



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

March 2013

FORMULA VEE IS GO FOR THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

2013 FORMULA VEE STATE CHAMPIONSHIP!

Inside this Edition of Veemag

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- **Cranky Franky Kleinig writes Tech Talk**
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- **The Evolution of a Formula Vee**
- **Mark Webber laps Sydney Motorsport Park in an F1 Red Bull**

AND MORE!

FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



FORMULA VEE RACING ON  RACING TYRES – FROM 



AUSTRALIAN INSTITUTE OF MOTORSPORT



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FVAA Sealers Sydney Metro Area

Frank Kleinig	BH 0245777221
David Cutts	BH 0296272810
Phil Lewis	BH 0245784924
Edan Fleming	Mob 0412477437
Nathan Sansom	Mob 0405018433

FVAA Sealers Central Coast

Greg Douglass Mob.0402237507

FVAA Sealers ACT

Col Merz Mob.0412316275
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 with the car log book and produced on demand. The Sealers are Judges of Fact. Their measurements are final. Sealing fees apply.

2013 FVANSW COMMITTEE CONTACT LIST

President	Dylan Thomas	0431822997	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0417473761	Committee	Simon Pace	TBA
Secretary	Garry Hook	0405661877	Committee	Bernie Cannon	0408214080
Treasurer	Leigh Porter	0417439390	Committee	Darren Williams	TBA
Tech Director	TBA		FVAA Board Member	Lyall Moyes	0415465808
Comp Secretary	Ray Filetti	0404078636	CAMS MRP Rep	Ray Filetti	0404078636

2013 RACING CALENDAR

March 29/31	Bathurst R1 Clemenger International Freight Australian Formula Vee Series
April 20/21	SMSP Long Circuit R1 FVANSW State Championship/R1 Club Pointscore
June 1/2	AASA WP R2 FVANSW Club Pointscore
June 22/23	SMSP GP R2 FVANSW State Championship/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/ 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/ R6 FVANSW Club Pointscore

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

Here we go again, the start to a new season is upon us and all our hopes and ambitions have been reset.

We have an exciting year ahead of us. Daniel Reynolds who has dominated the NSW state championship for the last four years has stepped away to have a break after a heavy schedule last year winning the NSW, Victorian, National Series, and National Titles. This now opens up the prospect of who will win the State Championship?

Simon Pace stepped up at state level big time last year so has to be amongst the favourites. As would be Darren Williams should he keep his form consistent though out the year.

There are constant murmurs about Timmy Brook returning to full time competition this year in a competitive car and he would surely be a strong contender. Although we have lost Daniel Reynolds, his brother Ryan is stepping in to have a crack at the title, and looking at Ryan's pace at the recent round down at the difficult Winton circuit, he finished 3rd with ever improving pace, so he will certainly be one to watch.

We also have Andy Goodall entering two cars built and designed by the Australian Institute of Motorsport, and it will be interesting to see how they go.

With Butcher and Bruce Perry stepping up from the 1200 class, will Bernie cannon become the dominant force in the class again and add to his championship tally?

On the other big news is that the Australian Institute of Motorsport has come on as naming rights sponsor for the season. On top of that they will also be entering two cars that I believe have quite a radical design that have been built completely in house at the Institute. So please make them welcome, but don't be shy to give them a hard time on track.

We would also like to welcome both Simon Pace and Darren Williams to the committee for the year, and I am sure they will throw some fresh ideas and direction to the club as at the end of the day your committee is mainly here to assist you getting to do what you enjoy most and that is racing.

We have had Lyall step down from Technical Director of NSW, and this is a great loss as we all saw how much effort Lyall put in last year, and I believe that the club benefited from his involvement. We will probably have an extraordinary general meeting at the first round in April, and this will be one of the key topic areas of discussion, and we can hopefully find a substitute for that position as it is quite an important role.

Further to this, we do not have anyone elected for the position of Social Director, and have not had for the last couple of years. The committee has looked after this for the last couple of years with Leigh and Liz Porter looking after the BBQ at each round. This year we have decided to spread the load of running the BBQ throughout the competitors. The money that is raised goes back to the members, so you are supporting yourselves when you buy a hot dog. Please support the committee when you are approached to cook hotdogs on a once off.

The calendar for the year appears to be quite Eastern Creek heavy. This was not the intention when selecting rounds to attend. However, Wakefield Park did not provide many rounds available, and all categories were limited as to what rounds to run, and we all had to make a compromise. I do believe that Formula Vee did fare one of the best of all categories as if you look the breakdown of the season we never run at any track layout more than twice, so hopefully that keeps some variety for the competitors.

Many of us are looking forward to getting a run at Bathurst before the state series kicks off, and let's hope it's an enjoyable year for all.

Dylan

DRIVE A **STOHR** SPORTS RACER!



Supports Formula Vee

FOR ALL FVANSW INFORMATION, SUCH AS;

RULES, PHOTO GALLERIES, VIDEOS, VEE LEGENDS, ALL POINTSCORES

CHECK OUT THE FVANSW WEB SITE AT

fvansw.org.au

WHAT'S COMING UP FOR 2013/2013?

March 29/31	Bathurst R1 Clemenger International Freight Australian Formula Vee Series
April 20/21	SMSP Long Circuit R1 FVANSW State Championship
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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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INCLUDING ROLL BAR PADDING**

OPEN LETTER FROM OUR SCRUTINEERING DIRECTOR - LYALL MOYES

Doing What I Should Have Done

It would be foolish of me to expect you to understand the heading of this report without some background, so, please read on.

At the start of 2012, I pointed out to the Committee of the FVANSW, that, as I was the only person on the Committee that was required to attend every race meeting as part of the terms and conditions of my role on the Committee, I was not prepared to travel to Wakefield Park and pay for meals and accommodation out of my own pocket. I thought that it was bad enough that I was asked to pay \$100.00 membership to join the FVANSW, for the privilege of volunteering my time. Sighting the precedence that was set by an earlier Committee that reimbursed Greg Hepburn an agreed amount when he had to go to each race meeting to mark tyres, I asked to be reimbursed "up to \$100.00" to cover "out of pocket expenses", to which the Committee agreed, albeit very reluctantly.

