$45,000.00

Chris Reynolds 0429922257

LE 100 ELFIN/SPECTRE COPY



For Sale (NSW) -

Price: \$15,000 ONO or \$18,000 ONO with semi-enclosed trailer

This is the best value competitive FV on the market
Top 3 car in NSW, fast in wet and dry conditions

Top HP David Cutts engine and David McHenry exhaust system, including current spec Sabre collector and muffler

New latest spec Spax double adjustable front and rear shocks

VForce rims

Fastest lap time of 1:08.1930 around Wakefield Park at the 2012 Nationals and a 1:47.5328 around Sydney Motorsport Park at the V8 round. These are the only events the car competed at during 2012

Well maintained car with some spares also available
Perfect car to start your FV career without the big dollars

This car is also eligible to be converted as a **HISTORIC** - Car was originally log booked as a 1985 Manta H.T.

For any more information contact Tim Brook or 0417457276 or Email timothybrookracing@hotmail.com

Historic Formula Vee Association of Australia



Historic Vee Owners, Racers & Enthusiasts

CATCH UP ON ALL THE HISTORIC FORMULA VEE NEWS AT
<http://www.historicveeaustralia.com/index>



Ph: 0417240908 Email: info@apracing.net.au www.apracing.net.au

All areas of race car preparation, including set up work, repairs, engine rebuilding, fabrication, storage, & race importing. AP Racing has over 10 years of experience and success in a range of categories. AP Racing can also make to order quick jacks, car stands, and a range of car lifters.

2012 FVANSW OPEN STATE CHAMPIONSHIP FINAL POINTSCORE

Driver Name	Sub Total	Worst Race	Total
1) <u>Daniel Reynolds</u>	426	20	406
2) <u>Simon Pace</u>	373	18	355
3) <u>Darren Williams</u>	358	10	348
4) <u>Corinne Perry</u>	275	0	275
5) <u>Garry Hook</u>	264	0	264
6) <u>Craig Conlon</u>	275	11	264
7) <u>Morgan Freemantle</u>	266	9	257
8) <u>Leigh Porter</u>	237	0	237
9) <u>Stephen Gamarra</u>	230	0	230
10) <u>Stephen Butcher</u>	187	0	187
11) <u>Lachlan Higgins</u>	170	0	170
12) <u>Dean Cavanagh</u>	162	0	162
13) <u>Bernie Cannon</u>	155	0	155
14) <u>Michael Gale</u>	145	0	145
15) <u>Bruce Perry</u>	126	0	126
16) <u>Gary Ogden</u>	125	0	125
17) <u>Dylan Thomas</u>	122	0	122
18) <u>Leigh Hemmings</u>	115	0	115
19) <u>G Bassingthwaighte</u>	111	0	111
20) <u>Pablo Martino</u>	98	0	98
21) <u>Ben Oldfield</u>	93	0	93
22) <u>Brodie Tilbrook</u>	92	0	92
23) <u>Gary Meyers</u>	89	0	89
24) <u>Ben Porter</u>	87	0	87
25) <u>Peter McDonald</u>	86	0	86
26) <u>Michael Kinsella</u>	75	0	75
27) <u>Anthony Mitchell</u>	71	0	71
28) <u>Rodney French</u>	32	0	32
29) <u>Stephen Cannon</u>	30	0	30

2012 FVANSW 1200 STATE CHAMPIONSHIP FINAL POINTSCORE

Driver Name	Sub Total	Worst Race	Total
1) <u>Stephen Butcher</u>	420	0	420
2) <u>Bernie Cannon</u>	354	0	354
3) <u>Michael Gale</u>	342	0	342
4) <u>Bruce Perry</u>	300	0	300
5) <u>G Bassingthwaighte</u>	272	0	272
6) <u>Peter McDonald</u>	190	0	190
7) <u>Stephen Cannon</u>	66	0	66

2012 FVANSW DIV 2 DRIVERS POINTSCORE FINAL POINTSCORE

Driver Name	Total
1) <u>Craig Conlon</u>	631
2) <u>Stephen Gamarra</u>	505
3) <u>Michael Gale</u>	475
4) <u>Bernie Cannon</u>	450
5) <u>Bruce Perry</u>	436
6) <u>G Bassingthwaighte</u>	298
7) <u>Lachlan Higgins</u>	281
8) <u>Peter McDonald</u>	261
9) <u>Ben Oldfield</u>	228
10) <u>Kent Shepherd</u>	207
11) <u>Stephen Cannon</u>	191
12) <u>Gary Meyers</u>	176
13) <u>Leigh Hemmings</u>	167
14) <u>Pablo Martino</u>	165
15) <u>Anthony Mitchell</u>	131
16) <u>Brodie Tilbrook</u>	123
17) <u>Brendon Woods</u>	67
18) <u>Michael Stipo</u>	41

2012 FVANSW 1600 CLUB FINAL POINTSCORE

Driver Name	Total
1) <u>Darren Williams</u>	578
2) <u>Daniel Reynolds</u>	505
3) <u>Corinne Perry</u>	455
4) <u>Simon Pace</u>	441
5) <u>Craig Conlon</u>	432
6) <u>Garry Hook</u>	421
7) <u>Morgan Freemantle</u>	407
8) <u>Leigh Porter</u>	369
9) <u>Stephen Gamarra</u>	338
10) <u>Dylan Thomas</u>	337
11) <u>Gary Ogden</u>	192
12) <u>Lachlan Higgins</u>	188
13) <u>Ben Porter</u>	177
14) <u>John McDonald</u>	172
15) <u>Dean Cavanagh</u>	162
16) <u>Ben Oldfield</u>	151
17) <u>Kent Shepherd</u>	148
18) <u>Rodney French</u>	131
19) <u>Michael Gale</u>	128
20) <u>Michael Kinsella</u>	125
21) <u>Leigh Hemmings</u>	115
22) <u>Gary Meyers</u>	114
23) <u>Pablo Martino</u>	104
24) <u>Brodie Tilbrook</u>	92
25) <u>Stephen Butcher</u>	77
26) <u>Anthony Mitchell</u>	75
27) <u>Brendon Woods</u>	39
28) <u>Michael Stipo</u>	19

2012 FVANSW 1200 CLUB POINTSCORE

Driver Name	Total
1) <u>Bernie Cannon</u>	570
2) <u>Bruce Perry</u>	559
3) <u>Stephen Butcher</u>	420
4) <u>G Bassingthwaighte</u>	368
5) <u>Peter McDonald</u>	319
6) <u>Michael Gale</u>	295
7) <u>Stephen Cannon</u>	240

NEXT RACE

ROUND 1



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