

THE 2013 STATE CHAMPIONS WIN THEIR AWARDS

Inside this edition of the FVANSW Veemag

- **Johnny Mac's First Presidents Report and Gary Ogden's first Board Report**
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- **The Latest FVANSW Legend – Sepsen Butcher**
- **Around Australia in Formula Vee**
- **Feature - New Formula Vees Hit the Track**

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
Edan Fleming Mob 0412477437
Nathan Sansom Mob 0405018433

FVAA Sealers Central Coast

Greg Douglass Mob 0402237507
Phil Lewis BH

FVAA Sealers ACT

Morgo Mob 0431695569
Col Merz Mob 04123162

NO engine or gearbox may be sealed by the same sealer twice in a row. A copy of the sealing sheet and sealing cards must be with the car log book and produced on demand. The Sealers are Judges of Fact. Their measurements are final. Sealing fees apply.

2014 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0417473761	Committee	Simon Pace	0408471200
Secretary	Bernie Cannon	0408214080	Committee	Ray Filetti	0404078636
Treasurer	Leigh Porter	0417439390	Committee	Dylan Thomas	0431822997
Tech Director	Morgan Freemantle	0431695569	FVAA Board Member	Gary Ogden	0415465808
Comp Secretary	Simon Thomsen	0433810225	CAMS MRP Rep	Ray Filetti	0404078636

Committee meetings occurs on the second Wednesday of every month at the Ryde Ex Servicemen's Club

2014 NSW RACING CALENDAR

March 29/30	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
March 29/30	Wakefield Park R1 FVANSW Club Pointscore
April 26/27	Wakefield Park AASA R2 FVANSW Club Pointscore
May 17/18	SMSP Brabham R2 AIM CAMS NSW Formula Vee State Championship
May 17/18	SMSP Brabham R3 FVANSW Club Pointscore
June 21/22	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 21/22	SMSP GP R4 FVANSW Club Pointscore
July 26/27	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
July 26/27	SMSP GP R5 FVANSW Club Pointscore
August 16/17	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 16/17	Wakefield Park R6 FVANSW Club Pointscore
Sep 20/21	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 20/21	Wakefield Park R7 FVANSW Club Pointscore

POINTSORE 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 2013.

Division Two – As above for Division Two drivers only for ALL races throughout 2013.

The Pointscore system is voted on at the Annual General Meeting

FORMULA VEE RACING ON RACING TYRES – FROM

FVANSW PRESIDENT'S REPORT



By John McDonald

Welcome to 2014. See what can happen when not enough members turn up to the AGM, someone like me ends up as President! Let this be a lesson for this year...

I can't start my inaugural report without acknowledging the work that my predecessor Dylan Thomas, President for the last three years, has put in. As a bystander it has seemed like smooth sailing, new initiatives, successful seasons, no mutiny, it must be easy! I am sure I am in for a shock. Thankfully, I am still surrounded with a wealth of experience in the Committee with Dylan, Gary Ogden, Ray Filetti, Morgan Freemantle, Bernie Cannon, Simon Pace and of course Leigh Porter. I am sure they will be able to guide me along in these early days. I would also like to welcome Simon Thomson to the committee in the role as Competition Secretary. New skills and enthusiasm can never be underrated.

Congratulations must also go out to our latest champions. Tim Brook muscled his way into the State 1600 crown, proving that nice guys don't always come last and Simon Thomsen proving the best of the 1200's. Dylan Thomas won the 1600 Club Championship, with Bernie Cannon sneaking home in the 1200's and Ryan Reynolds taking home the Division 2 crown.

I suppose for the benefit of some of our newer members I should introduce myself due to my less than stellar attendance record of late. I have been a part of the Formula Vee family since 2005. After purchasing the championship leading Mako mid-year, I had the benefit of learning the ropes helping Ben (and Leigh) Porter at the track awaiting transfer of the car at the end of the season. My second race was at the Nationals at Oran Park celebrating FVee's 40th anniversary, a memorable event for all of those who competed. I wish however I could complete this story with a list of wins and achievements. Hopefully they are yet to come! (please). Unfortunately, I am probably best remembered for my many spectacular finishes. (I point you to my member profile photo on the website)

What can you expect from me this year? What I can say is that I'm not a Dylan, a Ray, a Chivo or any of our other past Presidents. I make no excuses about the way I do things, but even with the guidance of those in the committee you may notice a difference. Either way we are in for a big year.

One thing I want to investigate is the reduction in the size of our fields, is there more to it than just a tightening in our country's financial climate? We are certainly not suffering from the 'Vettel effect' with one driver dominating the wins. The 2013 championship was a very tight affair with wins in the 1600's spread across Ryan Reynolds, Darren Williams, Dylan Thomas, Gary Ogden, Simon Pace and of course our champion Tim Brook. Numbers in the 1200's didn't allow for such diversity but you can be sure that each race was a hard fought win!

Family and work commitments will always get in the way of a race weekend. Certainly this has been the case for me over the past season. But is there more to it? Is there something in our club, category or even our sport that needs to be worked on? We all chose Formula Vee for a reason, I am interested to find out if that has changed, especially from those members who haven't made it on the track for a while.

Please, if you feel strongly about something, even if it is an idea that has been dismissed before, send me an email (president@fvansw.asn.au) or speak to me at the track.



CLEMENGER INTERNATIONAL FREIGHT
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NEVER FORGOTTEN

So roll on the 2014 season as we welcome new drivers, new cars – with two brand new designs mixing it with us this year and maybe some existing drivers stepping on the podium for the first time.

I look forward to seeing you around the track.

John McDonald



ASSOCIATION OF NEW SOUTH WALES INC.
PO Box 7690 Norwest BC Baulkham Hills 2153

THE MEMBERS OF THE FORMULA VEE ASSOCIATION OF NEW SOUTH WALES ELECTS A NEW COMMITTEE FOR 2014

The membership of the Formula Vee Association of NSW voted in a new committee at the 2013 Annual General Meeting held at the Ryde Ex Servicemans Club last November. A number of the incumbent committee members decided not to accept nominations for the same positions, and a number of new The 2013 FVANSW Committee would like to sincerely thank Garry Hook and Lyall Moyes for their efforts in 2013. Please support your committee with your time and efforts throughout 2014.

PRESIDENT	John McDonald
VICE PRESIDENT	Gary Ogden
SECRETARY	Bernie Cannon
TREASURER	Leigh Porter
SCRUTINEERING DIRECTOR	Morgan Freemantle
COMPETITION SECRETARY	Simon Thomsen
GENERAL COMMITTEE	Dylan Thomas
GENERAL COMMITTEE	Simon Pace
GENERAL COMMITTEE	Ray Filetti
SOCIAL SECRETARY	Liz Porter
FVANSW REP TO THE FVAA BOARD	Gary Ogden
FVANSW REP TO THE MRP	Ray Filetti

FOR ALL FVANSW INFORMATION, SUCH AS;
RULES, PHOTO GALLERIES, VIDEOS, ALL POINTSCORES
CHECK OUT THE **NEW** FVANSW WEB SITE AT

FVANSW.ASN.AU



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WHAT'S COMING UP ACROSS AUSTRALIA FOR 2014

March 4	General Members Meeting SMSP The Garage 7.30 pm
March 29/30	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
March 29/30	Wakefield Park R1 FVANSW Club Pointscore
April 26/27	Wakefield Park AASA R2 FVANSW Club Pointscore
May 17/18	SMSP Brabham R2 AIM CAMS NSW Formula Vee State Championship
May 17/18	SMSP Brabham R3 FVANSW Club Pointscore
May 31/June 1	Mallala R1 Clemenger International Freight Australian Formula Vee Series
June 21/22	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 21/22	SMSP GP R4 FVANSW Club Pointscore
June 21/22	SMSP GP R2 Clemenger International Freight Australian Formula Vee Series
July 26/27	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
July 26/27	SMSP GP R5 FVANSW Club Pointscore
August 16/17	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 16/17	Wakefield Park R6 FVANSW Club Pointscore
Sep 20/21	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 20/21	Wakefield Park R7 FVANSW Club Pointscore
Oct 4/5	Phillip Island R3 Clemenger International Freight Australian Formula Vee Series
November 26	Ryde Club FVANSW 2014 Annual General Meeting
November 29	CAMS 2014 Awards Night
December 6	Ryde Club 2014 FVANSW Awards Presentation Night
December 6	Homebush 400 Formula Vee Demonstration