In 2012, my job allowed me to juggle RDO's to get Fridays off where necessary and I was not required to work Saturdays, so getting to the track as State Technical Director was not an issue, and I attended SMSP events at no cost to the FVANSW.

At the completion of the 2012 season, I felt that I had fulfilled my personal expectations for State Technical Director, so I decided not to seek re-election. After a number of people asked me to re-consider, I decided that I would accept nomination for the position and was re-elected at the 2012 AGM. At the time of the AGM, I was unemployed, so time was freely available. Since then, however, I have a new job that requires me to work Fridays and Saturdays, as a Contractor, (no work, no pay) so my terms of employment are vastly different in 2013 than they were in 2012.

At the first 2013 Committee meeting of the FVANSW, thinking that I would be required at Bathurst to carry out the duties of State Technical Director, I asked to be reimbursed for out of pocket expenses, including loss of income for one day, and was denied. I was not asked to elaborate on costs or reasons, I was just told to "find a replacement" for the weekend. When I was asked if this situation was going to carry on throughout the year, I replied that it probably would.

The upshot of all this is, it has become increasingly apparent to me, that although the Committee of the FVANSW, and myself, might have the same ideals and aspirations for the future of FV, our methods of getting to that point vary immensely. The pressures on people, both time wise and financially, are hugely more intense in 2013 than they were in 1965, and the Committee and I are at loggerheads to agree on this point. The cheapest quote does not always guarantee the best result.

Due to the fact that my work situation has changed since I was re-elected, and the Committee and I fail to agree on certain issues, I am "doing what I should have done" and I have resigned as State Technical Director for NSW, effectively immediately.

I fully intend to stay on as NSW Delegate to the Board of Management, and I will fulfil my responsibilities to the Engine of the Future program.

Thank you all for your assistance and patience with technical inspections in 2012, and I will keep you all abreast of what is happening with the Engine of the Future.

Lyall Moyes



TECHNICALLY SPEAKING



Lyall Moyes

As I have resigned as FVANSW State Technical Director, this will be my last report on technical items, except for those items solely related to the Engine of the Future program. I will hazard a guess and say that most of you have watched the first V8 Supercar race from Adelaide and seen the small technical problems that have arisen from the introduction of the “Car of the Future”. The Formula Vee season hasn’t even started and some issues have arisen with some of the new rules that came into being at 01-01-2013.

CAM FOLLOWERS

A competitor in Western Australia asked if he was allowed to use the cam followers with the “oiling hole” in the centre of contact face. The rule as it stands says, the cam followers must comply with the requirements of “non-genuine parts” except that there are stipulations on weight and head size. As a genuine cam follower does not have an “oiling hole” in the contact face, the answer to the enquiry was “no”. As there was a time factor involved in this instance, and cam followers without the hole could not be procured within this time period, the competitor was given dispensation to use the cam followers with the “oiling hole” and his paperwork was marked accordingly. At the next engine teardown, the correct cam followers will have to be fitted to the engine.

ELECTRONIC MODULE.

When the use of electronic modules was first discussed at National Technical Committee level, I argued that distributors are removed from “authorised parts” and that only Bosch 009 or 050 type distributors be allowed. The basis of my argument was, as any distributor can be used as long as it uses the original drive and the electronic module can be fitted without modification to the distributor, and the electronic modules that are allowed to be used are direct replacements for 009 and 050 type distributors, the easiest way to police the rule is to stipulate that only 009 or 050 type distributors be allowed. I could not get one person on the NTC to agree with me.

There have been enquiries from competitors as to the legality of using Mallory or similar “billet” distributors, and, after discussion at NTC level, all members, bar me, said that it was not allowed. The NTC claimed that the “intent” of the rule was that only 009 or 050 type distributors be allowed. I reminded them of the discussion that took place at a previous NTC meeting when I was the only one that wanted 009 or 050 to be allowed, and now it is turning into a bunfight. Sometimes, a loss becomes a win.

SAFETY CAGE STRUCTURE

You will recall in my last report, that CAMS had changed the ROPS to Safety Cage Structure and the impact that it had on the 50mm helmet clearance rule, due to the “secondary structure” being no more than 250mm forward of the top of the steering wheel rim. I have spoken to CAMS three times about this and they say that they can see the problem and will get back to me. That has not happened yet, but I am still fighting the fight, and I will keep you informed.

1600 “AA” PISTONS

It has come to our attention that the “AA” brand of piston, (for 1600s) do not comply with the rules, as they do not have a steel insert. (Read the piston rule in the Manual). The NTC is working on getting that changed, but for the moment they are non-compliant.

ROLL BAR PADDING

The rule on Roll Bar Padding has really turned into a “can of worms”, with no one knowing exactly what is going to happen at the first race meeting. The people that claim that this is a new rule could not be any more wrong if they tried. The “new rule” has been in the CAMS Manual since at least 2005 that I know of, it just has not been policed. It is not one of the items that would normally be checked by a FV scrutineer, it is a safety item and should be checked by CAMS Scrutineers. I have heard from Qld what the Scrutineers up there are going to do, and I have spoken to CAMS on the subject, and once again, they are going to get back to me. CAMS do understand the difficulty of using the specified padding in the confines of an open wheeler, (its shape makes it difficult to sit properly in the seat) and as I said, they are going to get back to me. One thing that CAMS did say was the 2013 introduction date was to ensure that all categories were on the same page, as previously, not all categories were required to use this padding. I am not going to suggest to you what to do, as my thoughts might contradict the thoughts of CAMS, but in the meantime, I will contact CAMS again and try to resolve the issue.

SEALERS GUIDE

I was given the task of producing a Sealers Video that could be of assistance to all sealers when sealing FV engines. Morgan Freemantle and Col Merz offered to help, and I spent a day in Canberra with both of these boys to start the video production, and then Morgan said that he and Col would finish it. What they have done is produce a book instead of a video, and it has been praised by all that have seen it, and that includes Michael Lloyd, who was so impressed that he is recommending that it replace the current Technical Manual. Many thanks to both Morgan and Col, not only for producing such a great finished product, but also for taking some of the load off me.

ENGINE OF THE FUTURE

As I have reported before, the NSW Sealers Group has been given the task of specifying parts, building and fine tuning the so called “Engine of the Future” to use in FV competition.

The group has had one meeting and we arrived at what we feel is a good specification to start the engine program. We have made suggestions regarding crankshafts, flywheels, cylinder heads and pistons and we also have an interstate University that has an engineering class working on a Fuel Injection system that may be useable. The components listed here are not all that has been suggested, they are the larger items of the engine core. All components of the engine were discussed and suggestion made, and Frank Kleinig has been very busy collecting prices of these components, and at the March Board of Management meeting I will put this information to the Board, and if they agree, we will start purchasing these components and prepare to assemble the engine. We have a time frame that we will try to work to, but its early days and **NOTHING IS SET IN STONE.**

I highlighted the previous sentence to make it very clear that **NOTHING IS SET IN STONE!** We have already had an interstate competitor complaining that it was unfair that he has to buy a new engine for the start of the 201X season. If the engine is ready and signed off for the start of the 201X season, it is envisaged that there will be a change over period of at least X years where both current and new engines will run side by side, so don't get worried, just believe that this engine will do what 1600's did when they took over from 1200's, they saved Formula Vee.

That's enough for now, but I will keep you up to date on the Engine program as events unfold.

Many thanks

Lyall Moyes



CLEMENGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management

**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 - 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.



**FORMULA VEE NSW POLO T-SHIRTS
NOW AVAILABLE \$35 EACH ALL SIZES
(SOME MORE THAN OTHERS).
BE QUICK – ALMOST SOLD OUT!**

**A BIG
THANK YOU!
TO JOHN MCDONALD FOR MC'ING THE FVANSW 2012
AWARDS PRESENTATION NIGHT IN EARLY DECEMBER**



**YOUR JOKES WERE, UM, FUNNY.
A BEER IS IN THE POST!**

News

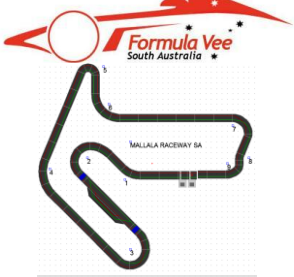






Competition News and Notices



Important Information every member and competitor should know

	<p>As Lyall so eloquently described it in his report, CAMS compliant roll bar padding must be positioned on all parts of the Roll Over Protection System of every Formula Vee for 2013. Our great supporters at Gary's Motorsport Tyres are providing all Formula Vee competitors with the best price around for CAMS compliant roll bar padding. Ring Gary's Motorsport Tyres on 96768655 or get down to 3/13 Penny Place Arndell Park (near Blacktown) before your racing season starts.</p>
	<p>To ensure that every competitor understands the requirements for roll bar padding, look on the CAMS website under Bulletins, and go to B13/013, B13/017, and B13/021. Each of these bulletins is relevant to Roll Bar padding, and is a requirement for all Formula Vees at Bathurst.</p>
	<p>Now that Andy Goodall's Australian Institute of Motorsport has become the FVANSW title sponsor for 2013, under the State Championship Regulations it is compulsory for all entrants to ensure that AIM stickers are placed in prominent locations on your Formula Vee. Dunlop stickers are must also be placed on your car, as well as any other stickers as directed by the Championship Director. The Championship Director determines the acceptability of the location of the stickers. The FVANSW will provide all stickers, but it is still your responsibility to ensure the compliance of your vehicle in this regard.</p>
	<p>Speaking of State Championship Regulations, a copy of the final regulations will be provided to all competitors at the pre-racing drivers briefing for Round 1 of the Australian Institute of Motorsport NSW Formula Vee State Championship at Sydney Motorsport Park in April. The 2013 Regulations will fortunately be almost identical to the 2012 Regulations. Every driver should still make themselves fully familiar with the requirements of the Regulations. Remember, you are responsible for yourself and your Formula Vee being compliant with all the rules.</p>
	<p>Another exciting Formula Vee year begins in NSW at Bathurst at Easter, and hopefully we can continue our excellent 2012 record of such few unsavoury incidents on the circuit, and particularly low amount of damage through collisions. This begins with a good attitude before your squeeze your helmet over your head. Just think - take the lead (figuratively) from the winners, who rarely scrape or spin.</p>
	<p>While on the subject of behaviour by the racing drivers on the circuit, all supporters of our glorious drivers should also think about their comportment off the circuit at all times, particularly in the heat of the moment immediately after races. Its great to be passionate about your driver, but the drivers can look after themselves on and off the circuit.</p>

FORMULA VEE RACING ON RACING TYRES – FROM

<p>Membership renewals are due by 31 Dec</p>	<p>FVANSW membership renewals are due. If you want to earn points in any of the FVANSW's competitions, you must be a financial member of the FVANSW. Contact anyone on the committee (see Contents page 2) for details, or better still, download the membership renewal form from the FVANSW web site at FVANSW.org.au</p>
	<p>Entries are open for Round 2 of the SA Formula Vee championship. The event will be held at Mallala on Saturday the 18th of May 2013. With the last round of the Clemenger Freight Australian Formula vee Series to be held at Mallala in August, this will be a valuable time to get in some practice on the technical Mallala track. Interstaters are eligible for a negotiated amount of travel money for the first 5 entrants that compete in the event. Accommodation can also be arranged with some of the local Vee drivers. Contact the FVASA Secretary, former FVANSW member, Glenn Moulds, at podium52@bigpond.com</p>
	<p>All competitors are reminded that the sealing cards for the engine and gearbox on your Formula Vee must be fully in order at every race meeting throughout the year. Sealing card checks will also take place throughout Round 1 of the Clemenger International Freight Australian Formula Vee Series at Bathurst on the 30th and 31st of March, and any irregularities, including any noted with the engine and gearbox seals, will be dealt with by the Stewards of the meeting in accordance with the CAMS National Competition Rules.</p>
	<p>All entrants and supporters for Round 1 of the Clemenger International Freight Australian Formula Vee Series at Bathurst are reminded that a number of tables have been reserved for an informal dinner and social gathering at the Dudley Hotel, 2 Stewart Street (also the Great Western Highway) West Bathurst, commencing around 6pm. A very special event could take place at the dinner, so don't miss out on what will be a hilarious evening.</p>
	<p>The Formula Vee Association of Australia has a new President after Queenslander Mark Mackay recently raised his hand to accept the position as replacement for the venerable Keith Sharman. Mark has big shoes to fill, but Congratulations and thanks to Mark for his commitment to Formula Vee.</p>
	<p>Control manifolds for 1200cc Formula Vees can now be supplied by genius Formula Vee builder Paul Corcoran (yes, he of Checkmate fame). Paul designed and built all the control manifolds in the late 1990's, and is now the sole supplier. Contact your local association to obtain a manifold.</p>
	<p>One of our fastest drivers, and perhaps most exciting to watch, Mat Pearce, had a setback recently and looks like he cannot compete with us in 2013. We wish you well in your recovery and hope to see you on the racetrack later in the year or in 2014.</p>
	<p>Lyall Moyes resignation as FVANSW Technical Director will leave a hole that will be hugely difficult to fill. Lyall's contribution towards Formula Vee has been unequalled, and his entertaining emails on the committee group will be sadly missed. Thanks for everything Lyall.</p>