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

NOTE – THE CLEMENGER INTERNATIONAL FREIGHT AUSTRALIAN SERIES DATES ARE CONFIRMED

NOTE – THE FVAA NATIONAL TITLES ARE TO BE HELD IN VICTORIA, BUT A DATE IS YET TO BE CONFIRMED

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2014 CAMS NSW FORMULA VEE SIX ROUND STATE CHAMPIONSHIP CALENDAR

ROUND	DATE	CIRCUIT	
1	March 29/30		Wakefield Park 
2	May 17/18		SMSP Brabham 
3	June 21/22		SMSP GP 
4	July 26/27		SMSP GP 
5	Aug 16/17		Wakefield Park 
6	Sep 20/21		Wakefield Park 

Non Championship race meetings in NSW for 2014 will be confirmed over the next few months.

FVAA NATIONAL BOARD REPORT By Gary Ogden

Dear FVANSW Members,

For those who may not know, Lyall Moyes has stepped down from the position of NSW Delegate to the FVAA Board of Management. On behalf of FVANSW, I will take this opportunity to thank Lyall for his service to our association while he was in this position. He has represented NSW extremely well, fighting to progress and improve what we all enjoy, and that is go Formula Vee racing.

At our recent November 2013 FVANSW AGM, I was elected to replace Lyall as our new 2014 NSW Delegate to the FVAA BOM. Lyall wasted no time in the hand over introducing me at the December FVAA BOM meeting.

As I come up to speed with all FVAA BOM matters, there are a few items that I should update you all on:

- 1) Engine of the Future (EOTF) – for those who have been keeping pace with EOFT, it was agreed at the BOM several years ago to purchase new engine components, assemble an EOTF, and then perform testing. A few reasons for doing this was to improve component availability, look at new technologies, improve engine reliability & longevity, and help our back pocket with better engine pricing. The project has hit some roadblocks along the way, and has fallen behind scheduled.

The good news to report is that many of the items that were first added to this project have already been homologated and included into our current day rules (eg. Cam followers, electronic replacement point set, conrods) and other parts have been sourced to improved part availability (eg. 1600 cylinder heads). One item that has been accessed and ruled out due to cost is fuel injection (see separate report produced for the FVAA). The remaining items that make up EOTF include forged pistons, a heavier counter-weight crankshaft and a lighter flywheel.

At the last December BOM meeting, before making a decision to include the forged pistons, counter-weight crankshaft and flywheel into our current rules, the BOM wants to see ‘dyno-testing’ results of these new components. This data will be compared against current engine spec data to determine any level of performance change. Once the testing is completed (estimated early 2014) and data analysed, the NTC / BOM will determine an implementation strategy to ensure a level of parity remains – watch this space.....

- 2) Sealing Card System – The BOM continues to look at ways to improve our current Sealing Card System. The BOM is reviewing this matter in early 2014 – again watch this space.....

So stay tuned for more updates. If you have any questions or matters you want addressed, please make contact with someone on our FVANSW committee or make direct contact with me.

Gary Ogden



MAT COCH

LIFE, THE UNIVERSE, AND MOTOR RACING



Mat Coch started his motor racing journalism career writing race reports for the FVANSW in 2007. A few short years later he found himself in the Scuderia Ferrari hospitality tent sipping champagne and watching the sun set over the Arabian Sea at the Abu Dhabi GP. Mat is now lead F1 features writer for Pitpass.com, and has written for the Sydney Morning Herald and other major media outlets. Mat now brings his insights into the entire world of motorsport to the FVANSW Vee Mag. In this edition of Mat's LTUAMR, Mat talks about what life is like for a Formula One journalist at a typical Formula One race weekend.

There is more to a Grand Prix weekend than just what we see on television. For the drivers and teams it is a hectic few days filled with meetings, appearances, track time and dealing with the pesky media. From Thursday to Sunday there is no rest. It's the same in the media room as hungry journalists work to file their stories and gather content for use later; it's not beer and skittles by a long stretch.

For journalists the real action begins on Thursday afternoon, though many will arrive a day or two ahead of time and work from the circuit on the Wednesday. When on the road any desk is a good one, and any internet connection should be taken advantage of. Even the time spent in transit is important in the build up to a race weekend as teams announce late breaking news, especially as the year draws to a close and the drivers market begins to take shape. Strolling in to the circuit on Thursday morning, to the frustration of fans restricted to peering through the fence, the first order of the day for most is to plan the weekend ahead. Each and every team has a series of set press calls at the end of each day, so journalists must decide early who is important and who can be missed, because invariably there will be clashes. Often that means the smaller teams simply don't get a look in; if given the choice between hearing what Max Chilton has to say versus Fernando Alonso the choice pretty much makes itself. But there are exceptions – drivers who one would not otherwise take as a first pick may be of interest for an article they're working on. It's a balancing act, and one that is forever changing as events on track influence who the press is interested in.

On Thursday it's fairly relaxed. The drivers will arrive and walk the track with engineers before having some preliminary engineering meetings. They'll then speak to the press, usually about how they feel the weekend will pan out but also on topics away from the track. It's also on Thursday that television crews will record a lot of their interviews, especially those that aren't time critical. Magazine and newspaper journalists also get their chance for an exclusive interview or two, if organised with the team in advance, and with a PR rep hovering over their shoulder. Thursday is also a chance to catch up with others; contacts in the paddock, mates in other categories, or chew the fat with other journalists. It's not unusual to walk through a more or less empty paddock to see small groups chatting quietly among themselves.

By the time the media sessions are done it's well in to the evening; those on a salary will head off having filed their copy for the day while freelancers will continue churning out work for hours – it's not uncommon for a journalist to be tapping away well in to the early hours. And what doesn't get done on Thursday carries over to Friday as recordings from the media sessions are transcribed and written in to articles to fill websites and newspaper columns. By the time that's done opening practice is about to start, so for the first time all weekend attention is focussed on track.

There is a lull in proceedings between first and second practice, immediately after which drivers will give television interviews at the back of their garage. It's not uncommon for a scrum of media types to crush one another as they seek to record whatever words of wisdom are shared, before running next door to get the next driver. Later on the FIA holds its team principals press conference, which is often a good chance to ask questions relating to the sports future, financial or political positions. When the media circus is finished writers will once again retire to their keyboards to slave away for another few hours before finally heading back to a cheap motel in a bad part of town.

Qualifying day is a little different. There are more organised media calls after the qualifying session, particularly at McLaren which hosts a 'Meet the Team' session which has both drivers and senior team personnel. Red Bull and Ferrari will always draw large crowds, the latter running media calls in Italian, English, Spanish and Portuguese (at least with Felipe Massa). Red Bull does not bother itself and instead has one session which turns in to a free-for-all with eager journalists yelling over the top of one another to have their question asked. Once again as Saturday night approaches the worlds press will be at work typing their stories in to the wee-hours. Race day is different. The paddock is noticeably busier with the rich and famous, not to mention the paddock club and hangers on. It swells noticeably as race time approaches, though during the race itself the paddock is almost empty bar the odd driver skulking back to the pits having abandoned his car on track.

But the moment the chequered flag is shown pandemonium ensues. Some sectors of the media will head in to the post-race press conference, which immediately follows the television interviews (you can often still smell them drenched in champagne), while others will head to the bull pen. After the race all drivers must head to a cordoned off area designed for television and radio media but which the worlds press descend on to grab a snippet of comment about the race from as many drivers as possible. While that is happening up and down the paddock teams are desperately trying not to run over the rich and famous with forklifts as they break their garages down. The cars are still in parc ferme but the teams have already pulled down the prat perch, advertising hoardings and packed away their tyre warmers. What earlier in the weekend seemed a rather generous space suddenly feels rather cramped.