YOUR COMMITTEE – ALWAYS HARD AT WORK!

On the second Wednesday of eleven, and sometimes twelve, months of the year, at 7.30PM, the committee of the Formula Vee Association of New South Wales meets at the Ryde Ex-Servicesmans Club on Victoria Road at Top Ryde to manage the business of the Formula Vee Association of New South Wales for the benefit of its members.

This ritual has been going on for nearly 50 years, and throughout that time, hundreds of FVANSW members have contributed their time as a committee person.



**Your hard working committee at work at the march committee meeting.
(All the beer glasses were hurriedly cleared just before this photo was taken)**

At every meeting, our President, Dylan Thomas opens with acceptance of the minutes of the previous committee meeting. The committee then discusses any business that resulting from the minutes before going on to the various reports from each officer. These reports include the technical report, the treasurers report (always the highlight), the competition report. The FVANSW committee has also always prided itself on putting emphasis on its social activities, which for the moment revolves around events at Bathurst and the BBQ's at the race circuits. The meeting then moves onto any general business which may have arisen in the interval since the preceding committee meeting before winding up for the evening sometimes three hours after commencing at 7.30pm.

Contrary to the stereotyped view of volunteer committees, the FVANSW committee meetings are often extremely interesting and enjoyable, with much Formula Vee news and information from all over Australia being discussed.

Many of our hard working committee members have travelled long distances to bring their professional skills and expertise to represent the FVANSW members at the committee meetings each month, including from the far northern beaches and the Central Coast, and from beyond Campbelltown and Katoomba.

The FVANSW Committee, along with the great support of all the FVANSW members, has been instrumental in keeping the FVANSW active and strong for nearly 50 years. CAMS have even stated that the FVANSW is perhaps the best managed affiliated clubs in NSW.

Let's keep supporting the FVANSW committee by contributing your time in any activity if requested.

MORGO AND DANIEL DRIVE AP RACING'S STOHR AT WAKEFIELD



Wings. Slicks. 13,500rpm. Power. Torque. Aero. 6 Speed Sequential Paddle Shift. Not having to change a gearbox... The stuff dreams are made of.

AP Racing generously afforded two drivers from the Formula Vee 2012 State Championship a taste of what a really fast racecar can do. State Champion: Daniel Reynolds - four time NSW State Champion, Two times National Champion, Reigning VIC State Champion, OBE, VC etc. - was clearly out of his league and under pressure. Hard Charger: Morgan Freemantle – also races Vee's – was ready to demonstrate what 25kg of extra down-force can really do.

Wakefield Park has been happy hunting ground for Daniel, and is conveniently close to home for Morgan. On the morning of 31 January 2013 (now known as Christmas Day), the racing gods cleared the sky of the overnight rainclouds. The track was majestic after being freshly manicured during the Christmas break. It was surreal standing in the pits with a view of the whole circuit. Not so much as a whisper in the air – just a faint breeze that didn't rustle even the driest of tumbleweeds. It was like Burt Munro's arrival at the Utah Salt Flats for the first time...

The serenity was interrupted by the AP Racing truck. Chrome wheel nuts reflected sunshine around the paddock as it made its way to garage 14. Within minutes, the gantry extending from the rear of the neatly packed transporter hung an awesome machine. The silver, black and lime green weapon didn't look like it needed a pilot – it was scary enough. In his wisdom, Daniel allowed Morgan to give the car a shakedown. Adam Proctor's reassuring smile and succinct briefing gave some small comfort to the nervous contender. Don't be afraid of the revs, it won't downshift if you have your foot anywhere near the throttle, left paddle changes down, right up, flat shift – you won't need the clutch unless you really stuff up, fuel pumps to full, ignition up – spring loaded, keep an eye on water temp (what's this?), middle pedal is for brakes etc... It was all a blur – he must have looked like he understood a few of the instructions and they let him out – within a minute Morgan was on track. The cockpit was a tight fit, was the driver an unwelcome addition? By turn 2 it was all business.

Acceleration, sharp turn in, grip, power oversteer, phenomenal brakes and the noise – fantastic. Treating it with kid gloves, Morgan only broke into the 1.04's, didn't use the revs, didn't get the aero working but sure had a smile on his face when reluctantly extricated from the machine in the pit garage. The car hadn't been driven yet. Adam encouraged him to 'use the shift lights' next time out ... 'it doesn't get in the power until 10,200...'. Hmm OK, so 9,500 shifting too early – duly noted.

In minutes, Daniel was in the car with a few cushions, a few 'tips' from the previous test driver and a briefing that seemed to be absorbed by a cooler head behind the wheel. Before long he was heading north up pit road. The out lap looked controlled. By turn 10 it looked like Daniel was ready to set a time.

FORMULA VEE RACING ON  RACING TYRES – FROM 

Full revs, flat shift through all six with the crackle after the ignition was cut briefly to mesh the gears. Bang he was on it. 1min flat, 59, 58.9... "At least we know what it can do" was the comment from the pit wall. Several more consistent 59 dead laps were set before returning the pits – obviously the car was warm and Rowdy was at one with it. Wheeling it in rear wing first, the header tank was bubbling as was Daniel's grin. The expectation was that it must be due for an engine swap, brake bleed, rear main seal or something. None of the above required, simply add fuel and go again. The GSXR1000 motor was built for this sort of thing. Tyres were right – they were right from the outset.

Morgan's 2nd session... Full revs, second gear, fish-hook, bogged. Too much power too early – wet infield, red flag flashing lights and Sam with the Wakefield tow truck. On first impressions, it would appear that a Formula 1000, unlike Formula Vee, has very little in common with a VW Beetle. Overcook it and you'll discover that both, when driven into a swamp, float. Morgan also discovered that it takes about the same time to wash. 1.03 was the best he could manage after a brief check-over in pit lane.

Daniels 2nd session was much the same as his first. Consistent 59's with clinical accuracy corner by corner. There was more traffic on the track for this session which put some perspective on how fast this car accelerates, turns and brakes. The relative ease it passed Formula Fords, Vee's and 'specials' was only matched by the Stohr WF1 Sports Car that was also being run on the day. The new owners were running in their fresh engine under the management of AP Racing and were building up to the speed gradually.

Not long after the lunch break Morgan was in for his third and final run. Time to make amends. It came together enough to dip into the 1.01's – this time, Adam's driver training noted, the throttle was held flat through turn 6 & 7 and turn 9. The faster the car went, the more stable it was – magic. If only there were 10 more days of this!

Daniels 3rd run was interrupted on lap 1 when the auto-blip 'black box' refused to cooperate. Not to worry, Bob Hope analysed, visited the correct parts box, and returned with a replacement and the car was back on track within minutes. Again Daniel was in the 59's. Not much more to say!!!

It's a weird feeling leaving the track without a trailer attached to the back of the car, nor having spent an hour packing cars, tools, parts and (in some cases) trophy's.

Morgan and Daniel would like to pass on their thanks to AP Racing: Adam, the two Bobs and Rick for an amazing experience and the support and incentive they've given Formula Vee competitors. It's given them both a day they'll remember and puts F1000 on their radar for the future.

Morgo.



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

INSIDE LINE NEWS AND GOSSIP IN THE FVANSW



Three of Formula Vees greatest and nicest people have been struggling with health issues lately. Leigh Hemmings, David McHenry, and Damon Beck, are not going through the best of times at the moment. Our thoughts are always with you.



Most of us know who Peter Windsor is. F1 journalist, former manager of Williams F1 and Ferrari Grand Prix, and former Sporting Director of the short-lived US F1 Team. But most of us may not know that Peter is not English. Although Peter may have been born in England, he was raised in Sydney, and is an Australian citizen. Better still, Peter is a former Formula Vee driver. When Peter was a few years old, he got the motor racing bug at Warwick Farm, and then as a teenager he worked at the local CAMS office. The rest is history. See a wonderful presentation of Peter's life, including his Formula Vee past, at http://www.youtube.com/watch?v=j1z4_jXLolo



Daniel Reynolds and Morgan Freemantle served their penalties for winning the 2012 State Championship and being the 2012 Hardest Charger respectively by test driving Adam Proctor's AP Racing F1000 at Wakefield Park in January. A full report can be found elsewhere in this issue of Vee News.



Former Formula Vee driver, Jon Collins, has been moving up the motor racing ladder in recent years, moving up to NSW State level Formula Ford, then on to the CAMS Rising Star program, and then found himself in a Formula 3 drive with R-Tek Motorsport for Round 5 of the 2012 Australian Drivers Championship.



The now-annual CAMS Come and Try Day took place in January on the new Sydney Motorsport Park South Circuit, and what a roller coaster ride it was. Two of the greatest Formula Vee drivers of all time, Ray Filetti and Sue Hughes, helped out with coaching duties, and at least one of them succumbed to motion sickness as they coached young Hoons, I mean potential Mark Webbers, around the undulating circuit in their Holden V8 Utes and 1980 BMW 318's.



The rumours abound of a new "hyper" Vee under construction somewhere in NSW. The secret long distance spy shots suggest that the bodywork will be incredibly aerodynamic, while word around the traps is that the suspension design is revolutionary. Should whip the Sabres!



Our very own Formula One accredited journalist, Mat Coch, will again be living it up over the first two rounds of the Formula One World Championship. Mat heads down to Melbourne days before racing starts in search of a scoop, and from Melbourne heads directly to Sepang in Malaysia for the next round one week after Melbourne. What a life! **STOP PRESS – Mat's bonce was seen on international television lurking behind the shoulder of another former FVANSW personality, Peter Windsor (see elsewhere in this Veenews) at the post qualifying "bull ring" F1 drivers interviews.**

	<p>A number of Formula Vee drivers have been racing in high profile race meetings recently, with Ben Porter and Dylan Thomas participating in the Bathurst 12 Hour, while Ben, Lachlan Higgins, Morgan Freemantle, Daniel Reynolds, and Dylan Thomas raced in the Wakefield 300. Ben, driving a Lotus Exige with codriver Andrew McPherson, finished in second place only fifteen seconds behind the winners after 300 kilometres, Lachlan Higgins and dad Mark finished in a fine 9th place, while Dylan and dad Dave, and Morgan and Daniel, unfortunately DNF'ed. A report on the WP300 in the next FVANSW Vee News.</p>
	<p>HSRCA meeting at Wakefield Park on the 24th of February saw our Historic Formula Vee cousins race for the first time in 2013. Nine Historic Vees raced away throughout the weekend, with FVANSW Life member and Legend, David Cutts, leading most of the weekend in his Spectre, although Tony Paynter persistently banged wheels with David to the point of taking out one race. The Historic Vee guys have not forgotten the spirit of motor racing and Formula Vee.</p>
	<p>Due to the heavy workloads in running all aspects of the FVANSW, the Association has engaged Priceless Images to provide photos and a short race report for each of our five state championship rounds in 2013. Riccardo Benvenuti of Priceless Images has generously thrown his support behind the CAMS Motor Race Panel to provide race reports and pictures for all categories. Riccardo is an accomplished photographer, and his work, including many Formula Vee photos, can be seen at his web site.</p>
 	<p>Formula Vee is turning 50 this year in the country of its birth, the USA. A huge celebration of the greatest racing car class in the history of human endeavor is taking place at Roebling Road Raceway in Georgia on April 5-7. Hundreds of Formula vees from the USA, Canada, and other parts of the world are expected to participate in what is certain to be the largest Formula Vee event ever. Formula Vee turns 50 in Australia in 2015.</p>
	<p>Formula Vee racing has got off to a great start around Australia for 2013, with the first open Formula Vee race of the year took place at Mallala on the 16th of February, with 8 Formula Vees hitting the track for the first round of the South Australian State Championship. Robert Surman dominated the weekend in his Stinger, ahead of Susan Quigley in her Stinger, and the FVANSW's Glen Moulds in his Ratchet.</p>
	<p>Meanwhile, the first Victorian round took place on the 10th of March at Winton, with 20 cars filling the grid. The great Mat Stubbs clean-swept the weekend ahead of a grid full of great Victorian drivers, although the FVANSW's own rookie, Ryan Reynolds, taking out third place for the weekend in his first race meeting in his Sabre 02.</p>
<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</p>	