And then as night begins to fall a journalists work truly begins when they are tasked with making sense of the race. They've heard from the leading protagonists, with any luck, and scored a few interviews by ambushing anyone who is anyone as they scurry around immediately after the race. Where on previous nights the room would be emptying out by midnight on Sunday it is noticeably busier – those who have ducked off presumably on an early (read: cheap) flight home rather than paying another nights worth of accommodation. A grand prix weekend is a frantic period during which many will suffer sleep deprivation, work too much, forget to eat, and stick their elbows in to their colleagues in the quest for a story. All the while a journalist is managing their workload; working out which question to ask, finding an angle for a story, and deciding what can be covered now and what would be better left for later.

But the job doesn't stop once the circus moves on to the next circuit. In Formula One there is always something happening, and with it being such a global circus stories can break at any time so any self-respecting hack is always ready to tap out an article at a moment's notice. For example I was at an engagement party when an email appeared in my inbox, a contact offering me some information following the Monaco Grand Prix a week or so earlier. Red Bull would be forced to change its car, the email told me, and that holes it had cut in the floor ahead of the wheels were actually illegal. Some frantic Googling later I realised the story hadn't been covered, handing me a scoop. Immediately I found a computer and began to write, and less than an hour after seeing the email, Pitpass had the scoop. Mark Webber's Monaco winning Red Bull would have to be changed for Monaco after the FIA ruled the holes it cut in the floor were not legal for the remainder of the season.

Having strong, reliable and trustworthy contacts is a critical part of being a journalist. Simply covering the day to day is all well and good, it's the bread and butter, but breaking a story is the ultimate goal for any writer.

In that respect the difference between Formula One and Formula Vee is not that great. The interest in Formula One is far greater, but it remains that to write well one must understand the subject and have trusted contacts willing to share perhaps more than they should. It puts the media in a unique position of knowing the full story, often from multiple angles, and it is then its responsibility to produce accurate and unbiased commentary on current events. It makes for a high pressure environment with no room for error, especially at the hands of knowledgeable readers and competing writers with an axe to grind, but it'd be no fun any other way.

Mat



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The Clemenger International Freight Formula Vee Australian Series is GO for 2014!



Round 1 May 31/June 1 - Mallala

Round 2 June 21/22 - SMSP GP

Round 3 October 4/5 - Phillip Island

The Clemenger International Freight Australian Formula Vee Series is the ideal way to learn how to race against the best prepared Formula Vees and drivers at National level, and meet your Formula Vee mates from across Australia.

Contact the FVANSW for any detailed information.



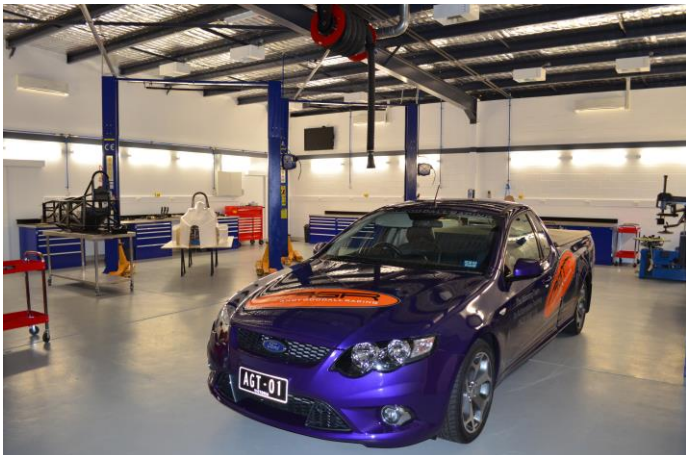
THE AUSTRALIAN INSTITUTE OF MOTORSPORT CONTINUES THEIR SUPPORT OF THE FORMULA VEE ASSOCIATION OF NSW INTO THE 2014 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

Andy Goodall, CEO of The Australian Institute of Motorsport, announced at the 2013 FVANSW Presentation and Awards Night on December 6 2013 that The Australian Institute of Motorsport will be continuing their support of the Formula Vee Association of NSW as the naming rights sponsor of the 2014 Australian Institute of Motorsport CAMS NSW Formula Vee State Championship.

In 2013, The Australian Institute of Motorsport support significantly contributed to the advancement of Formula Vee activities, and the ongoing support by The Australian Institute of Motorsport will assure that Formula Vee continues to thrive in NSW throughout 2014 and beyond.

The 2014 Australian Institute of Motorsport CAMS NSW Formula Vee State Championship will be run over six rounds, being;

Round 1	March 29/30	Wakefield Park
Round 2	May 17/18	SMSP Brabham
Round 3	June 21/22	SMSP GP
Round 4	July 26/27	SMSP GP
Round 5	Aug 16/17	Wakefield Park
Round 6	Sep 20/21	Wakefield Park



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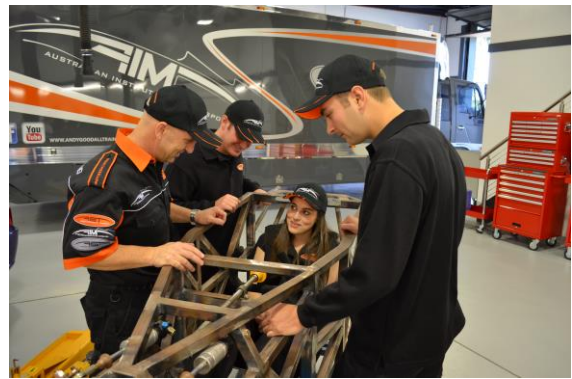


WHO IS THE **FIM** AUSTRALIAN INSTITUTE OF MOTORSPORT ?

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 of Australian Motorsport designs, maintains, and constructs a fleet of racing vehicles of various classes from entry level racing cars to high horsepower Touring Cars. The Australian Institute of Motorsport is specialising in the design and construction of its own “Supavee” Formula Vee, which will compete in the 2014 New South Wales, Victorian, and National championships.

As students develop each vehicle, the development process can be quite long, although Andy is confident it is now time for the students to showcase their engineering and racing abilities.



Hands on training at the Australian Institute of Motorsport



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM





The Australian Institute of Motorsport awards a number of scholarship drives each year for its drivers. This scholarship program sees its recipients gain full expense covered race drives. 2014 will see Andy take on testing and mentoring roles, whilst driving at selected race meetings around Australia. The lucky scholarship drivers for 2014 will be announced soon.



The Australian Institute of Motorsport engineers all categories of racing cars

The Australian Institute of Motorsport is located at 6/17 Malvern Street, Bayswater, Victoria 3153, and can be contacted on;

Phone: 0397227107 **International:** +61397227107 **Email:** andy@andygoodalltraining.com.au

THANKS GOES TO ANDY GOODALL AND THE



FOR THEIR SUPPORT IN 2014



AUSTRALIAN INSTITUTE OF MOTORSPORT

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RACING TYRES – FROM



News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know

A Start Of Year General Members Meeting will take place at The Garage at SMP on March 4. Starting at 7.30PM, a regular General Meeting will be followed by a forum where all members can raise issues. Food and drinks will be available at the bar throughout the evening. Don't miss it.



Check your Stub Axles for cracks..... Daniel Kleinig has been preparing some Formula Vee cars recently and has discovered cracks on **BALL JOINT** stub-axles on both the left and right side of the car. So as a warning, check your car for possible cracks, and take action to replace your stub axles if required. Both new and second hand stub axles are readily available.



Sydney Motorsport Park reached a milestone in November when two competition events took place at the one time, consummating the objective of the multi million dollar upgrade that has taken two years to complete. While the final round of the 2013 CAMS NSW Australian Institute of Motorsport State Championships were taking place on the North circuit, which included the final round of the 2013 AIM Formula vee State Championship, the Sprite Car Club ran one of its sprint events on the South circuit.



The Formula Vee National Series looks like it will be on again for 2014. Dates are provisional only at this time, and will again include three rounds in three different states as in previous years. See elsewhere in this Veemag for the latest information.



James Hoare started his real motor racing career at the beginning of 2013 in Formula Vee after many years in karts. By the end of 2013 he finished a fine ninth in the Australian Institute of Motorsport CAMS NSW Formula Vee State Championship, even after missing one round due to Uni exams. But he did so without bumping wheels with any other competitors at any time throughout the year. That's two great achievements, and a lesson in smart driving to all drivers.



At last! A new racing circuit is about open in the Sydney Metropolitan Area. Luddenham Raceway in Sydney's south western districts now has full local council approval, and is set to open on the 1st of August this year. Bookings are being taken now for track days. They even have a web site! <http://www.luddenhamraceway.com/> The FVANSW Committee will keep you fully informed on all details of the new circuit over the next few months.



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News

COMPETITION NEWS AND NOTICES

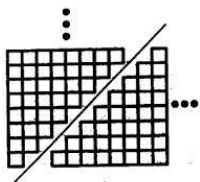


Important Information every member and competitor should know



While recently rebuilding a Formula Vee, it was found that the crush washers for the banjo fittings on the brake lines and clutch lines were wrongly installed – some were missing, and some were doubled up. All were old and visibly crushed. The crush washers are theoretically meant to be tightened once only. Please check that you have all the washers throughout your hydraulic systems correctly installed, and keep a pack of spare washers in your spare parts kit. The FVANSW will be scrutineering these washers during the year.

Following events at one race meeting last year, and subsequent discussions with senior CAMS and ARDC officials, “crash damage” is no longer an allowable excuse for allowing any cars with nose cones or side pods, or anything else that is scraping on the ground when entering parc ferme, to be given discretion and allowed through at ride height checks. Any such cars must be reported to the Chief Scrutineer, and subsequently dealt with by the clerk of the course and the Stewards. The fact of crash damage will of course be considered during the hearing. The FVANSW is working with CAMS to develop clear guidelines on the resulting actions when crash damage has been proven to cause a contravention of the ride height in post-race scrutineering. Of course, it is expected that no penalty would be applied.



The CAMS NSW State Executive have approved the 2014 Formula Vee State Championship regulations. There are a number of new changes made to this year’s regulations, and copies will be forwarded soon to all members. However, the biggest change is the approval and adoption of split grids for 1600 cars and 1200 cars. In effect, all 1200 cars will grid up behind the last 1600 car for all races. Some consideration will be given by the Clerk of the Course under particular circumstances. Details to follow.

Anyone who has been a regular reader of the FVANSW Veemag over the years would be aware that the preparation of cars has been a continual message. In particular, a rusty exhaust system looks terrible, and reflects on the entire category. So don’t allow your valuable exhaust system to rust away. A new custom-engineered hand-built exhaust system can cost upwards of \$1,000. Like any investment, it needs to be carefully maintained and protected. You can get it chrome or ceramic plated, or you can paint it regularly, which doesn’t take much time. If you do paint it, use only the VHT 1400F ultra high temperature paint, and carefully follow the instructions. To encourage good looking exhausts, there could soon be an award for the best exhaust system at the end of the year.



INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

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

The world's greatest Formula Vee treasurer, Leigh Porter, was honoured by his peers in the FVANSW committee at the 2013 Formula Vee Association of New South Wales Presentation Night by being awarded a Life Membership. Leigh first came to Formula Vee as Ben's dad in late 1999, but within a few months, Leigh purchased his own Jacer Formula Vee, and has been a regular competitor ever since, well, at least until the unfortunate incident at Bathurst in March. But Leigh's greatest contribution has been to the professional management of the FVANSW over many years as Treasurer, and more recently, for the FVAA as well. While this alone makes Leigh a worthy Life Member, Leigh's duties as Australian Series Category Manager for several years now is something that all Formula Vee supporters around Australia should appreciate. Congratulations to Leigh.



Former FVANSW President and leading Formula Vee and Australian Manufacturers Championship driver, Dylan Thomas, will be driving one of the Marc GTC Focus V8s in the upcoming international Liqui Moly Bathurst 12 Hour GT race. Dylan will be supported CXC by Global. Also in the 12 Hour is former Formula vee National Titles winner and current Clemenger International Freight Australian Formula Vee Series Champion, Ben Porter, who will be driving with Andrew Macpherson in Andrew's Porsche 911 GT3 Cup S with number 51. The Liqui Moly Bathurst 12 Hour runs from 6.15am to 6.15pm on Sunday 9 February. The full event will be streamed live over the Internet at www.bathurst12hour.com.au The last 3 hours will be broadcast live, free-to-air, on SBS. So be at the track or watch it live on SBS and support your Formula Vee mates.



The question of the month is – who is going to drive a certain sky blue coloured Jacer in the 2014 NSW Australian Institute of Motorsport Formula Vee State Championship? Or is Dame Nellie Melba returning?

One of FVANSW's most loved competitors, Clem Fama, has decided to retire from Formula Vee after finally selling his great Jacer. Clem has won races, and has starred on the occasional nationally televised race on SBS. One consolation is that Clem's car will be back on the track in the hands of a rookie-racer named Gary Sparke. Thanks for the memories Clem, and good luck to Gary.



INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

Speaking of Ben Porter, Ben competed with Andrew Mcpherson in Andrew's Porsche in the inaugural Highlands Park 101 Endurance race in early November last year. The Highlands Park circuit in New Zealand was built by VIP Pet Foods king, Tony Quinn, and is perhaps the most picturesque racetrack in the world, Ben and Andrew qualified twelfth, and finished eleventh.



Speaking of Dylan, congratulations to Suzy Thomas and Dylan on the arrival of their third child, Tahlia Elise Thomas, in December. Dylan will have to buy a bigger helmet so he can have Dahlia's face painted on it like he has for Carter and Zoe.



While on the baby front, the population of the world has also just increased by one more. FVANSW driver, Geoff Bennett's wife, Julie, gave birth to Ryan Geoff Bennett is a father for the second time Ryan Alexander Bennett on the 5th of February. Ryan was 3.135 kg, and 49 cm long. Both are doing the proverbially well. Congratulations to Ryan and Julie.



Mick Kinsella could be running the first round of the 2014 Australian Institute of Motorsport CAMS NSW State Championship. It will be great to have one of our greatest local drivers back racing with us at State level again.



Matthew Bode, a top campaigner in NSW Formula Ford last year has come on board for the season in a CXC Stinger chassis under the guidance of Dylan Thomas



Speaking of Dylan, Dylan will not be entering the full 2014 Australian Institute of Motorsport CAMS NSW State Championship due to a clash with his AMC Rounds

It looks like sixteen year old Jacob Andrews could be running in some rounds in another CXC Stinger chassis after Jacob won the Subaru Kart series last year.



Former Triple State Champion, Daniel Reynolds, and his fellow Canberrian, Morgan Freemantle, are going to attempt to finish the Wakefield 300 on the 2nd of March in Daniel's Mazda MX5.

Canberrian Formula Vee Mafia Boss, Col Merz, should have his barn find Jacer (ex- Glen Gilbert and Adrian Swaffield's) Jacer back on the track by mid-year. Probably see him at Astor meetings.

Dean O'Neal is planning a comeback with his 1200 converted to 1600 sometime this year.

Simon Duffy is making (at least planning) to make a return in the ex-Richard Nairn 2010 Jacer that Simon purchased last year.

INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

The CAMS 2013 Motor Sport Awards was held at Rydges Hotel on Conrod Straight at Mount Panorama on the 30th of November. A great contingent from the FVANSW showed up at the dinner, which was superbly hosted by TV motorsport presenter Greg Rust. The CAMS National President, Andrew Papadopolous, and the CAMS NSW National Board Member, Graham Emerton were present and gave rousing speeches to the nearly 500 guests. Tim Brook and Simon Thomsen were just about the stars of the show for their great victories in the 2013 AIM Formula Vee 1600 and 1200 Championships. Another highlight of the evening was the awarding to the FVANSW of a 40 Year Contribution to CAMS Award, which was accepted on behalf of the FVANSW by FVANSW Life Member, inaugural CAMS member, winner of the first ever Formula Vee race in Australia, and all round lovely sweet fella, Frank Kleinig.