AUSTRALIAN INSTITUTE OF MOTORSPORT SUPPORTS THE 2013 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

Andy Goodall, CEO of the Australian Institute of Motorsport; is proud to announce the Institute's support of the Formula Vee Association of NSW as the naming rights sponsor of the 2013 Australian Institute of Motorsport NSW State Championship.

The Australian Institute of Motorsport offers all forms of training in the motorsport sector, delivering courses from Certificate II in Motorsport all the way through to the Diploma of Motorsport. The program sees the students through the design and fabrication processes of various components, as well as performing diagnostic procedures and data analysis. Not only does the program include the building of the vehicles and their various components, but it also teaches how to perform within a race team environment through track support and teamwork.

“Students learn first-hand how to operate in a motorsport environment and what is really required to be part of a leading racing team.”



The Institute has a fleet of vehicles at various stages of construction, which will compete in the 2013 New South Wales, Victorian, and National championships. As students develop each vehicle the development process can be quite lengthy, however Andy is confident it is now time for the students to showcase their engineering and racing abilities.

The Australian Institute of Motorsport awards a number of scholarship drives each year for its drivers; with the 2013 recipients including; Shaun Trounson, Brett Dickie and Russ Occhipinti. This scholarship program sees its recipients gain a fully expense covered drive. 2013 will see Andy take on testing and mentoring roles, whilst driving at selected rounds.

The Australian Institute of Motorsport is excited to announce this exciting partnership with the Formula Vee Association of NSW, and looks forward to the year ahead.

**THANKS GOES TO ANDY GOODALL AND
THE AUSTRALIAN INSTITUTE OF MOTORSPORT
FOR THEIR SUPPORT IN 2013**

FORMULA VEE RACING ON RACING TYRES – FROM



**2103 AUSTRALIAN INSTITUTE OF MOTORSPORT
CAMS NSW 2013 FORMULA VEE STATE CHAMPIONSHIP
PREVIEW**

The CAMS NSW Formula Vee State Championship, now supported by the Australian Institute of Motorsport, has probably been the most consistently large and competitive Formula Vee competition in the world over the last ten years since the inception of 1600cc engines, ball joint front suspensions, and disc brakes. Our average fields of 1600cc and 1200 cc cars have been no less than 24 for any season in that time, reaching a high of over 30 in 2009, which was the last year of the great Oran Park Raceway.

The ACT's Daniel Reynolds may have clean swept the last three years of the 1600cc NSW Formula Vee State Championship since the demise of Oran Park with his arrogant style, but to demonstrate that his opposition have been far from demoralised, the Formula Vee grids have continued to be good, and many competitors have kept coming back to challenge the other competitors and their own previous best times and results.

For 2013, many of the regular and committed Formula Vee competitors are returning for another crack at the various Formula Vee pointscores, but several new members have also joined this great competition, and all are certain to quickly understand why Formula vee has been thriving for nearly 50 years.

Sutherland Shire's Geoff Bennett has purchased Victorian George Pana's F2K4 Jacer, and based on his performance at the Wakefield Park Come and Try Day last December, Geoff is certain to be a top ten contender very quickly after getting into the 11's by the end of his first day driving a racing car.

Ryan Reynolds not only shares the surname of the reigning 1600 State Champion, but he also shares a pit crew, being the brother of Daniel. Ryan may also be racing a Sabre 02 like Daniel, but this one is painted white and was previously owned by the monstrously competitive Shane Hart. Ryan's early form at the opening round of the Victorian State Championship forebodes danger for his competitors in 2013.



Morgan Freemantle



Garry Hook



Craig Conlon

Horsley Park's Daniel Stein is another newcomer to Formula Vee from karts and based on the careers of great Formula Vee drivers and also former karting juniors Daniel Reynolds, Ben Porter, and Michael Kinsella, amongst many others, Daniel could have the talent to make it to the top in Formula Vee.

FORMULA VEE RACING ON  RACING TYRES – FROM 

Simon Thomsen is also new to Formula Vee, Simon having joined Team Stinger and will be racing Stinger 005 in the 2013 Australian Institute Of Motorsport NSW Formula Vee State Championship, Simon having raced enduro karts. Another newcomer is James Horne who has an extensive karting background which commenced in 2004, and then moved onto Sprinting a Mazda MX5, soon finishing second in the NSW Supersprint Series in his class.

A competitor from the past has returned to Formula Vee after several years racing Stock Cars at speedways around Australia. Windsor's Adam Brook, driver of the well-known Aurora Formula Vee, is returning in his own Aurora Mark 2 which has been over five years in the making (which is a long time, but not a record - Ed). The Aurora Mark 2 is by all accounts is a highly distinctive design, and Adam is bound for good results throughout the year if the reliability record of the Aurora Mark 1 is anything to go by.



Lachlan Higgins



Kent Shepherd



Leigh Porter

Another of the ACT's Formula Vee close-knit fraternity, Brodie Tilbrook (another former karter), is set to return in his Sabre, and Brodie is another who could race at or near the front if he continues to improve on his top ten performances in 2012.

A number of great Formula Vee drivers from recent years are returning for a more concerted effort in 2013, with Kent Shepherd planning a full assault on the State Championship in his self-built Stealth, while the popular Mark Williams will be testing the water, as well as his own driving skills, by entering the first round of the State Championship. Gary Meyers is another who made a welcome, but partial, return in 2012 to regular Formula Vee racing after several years absence, and based on his most recent race at the V8 Supercar meeting Gary is certain to surpass his achievements in his first attempt at Formula Vee competition.