Frank, and Dave Maurice from the Isuzu Car Club, accepted 40 Year Contribution Awards from CAMS, while Simon and Tim are congratulated by Graham Emerton and Greg Rust



Frank with his sweetheart, Marie, Tim with his sweetheart Beccy, and Dave with his sweetheart Margaret. Lots of sweethearts.

INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

The FVANSW's very own Formula One-accredited journalist, Mat Coch, made his motor racing debut recently when he raced in a 6hr endurance race for 50cc (yes, that's the same as 0.05 litres) scooters, divided in to modified and unmodified class. Mat bought a scooter off GumTree for \$350 (which caught fire twice as he rode it home) and his team entered the unmodified class. The race was at Macnamara Park in Mount Gambier in South Australia, a motorcycle circuit which may not even be licensed for cars. Mat's bike had a top speed of 56kph with the limiter in, so Mat could lap the entire circuit without backing off the throttle – even the two hairpins were flat out! Mat's brother in law started the race, a Le Mans style start, and did the first two hours. Mat then jumped on for the next two hours, which were fairly unspectacular but a lot of fun. The third rider, the only one who rides motorcycles, jumped on for the last 2 hours - they expected things to get a bit frantic and wanted his experience on track. They got to 5.40 hours and one of the other bikes missed their braking mark going in to a hairpin, slid wide and took Mat's bike out. The word "cartwheel" was used to described their exit, but thankfully their rider only suffered broken toes (and also needs a new helmet – the helmet was worth more than the bike). The damage ended their race, but it's mostly superficial, so they'll be back for the next one. Mat says there's a 24hr enduro in Queensland - that looks like fun...

Several FVANSW heroes entered the Astor race meeting at Wakefield Park on the 13th of September last year. Steve Cannon drove dad Bernie's Kingfisher and promptly did a 1 min.11.99, beating Bernie's best ever time of 1 min 12.1. Bad luck Bernie. But Stephen was rammed from behind on the last corner of the last lap of the last race, putting the Kingfisher into the pit wall. This hurt Bernie less than having his best lap time beaten. Yes Bernie, this magazine can be used to take the piss out on the old guy!

Still on Astor, Grant, the son of Bernie's sweetheart, Robyn, raced Stephen's regular drive, the Nimbus, which was the reason why Stephen drove the Kingfisher. Grant gave Bernie a hand at the 2012 SMSP V8 round and Bernie had promised a test run one day, but as the Astor meeting only needs the \$50 Wakefield licence, Bernie put him in the Nimbus for the day's racing. He stayed out of trouble and circulated at the rear and got down to 1 min 17s by the end of day.

The FVANSW's greatest Life Member, Frank Kleining, is planning a return to open competition, following his successful regaining of a full competition licence at the Observed Licence Test at Sydney Motorsport Park on the Friday before our last round there in November.

INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

The 2013 Formula Vee Association of New South Wales Presentation and Awards Night took place in early December last year. Nearly 100 FVANSW members and supporters attended the evening, with the highlight being Andy Goodall's announcement of the continuing support of the Australian Institute of Motorsport for the FVANSW throughout 2014. All the usual awards were handed out during the evening, so congratulations to the winners for their contributions during 2013.

Lap Record Broken During the Year	Dylan Thomas SMSP GP
Karisma Most Improved Driver	Brodie Tilbrook
Clubman Year Award	Dylan Thomas
Alan Birmingham Memorial Shield	Elizabeth Porter
Rookie of the year Award	Simon Thomsen
Concept Pit Crew Award	Rebecca Donnelly
Gary Quarterly Award For Best Presented Car	Simon Pace
Presidents Shield	Ray Filetti
Recognition Awards	Andy Goodall, Gary Harrison, Dave Thomas, Vintage Vee Dub
Legends Award	Stephen Butcher
Life Membership	Leigh Porter

Perhaps the greatest highlight of the 2013 FVANSW Presentation Night however was to see David McHenry looking cheerful and enjoying himself throughout the evening with his family and friends.



You may not know that one of Australia's most prolific motor sport journalists and publishers, Steven Normoyle, also happens to be one of Formula Vee's best known drivers from the 1980's. Steven is currently group editor of Chevron Publishing, which is one of Australia's biggest motor sport publishing houses. Steve has been working for Chevron Publishing for many years, and since his Formula Vee Nota driving days, he has worked and written stories for many other publications such as Australian Motorsport News and Auto Action. Steve is currently one of the resident motor sport experts on Speed Talk Sydney FM100.9 every Thursday evening from 6.00 pm, and he does have a great habit of mentioning Formula Vee occasionally.

While on the subject of former well known Formula Vee racing motorsport journalists, another motorsport journalists whose stories you would have read over many years is the jovial Bruce Moxon, who has enthusiastically followed Formula Vee over many decades, from the time his famous Dad, and also FVANSW Life Member, John, started racing Formula Vee in the 1960's. Bruce was hard at work at the recent Homebush 500 V8 Supercar meeting, and was kind enough to invite the workers on the nearby Formula Vee display to the Media Centre to watch the race and partake in the hospitality.



Reigning FVANSW Formula Vee 1200 State Champion, Simon Thomsen, looks set to return to tracks in 2014, this time behind the wheel of a 1600 Stinger. Simon recently re-tested a Stinger Racing Cars Stinger (funny about that) that he raced at the Wakefield Park AASA meeting late last year. Simon says that the difference Stinger made to the car was a night and day, thanks to the work that Stephen "Butchey" Butcher has put in to its development. Expect Simon to be racing in the front pack throughout 2014.



PHOTOS OF THE MONTH



How ironic. A couple of issues of Veemag ago, one of Formula Vee's greatest dads, Alan Cutts, was embarrassed by his camera-ready mates when he was caught napping in the pit garage. But it seems that post prandial hyper glycaemia could run in the family. It's now Al's son, (as well as FVANSW Life Member) David Cutts turn to be equally embarrassed by those very same mates during nap time at a Sydney Motorsport Park Historic meeting last year, where, as usual, he demonstrated in this photo his relaxed attitude to winning many of the Historic Formula Vee races in his beautiful Spectre. Great mates!

LIFE MEMBER WILLO TURNS 80



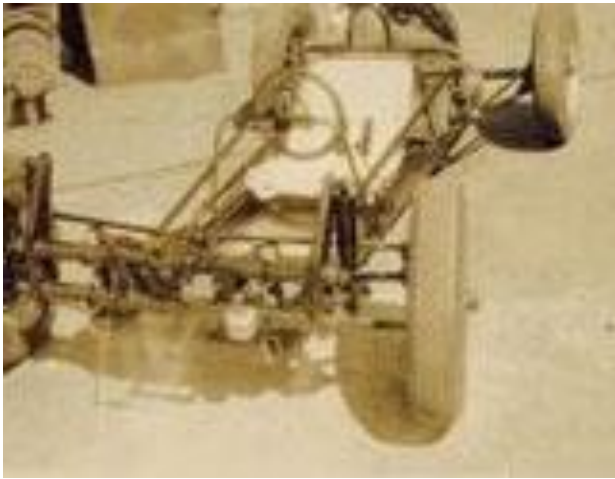
One of our most loved Life Members, Peter Williamson, turned 80 years old recently. Willo now lives down the far south coast of NSW at Moruya, and his family arranged a special birthday to celebrate this milestone event.

Willo was one of the key supporters of Formula Vee from the late 1960's to the late 1980's. He was a driver, a great committee man, and a great bloke. Willo is also responsible for giving the then-young (er), but struggling, David Cutts, a break in life by asking David to come and work at his Group Automotive Services workshop in Brookvale, on Sydney's Northern beaches district. David has gone on to become one of the great Formula Vee mechanics, builders, and drivers.