Dylan Thomas



Peter McDonald



Gary Ogden

Many of the regulars will of course return for another great year of racing and excitement, with Bernie Cannon looking good for a possible top placing in the 1200cc State Championship after Stephen Butcher's although Bernie will be contending against the fast improving Peter McDonald in his unique Kestrel Formula Vee, and Geoff Bassingthwaite in his Avanti. Bernie's offspring, Stephen, is also expected to make a return to regular competition in his Mako.

FORMULA VEE RACING ON  RACING TYRES – FROM 

In the 1600 cc class, Corinne Perry and her dedicated technical crew have been hard at work over the break rebuilding and upgrading their engine, and following Corinne's close call in almost winning a State Championship race last year Corrine could be a dark horse in her white Supavee. Garry Hook is also another who is expected to contest a full championship, and perhaps with some encouraged confidence and bravado Garry could more consistently race at the front is he flashingly did in 2012.

Morgan Freemantle, Leigh Porter, and Stephen Gamarra, are three Jacer Mark 1 drivers who always fight for improving positions, while Simon Pace will continue his lead Mako role at the front of the races, while Dylan Thomas is expected to contest at least several of the State Championship rounds in his Stinger when not winning Australian Manufacturers Championship races in his Evo 10.



Rodney French



Steve Wood



Darren Williams

Bruce Perry may have been a 1200cc rookie in 2012, forging his way to race wins during the year, but Bruce has taken the jump up to the open 1600cc class after purchasing the reliable and consistent ASTEC from Morgan Freemantle. Steve Wood and Michael Gale are also expected to fight for wins and top places throughout the 2013 in another year of wheel-bangingly close racing.

One of the highlights of the 2013 Championship will be the impending return of Dean Cavanagh following his frightening Cirque de Soleil act at the start of round 3 of the State Championship last year at Wakefield Park. Dean has the driving talent to win consistently if he can replicate his SMSP pole winning time obtained in 2011 over every racing lap. Meanwhile, we all hope to see Allan Harrison racing with us at Wakefield Park later in the year after he takes on hill climbing and sprinting during 2013 in his Stinger.



Simon Pace



Ben Oldfield



Dean Cavanagh

There are many other FVANSW competitors that will participate to varying degrees in 2013, with Jason Cutts (Jacer), John McDonald (Mako 3), Leigh Porter (Jacer), Gary Ogden (Corsica), Rodney French (Jabiru), Ben Oldfield (Jacer), Stephen Butcher (Stinger), Darren Williams (Jacer), Craig Conlon (Jacer), Ray Filetti (Rayzor), Anthony Cavanagh (Jacer), Anthony Mitchell (Elfin), Tim Brook (LE100), Michael Kinsella (Jacer), and Lachlan Higgins (Sabre), all having showed their usual ominous form at times throughout 2012.

All these competitors will continue to make the Australian Institute of Motorsport 2013 NSW Formula Vee State Championship the biggest and the best Formula Vee competition in the world.



CLEMENGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management

**The Clemenger International Freight
Australian Formula Vee Series 2013
ROUND 1 BATHURST MARCH 29-31
PREVIEW**

A huge field of nearly 40 Formula Vees will return to the greatest racing circuit in the world, Mount Panorama Bathurst, in New South Wales' Central West, for the first round of the Clemenger International Freight Australian Formula Vee Series 2013 over the Easter weekend of March 29-31.

The FVANSW is again looking strong to make up a huge proportion of the near 40 strong field, and our best competitors will be there, including Nationals specialists, Ben Porter in the John Kelcic designed Checkmate and Michael Kinsella in his Jacer.



Mick Kinsella



Ben Porter

Many of the best drivers from other states will also be there, with Daniel Rheinhardt's late entry into the event Victorian front runner set to lift the competition. Victoria will also be represented by Stephen Jones in his Sabre, as well as Matt Stubbs, who is fresh from a clean sweep at the opening round of the Victorian Championship, as well as second place at the 2102 National Titles.

Queensland's best prospect is perhaps Paul Manteit, who is leading the Rapier flag.

A great contingent from Western Australia will also be there, as well as Allan Yeo from Tasmania.

Thanks go to all the interstaters, and that includes the ACT, for their efforts in participating

The remaining two rounds of the Clemenger International Freight Australian Formula Vee Series 2013 are at Sandown 20-21 July and Mallala 17-18 August.

FORMULA VEE RACING ON  RACING TYRES – FROM



FORMULA VEE DRIVER PROFILE – STEPHEN GAMARRA



We first met Stephen Gamarra at the 2011 Come and Try Day at Wakefield Park. A few months later he appeared at the first 2013 round as the new owner of the Tom Ballard Jacer, and what a splash he made! Stephen is a popular guy, and a fast, as well as exciting, Formula Vee racing car driver. We caught up with Stephen recently for a quiet chat.

What is your age? 25

What is your job? Electrician

Why and how did you get into Formula Vee?

Late 2011, I was considering building a Datsun 260Z into a track/targa car. I was also looking into different disciplines such as karts, FF, and came across FV. Surely enough it was right around the time FVANSW held the "Come and Try Day", and by the end of the day I had bought a Vee!

Who is your favourite Formula Vee competitor and why?

It's really hard to pick because I admire certain values from all the drivers in this category. But I would have to say Morgan Fremantle. He could be having every drama under the sun but still be one of the first people to ask me how I went, has been one of my reference points as a human encyclopaedia of vee's and is the only person I know who can change a gearbox between quals and race 1 or during morno's!

Who is your favourite racing car driver of all time and why?

Can't possibly narrow it down to one because I have too many! But the livery on my Jacer was encouraged by Senna while he was with Lotus. Jack Brabham is another great who should be recognised better for his achievements.

What do you like about Formula Vee and why?

It's the community that makes FV what it is and can see the amount of work everyone puts in to have the opportunities to come race. Thanks everyone.

What are your motor racing plans?

Well considering last year was my first year in any form of discipline, I aim to continue in FV and improve before considering another discipline.

What road car do you drive?

My garage consists of a Nissan Navara, a Datsun 1200 ute, a Harley Davidson sportster and the Jacer.- One too many toys!