Every member and supporter of Formula Vee across Australia wishes Willo a great 80th birthday, and many more beyond.

FRANK'S MAKO MARK 1

In this special Life Members edition of Veemag, Frank Kleinig has dusted off some rare, and wonderfully aged, family snaps of his Mark 1 Mako building and driving days.



The pictures above are of the Frank's first Mako in the final stages of construction for the first Formula Vee race in Australia in December 1965.



The large picture above is Frank leading through the last corner in the first ever Formula Vee race at Warwick Farm. The car on the trailer is Kleinig #2 at Catalina Park after being "hit up the arse" by Bill Daly, and then colliding with the "knock ons" of the Sulman Singer, and then "becoming inverted". Frank says, "Actually that car was the first to have seat belts, and that was probably the reason I wasn't hurt as I came down on top of another Vee". Great tow car Frank!

THE FVANSW ATTACKS THE 2013



A huge contingent of current and former FVANSW members took on the annual Winton 300 multi-class event at Winton Raceway near the central Victorian town of Benalla in late November.

Former FVANSW Formula Vee driver, Jon Collins, raced a Future Racer to second place overall in the event, while top young FVANSW Formula Vee talent, but now a Porsche Carrera driver, Lachlan Higgins, teamed up with his dad, Martin, in an Evo 7 to finish in fifteenth place. Another FVANSW Formula Vee driver, Ben Oldfield, headed up the Higgins pit crew. Former Queensland Formula Vee driver, Nick Leontsinis, again couldn't resist the lure of the Winton 300 with a 17th placing in another MX5, while recent Victorian Formula Vee driver, Anthony, d'Anna finished 19th in a BMW 3251.



The Stig was at Winton?



Colin and Mick with their Deckspeed MX5

Triple NSW Formula Vee State Champion, Daniel Reynolds, and Victorian Formula Vee State Champion and current Formula Vee National Titles holder, Mat Stubbs, also teamed up in another MX5, although their event wasn't as happy following a DNF, while recent FVANSW Formula Vee drivers, Michael Stipo and Colin Contessa, teamed up in a Deckspeed prepared Mazda MX5 to finish in a fine 29th place, while. Colin explains...

As I rolled out of bed on Friday morning, I wondered what I was doing 600km from Sydney, here in the laid back town of Winton in northern Victoria. How did Michael Stipo talk me into this! A 300km endurance race in a leased 2L MX5 around a circuit I'd never raced on, and I hadn't raced anything for over a year & a half. I must admit there was a bit of trepidation in my bones, but I'm not one to let a good friend down so suck it up and get on with it!

Friday practice was about getting familiar with the car that both Michael & I had only done a dozen laps in this specific car at a test session at Wakefield some three months prior. Deckspeed Racing provided the cars and they had a four in total there, with the same cars going to Winton. We practiced in a 2.5L MX5, putting in over 40 laps each, but I found the car was a bit ahead of me given the little track time I'd had in any race car. The one session in the 2L version proved this would be an easier car to manage, especially given the lack of track time each of us had, and the endurance aspect of the race we were to embark on. So decision made, we'd race the 2L.

We got in about an hour or track time each on Friday. The Khumo street tyres felt very good, though come qualifying and race day we'd be on the Michelin slicks. The standout aspect of the car was its brakes. You could brake at the 50m marker on the back straight corner with great stability and control. Yes, it had ABS, but I found it better to manage braking without getting ABS involved as when it did the car squirms around and didn't leave it as settled for getting the best cornering speed. So no records set by Michael and I on Friday. Just learning the track and understanding the car.

Saturday saw more practice and qualifying. As Michael was about 2 seconds quicker than me he qualified the car and got us to grid position 43 out of 50 starters. Not the fastest 2L MX5 out there, but we were here to finish and enjoy ourselves, not to set race records or crash! So with that position we were in Division 4. Deckspeed's other three cars qualified 6, 11 & 25th, with 2.3L. 2.5L cars.

Race day arrives and as I'm starting the race I do the warm-up. All's good. Next challenge is something I have never done before, a rolling start. I get advice to have foot on brake whilst holding accelerator down in second gear, so I can "launch" when the green flag is waved. Well being so far back there was no need for that, I wasn't going to slingshot anywhere from virtually walking pace! So green flag drops and we're off! Kept out of trouble on the first lap, in fact I think nearly everyone did. Trying to settle into a rhythm was nigh on impossible with so many cars, and its constant watch the mirrors for the top 10 cars that have a blue flashing light in the dash. By about lap 30 the weather was looking ominous with thunderstorm clouds rolling in. All weekend had been dry and I didn't relish getting back to the pits on slicks if it pelted down. There had been about three safety car periods in my stint, which was welcome, not for a rest from racing viewpoint, but to manage a slipping clutch issue I had from about lap 15. Partly my fault, not having come to grips with the take-up point and having difficulty getting my foot right off the accelerator during changes. Anyway, the storm went around the circuit and I got to lap 43, our pre-planned driver change and compulsory pit stop for fuel.

Michael was raring to go and was making good progress, moving us up to about P24 before he unexpectedly came into the pits with 12 laps to go. I thought it might have been the clutch, but no, the rear end grip had gone AWOL and thought there was a puncture on the right rear. Our Deckspeed pit crew checked tyre pressures, all OK, checked for any suspension failures, nothing obvious, so sent him back out again. That stop cost us about two laps and 5 positions. Michael's lap times had now dropped into the 1 minute 50 seconds where they had been consistent 1'45s so there was obviously something wrong. He nursed the car home though and took the chequered flag, completing 90 laps against the winner's 100 laps. That placed us 29th out of the 30 finishers - yes only 30 of the 50 starters finished! To think we could have placed about P24 except for the unscheduled stop. All the other Deckspeed MX5s finished as well, in P8, P9, & P10. So the goals were achieved. Michael & I completed a 300km endurance race and Deckspeed had all their cars finish.

Later when we were pushing the car into the garage there was a loud clunk "clunk clunk" which seemed to come from the diff. Our MX5 was running an LSD so we suspect the reason for the low rear grip was a failure in the diff. Regardless, it was great day and great weekend.

FEATURE - NEW FORMULA VEES HIT THE TRACK!

Nothing demonstrates the health of a racing class more than the debut of new cars. And so, the recent release of new Formula Vees across Australia tells the world that Formula Vee is in good health.

But of all the recent new Formula Vees, the polished Sabre from Borland Racing Developments in Victoria, which, with the help of Australian VW Performance Centre, went on to win National Titles, Australian Series, and State Championships all over Australia in the hands of some of the toughest drivers. The success of the Sabre set the standard for design, quality of construction, and marketing, for the next generation of Formula Vees.

And now five years after the debut of the Sabre, the next generation of Formula Vees have arrived. Two such cars were designed and developed in NSW, both of which still remain prototypes for what may turn into production runs. The Corsica quickly got to the front of races and soon took at its first win in the hands of its designer, former National Titles winner, Gary Ogden. The Rayzor also debuted, although with some pain, after a long gestation period, and is soon to commence a more intense development path.



The Corsica



The Rayzor

Three new highly anticipated Formula Vees are just making their public reveals – the new Jacer F2k14, the Supavee, and the Mako Mark 3 Update. These next generation Formula Vees are as well designed and constructed as any entry level open wheel racing cars anywhere else in the world, and we should all be proud and supportive of their designers and builders.

JACER F2K14

The most recent of debuts is the latest Jacer, which was revealed by the Jacer team, from Riverstone in Sydney’s outer North West districts, in late 2013.

The F2K14 has been under development for several years, and all this time and effort can be seen in the fine detailing of the bodywork, the chassis, and the radical mono-shock and adjustable-roll-resistance rear suspension.

The F2K14 is the first Jacer built with little or no carry over systems from the previous Jacers.

The chassis features a smaller, higher nose, is narrower across the top of the cockpit, and is narrower at the rear. It has a lower centre of gravity, with the driver, tank, and battery 25mm closer to the ground.

A revised engine and gearbox mounting system is also used on the F2K14.



The incredibly sleek and beautiful lines of the Jacer F2K14

Three-way Penske's are used front and rear, but the rear suspension is the most noticeable change. A monoshock is still used as per previous models, but in the F2K14, it runs longitudinally via twin bell cranks and pivot bar.

This, along with the new engine bracing system, has seen the rear body being 100mm narrower at the bell housing.

The factory will run and develop the F2K14 for 2014 exclusively with the aim of customer cars in 2015. It will be driven by current state champion Tim Brook throughout the six rounds of the 2014 Australian Institute of Motorsport NSW Formula Vee State Championship.

The F2K14 is the fourth generation of Jacers, the first arriving on race tracks in 1995, and comes from the hearts and minds of people that have Formula Vee flowing through their arteries. If anything can be certain in motor racing, it is certain that the F2K14 will be winning races soon.

SUPAVEE AGR 01



The radically aerodynamic Supavee

The Supavee AGR 01 is a vehicle that has been built by the students at Australian Institute of Motorsport.

AGR 01 started out its life as a spaceframe chassis and then had many hundreds of hours spent analysing and evaluating its strengths and weaknesses. Students then set about the task of building what they thought would be improved prototype components to assess on the racecar as part of the course. Many thousands of hours went into building and analysing parts, which would eventually be utilised to make up



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM



the completed vehicle as we see today. AGR 01 harbours many technologies, which the Australian Institute of Motorsport keep very close to the chest. Obviously many hours have been spent moulding the sleek bodywork of the car. The student's intentions were to build a car that created a minimal amount of drag.

Other operating systems throughout the car such as the steering and suspension are also unique. The students have also gone on to build their own braking system and many other components. Approximately 4000 hours have gone into building this vehicle.

When asked how much it cost to build, Andy Goodall the CEO of the Australian Institute of Motorsport just shrugs his shoulders; I'm not sure is usually the reply. Currently AGR02 is under construction and hoping to be completed by the 1st week of April. When Andy is asked how competitive he thinks the car will be he's very reserved with his reply. Our objective is to give our students the best platform possible to learn the skills required to make them employable within the international motorsport fraternity. Whilst it is always great to win and we will continue to support Ben Porter this coming year in order to have a chance of winning races, the mere fact that we are competing and that the car is built by students makes me very proud.

MAKO 3 UPDATE

Australia's longest serving Formula Vee competitor, Frank Kleinig, has produced three series of Mako Formula Vees since the first Mark 1 (which can be seen on page 22 of this Vee Mag) arrived on our circuits in the mid 1960's. The wedgy Mark 2 Mako arrived in the mid 1970's and after taking out countless races, it was replaced by the Mark 3 in the mid 2000's.



Frank Kleinig's wedgy Mark 2 and striking Mark 3 Makos

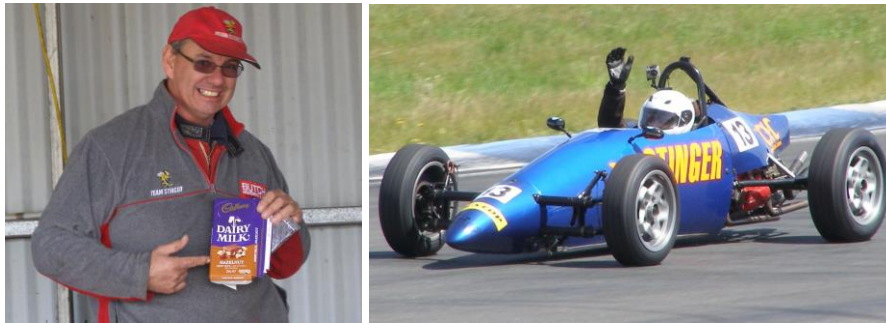
Frank is now working on an update to the Mark 3, which will feature modified chassis bodywork, but will keep true to the principle of simplicity which has served the Mako ethos well over nearly fifty years.



Frank's Mako Mark 3 update under construction

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES

FORMULA VEE LEGENDS



STEPHEN "BUTCHEY" BUTCHER

After nearly twenty five years of knowing "Butchey", two words can sum him up – enthusiasm and persistence. Both these words have never separated themselves at any time throughout his life in Formula Vee, from the moment he appeared on the Formula Vee scene seemingly out of nowhere in the early 1990's, to the scene of his crowning glory, winning the Formula Vee National Titles in 2012 at Wakefield Park, and beyond.

In the beginning it didn't take long for Butchey, his red and white Spectre, and his almost permanent smile, to start racing regularly at the front of every Amaroo and Oran Park race meeting. Within a few years, his natural driving talent, and his pioneering work with flow benching, powered him to lap records and FVANSW Club Championships. With his beautiful, and feisty, wife Kerry, by his side for every kilometre, Butchey also started travelling to race circuits around Australia, gaining more invaluable interstate experience, as well as more cockpit hours, than any Formula Vee competitor.

By the mid 1990's, Butchey had earned himself a number of interesting reputations. Builder of powerful engines, tough and uncompromising driver, good club member, hopeless bolt-tightener and gasket sealer, and the most desperate National Titles competitor. Year after year, Butchey chased the elusive National Titles win. Unfortunately, his reputation for bolt tightening or gasket sealing would be continually enhanced. No one will forget how his steering wheel fell off at the 1997 Baskerville Nationals. At least until 2012.

But Butchey's life changed when his mate Gary built a Formula Vee in the late 1990's which was called "Dice". It didn't take long for Butchey to imagine himself as a Formula Vee car builder and Formula Vee team owner. The Dice soon became the Stinger, and Stinger Racing Cars was born. With Butchey promoting Stinger Racing Cars through his web site, Butchey eats and sleeps Formula Vee, though few would know that, to this day, Butchey organises his hectic work life, which includes international trips, entirely around Formula Vee races and hillclimb meetings, whether as a driver, or in supporting one or more of his Stinger clients.

After nearly twenty five years in Formula Vee, Butchey is still one of the great constants in Vee. You know he will be at the next race meeting, either driving his Stinger, or supporting one of his lease drivers. You also know he will be at the next National Titles meeting, wherever it may be in Australia. This alone is something that will keep Formula Vee going years longer.

Beyond all his Formula Vee activities, Butchey is a lovable, happy, and friendly bloke, almost always with his signature smile on his face. Nothing Butchey could do, even after brushes with the scrutineers, or with other drivers on and off the circuit, could ever diminish the respect that everyone who knows him has. But what stands Butchey out more importantly is that he lives his life around an old, but very wise, saying. "Praise in public, but only ever criticise in private". Butchey lives up to these words every day of his life because you will never hear him say a bad word about anyone.

Actually, there is one more word that sums Butchey up. Chocolate

RACE REPORT ROUND 5

2013  **NSW FORMULA VEE STATE CHAMPIONSHIP**
10/11 NOVEMBER SYDNEY MOTORSPORT PARK NORTH CIRCUIT
 By Riccardo Benvenuti of Priceless Images

TIM BROOK WINS THE 1600 CHAMPIONSHIP!



Tim Brook in the all-conquering LE100

The final round of the 2013 NSW Formula Vee Championship has finally arrived at Sydney Motorsport Park. The Championship started back in April and the battle for the title was fought over seven intriguing months of racing and there are 5 drivers in contention of the title, Timothy Brook, Darren Willams, Ryan Reynolds, Simon Pace and Dylan Thomas. The venue for the final round is familiar but the track layout is not, it will be raced over the shortened Northern circuit.

With the title on the line Race 1 started with no one holding back, the field arrived at turn two and all hell broke loose. There was a collision resulting into a spin for Brook while Bennett had to take avoiding action onto the grass. Pace and Reynolds also involved resulted into Reynolds car's rear wheel going over Pace's car, breaking the latter's nose cone.