FORMULA VEE RACING ON  RACING TYRES – FROM 

A PICTURE EVOLUTION OF FORMULA VEE OVER 48 YEARS

As Formula Vee has reached 50 years of age in its homeland of the USA, the Elfin Formula Vee provides us with a perfect example of how a Formula Vee racing car has evolved over the 48 years of existence here in Australia. The Elfin Formula Vee closely followed the wider trends of racing car design in its first three generations, but as the Elfin morphed into the Sabre, it soon became a uniquely designed racing car as the generations continued.

Gary Cooper's first 500 Formula Vee followed the then current "cigar shape" of the Formula One cars and many other racing cars of the day. However, his superb New Generation Formula Vee set the standard for Formula Vee design for the next fifteen years, with its elegant simplicity inspiring many perfect, and some not so perfect, copies.



1966 Elfin 500



1974 Elfin New Generation

Following Cooper's death in 1983, Elfin's new owners, Don Elliott, Tony Edmondson, and John Porter, introduced the smooth Crusader, and this again soon became the standard against which all Formula Vees were compared for many years, including up to recent times.



1987 Elfin Crusader/Sabre 00



1998 Sabre 01



2010 Sabre 02

In the early Nineties, Borland Racing Developments purchased the jigs and moulds for the Crusader from Elfin, and after making various improvements to the chassis and suspension design, the first Sabre was born, although the original Crusader body remained unchanged. The Sabre 00 went on to many success, including in the hands of the great Stewart McColl. In the late Nineties, the VW Performance Centre's entrance into Formula Vee racing in the late Nineties soon directed their enthusiasm to the the Sabre, and in conjunction with BRD, the striking Sabre 01 hit the tracks.

The Sabre 01 proved to be the staple Formula Vee in Victoria for nearly ten years, throughout which time rumours and snippets of information kept spreading about the next Sabre. The gorgeous and sleek Sabre 02 made its debut in 2010 in Victoria with overwhelming results, and in NSW in 2011 with even greater results.

Sleeker, faster. Charles Darwin lives in Formula Vee!

FORMULA VEE RACING ON RACING TYRES – FROM

FRONT SUSPENSION AND BEARINGS**BY CRANKY FRANKY**

Thought I might put a few words together about things noticed while at the track(s) checking & looking at cars being worked on, 1600's, 1200's & historics.

Starting with adjusting front wheel bearings, I would like to offer some thoughts. Firstly, if you don't have the aftermarket clamp type of bearing retainer fitted to the 1200's, get some! If you must persist with the locknut system on the 1200's don't use the lockwasher! The washers between the outer bearing & nuts must be smooth on both sides & the threads & retainers must be free running. Tighten as firmly as possible by hand, tighten the retainer clamp hexagon headed bolt, or locknut on the 2 nut system holding the inner nut. Test by using a wide bladed screwdriver moving the washer from side to side.

The washer should be able to be moved by hand (feeling firm) not loose. When the bearings have been adjusted, with the wheel bolted on, check for movement pushing the top & bottom of the tyre. If there is movement detected, have a look for link pin/ball joint play.

If you're happy there is not a problem with bearings, link pin or ball joints, but there is still movement, then I would suggest checking the inner bearings of the upper & lower control arms. I have seen over adjusting of wheel bearings & link pins to overcome or even minimise play in the front suspension.

If you are having a real hard time adjusting the wheel bearings, the stub axle (spindle) may be bent. Another problem could be the inner part of the wheel bearing could be loose on the stub (spindle).

The worn inner bearings of the control arms being worn often give the front wheels a real "positive" camber look in photos in a cornering shot.

Also accounts for mysterious shuddering that is present. It is very important to be aware that the upper & lower ball joints on the 1600's must be fitted with the index marks lined up. If you don't know or can't find the marks, ask someone.

Don't guess!!

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>

FORMULA VEE RACING ON



RACING TYRES – FROM



V8 SUPERCARS COME TO SYDNEY MOTORSPORT PARK

A number of Formula Vee drivers and supporters made their way to Sydney Motorsport Park on the 16th of February to see the first track test and the unveiling of many of the new Car of The Future V8 Supercars.

The highlights were the high revving sound of the AMG Mercedes engines with their flat-plane crankshafts, the old fashioned deep burble of the Nissan Patrols (sorry, Altima's), as well as their the unusual ability to hang their rear wheels out – not bad for a front wheel drive car!



Whincup in a Red Bull car (and a Monster cap)



Rick Kelly in aRWD Nissan?



Tander in the classy HRT



Winterbottom's "Ford" in crazy paint scheme



Maro Engel in the Mercedes, erm, no, AMG



Moffat in the "lovely" RWD Nissan

FORMULA VEE RACING ON RACING TYRES – FROM

TOP GEAR FESTIVAL SYDNEY MOTORSPORT PARK

The Top Gear Festival at Sydney Motorsport Park in early March was a Mecca for motorsport enthusiasts, but the highlight was no doubt Mark Webber driving his RB8 Red Bull in an attempt to break the fastest lap ever recorded around the circuit. By Sunday afternoon, a new fastest recorded time around SMSP of 1.13.6 was in the history books.



Mark Webber in the RB8 exiting Turn 2 before its huge acceleration to Turn 4

1980 World F1 Champ Alan Jones also ran a few laps in his 1980 World Championship winning FW07B, while Formula Vee and Touring Car great, Colin Bond, also lapped his famous 1977 Bathurst winning (well, it should have won) Falcon Superbird Coupe.



1980 F1 World Champion, Alan Jones



The RB8 Close Up

The sight, sound, and speed, particularly the acceleration, of the Williams and the Red Bull certainly are a great reminder of why open wheel racing cars are so exciting.

FORMULA VEES SALE



For Sale (NSW) - LE 100 ELFIN/SPECTRE COPY

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



FOR LEASE

Clem Fama has his beautiful Jacer for lease. Contact Clem on 0297723886 or 0412964221

NEXT RACE - ROUND 1



CLEMENGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management

AUSTRALIAN FORMULA VEE SERIES

Bathurst 31st March

**DINNER AT THE DUDLEY ON SATURDAY EVENING
BE THERE TO SUPPORT YOUR CATEGORY!**