A nose-cone-less Simon Pace



Tim's first corner excitement



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON  RACING TYRES – FROM 

Once the dust settled, the positions where Thomas followed by Reynolds and Gary Hook. Championship leader Brook was left in last place about a minute in arrears. The drive of the race was from Darren Williams who came from fifth place to first position. Reynolds retired on lap five ending his title chase. At the checker flag it was Williams from Thomas to a nose less Pace. Brook soldiered on to the finish making sure he gained some points.

The second race was run on Sunday morning in very different condition to the previous one, rain was the order of the day in much cooler temperatures. After yesterday's proceedings only three drivers still had a shot of the title; Reynolds, Brook and Pace. Unfortunately Reynolds did not race and this helped Brook's cause. Thomas made a great start followed by Pace with Williams in close quarters. Nathan Sansom went into the "S" bend too hot and ran over one of the orange cones subsequently getting the cone stuck underneath the front of his car; he continued racing dragging the cone for good measure. Meanwhile at the front Pace overtook Thomas and Brook climbed into third and that is how they would finish, Pace in 1st position Thomas 2nd and Brook on the final step of the podium and most importantly getting more points for the championship.

In race 3 Thomas and Pace started well quickly followed by Williams and Brook. Geoff Bassingthwaight debuting his new Jacer F2K6 had a small spin at turn two, with no damage caused and he quickly resumed racing. At the front Pace and Thomas continued their battle that would last until the end with Williams coming of top by just a mere second. The field was unusually spread and Brook comfortably finished 3rd and most importantly claiming the NSW State title. Try as he might Williams could not keep up but finish a gallant 4th.

Congratulation to Timothy Brook winning the NSW Formula Vee title, a combination of speed and consistency throughout the season secured the championship.

Special mentions to the hundreds of skilled track official and volunteers, who worked all year long in all conditions allowing us to enjoy the sport we love. Roll on 2014.

Race 1


1 st	Car 79	Darren Williams	D.M.W MASONRY	Jacer F2K9
2 nd	Car 68	Dylan Thomas	CXC TEAM STINGER	Stinger 0151X
3 rd	Car 68	Simon Pace	PACE RACING	Mako MK III

Race 2

1 st	Car 50	Simon Pace	PACE RACING	Mako MK III
2 nd	Car 68	Dylan Thomas	CXC TEAM STINGER	Stinger 0151X
3 rd	Car 22	Tim Brook	CXC GLOBAL RACING	LE 100

Race 3

1 st	Car 68	Dylan Thomas	CXC TEAM STINGER	Stinger 0151X
2 nd	Car 50	Simon Pace	PACE RACING	Mako MK III
3 rd	Car 22	Tim Brook	CXC GLOBAL RACING	LE 100

	<p>FORMULA VEE NSW POLO T-SHIRTS NOW AVAILABLE \$35 EACH ALL SIZES (SOME MORE THAN OTHERS). BE QUICK – ALMOST SOLD OUT!</p>
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BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

ROUND 5 SYDNEY MOTORSPORT PARK



Bruce Perry and Garry Hook on the wrong side of the track



Geoff Bassingthwaite and Morgan Freemantle on the wrong side of the track



Geoff Bennett and Darren Williams also on the wrong side of the track



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM



BEHIND THE SCENES AT THE

FIM AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 5 SYDNEY MOTORSPORT PARK



Simon, Darren, Dylan, and Hooky (still), and Dylan (again) on the wrong side of the track



Ryan Reynolds and Alan Harrison on the wrong side of the track



Nathan Sansom and Mark Williams on the wrong side of the track



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON **DUNLOP**

RACING TYRES – FROM **Gary's** Motorsport

AROUND AUSTRALIA IN FORMULA VEE

	<p>A modest field of Formula Vees participated at the final round of the South Australian Formula Vee Championship took place in early November. Jackson Freer led the Formula Vees over the line in qualifying, ahead of Susan Quigley in her Stinger, then Andrew Mutch, who dusted off his Caracal for this event, and then Rob Surman in his Stinger. Jackson took out Race 1 ahead of Susan, Rob, and Andrew, but in Race 2, Rob got over the line first ahead of Jackson, then Susan, and then Andrew. Jackson stole his race win back from Rob in Race 3, with Susan and Andrew following up. A great effort.</p>
	<p>The Twin Trophies Race Day in early November saw a great field of twenty cars line up for qualifying, which was led by David Campbell ahead of Rod Lisson and Andrew Stevens in their 1600's, with Aiden Read, Peter Jojart, and then David Caisley in their 1200's soon after. Rod won all three 1600 races with David, Andrew, Shaydan Penniment, filling the second and third places, while Aiden and David Caisley shared race wins in the 1200's, with Peter Jojart, and Rhys Lilley filing the minor placings.</p>
	<p>At the Nightmaster Race Meeting in late November, Rod Lisson again poled ahead of twenty other Formula Vees, with Ben Riley and David Campbell following close behind in their 1600's, with David Caisley leading the 1200's. Ben and David shared race wins in the 1600's, with Shaydan Penniment and Rod Lisson sharing the minor placings, while David Caisley won the 1200cc class races ahead of Peter Jojart, Jayden Tonaro, Aidan Read filling the second and third places in the three races.</p>
	<p>The final round of the Tasmanian Super Series took place in mid November at Symmons Plains, with Matt Holmes poling ahead of Kieran Glover in their 1600's, while Nino Bochino, Richard Grey, Liam Caplice, Ridsen Knightley, Leon Glover, Brodie Murfet, and Lindsey Murfet, filled the 1200cc class places. Kieran took out the first three races, while Matt took out the final race of the day. Nino won all four 1200cc class races, with the following drivers swapping places every lap.</p>
	<p>Twenty three Vees lined up at Phillip Island for Round 4 of the Victorian State Circuit Racing Championships in late October. Heath Collinson qualified first, but Race 1 was won by Stephen Jones ahead of Mat Stubbs with Heath third. Stephen took out the next two races, with Mat, Heath, Mitch Quiddington, and Phil Oakes filling the minor placings.</p>
	<p>Island Magic took place as usual in late November, with Mat Stubbs, Stephen Jones, and James Dean qualifying fastest. Stephen won Race 1 with Mitch Quiddington and Dion Gretrix second and third. Race 2 was won by Mat Stubbs, with Mitch taking out Maurie Fordham Trophy in Race 3.</p>



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FORMULA VEE DRIVER PROFILE – Bill Bonow (USA)



Bill Bonow is a high profile Formula Vee personality from Chicago, Illinois, in the USA. After racing Formula Vee 1200 across the US for many years, in 2000, Bill and a few other well known Formula Vee 1200 people, started off the Formula First class by converting an old Lynx Formula Vee (pictured) to their Formula First specification, which was based on Australian Formula Vee 1600 rules. Bill is now a regular Formula First competitor and builder (of Evolution Formula Firsts). Bill has been keeping in close touch with what's happening with Formula Vee in Australia for many years, and so he qualifies as an honorary Formula Vee Association of New South Wales member.

What is your job? Product Manager for Orbital Welding Equipment manufactured in Germany

Why and how did you get into Formula Vee?

Was driving a '70 Triumph Spitfire and a local Spitfire racer traded my Spitfire for a '69 Crusader FV (with blown engine) that was parked in his back yard. I was 18 years old

Who is your favourite Formula Vee competitor and why?

Aaron "Butch" Deer (USA), only living driver to race in FV every year since the class started. That comes to 51 years!

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

Ayrton Senna, watched him live at Detroit GP in qualifying. Brilliant and fearless.

What do you like about Formula Vee and why?

Started in FV because it was fun, affordable and extremely competitive. Moved up the ladder a one point, but came right back to FV as the only real difference was moving up the ladder just costs more money. I've built or rebuilt over 25 FV cars. I enjoy construction and series promotion as much as I love driving.

What are your motor racing plans? To keep racing in and building FV cars for as long as I can

What road car do you drive?

2011 Chevy (Holden) Cruze. This is my daily driver and my race tow vehicle

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES FINAL 2013 POINTSCORES

FVANSW OPEN STATE CHAMPIONSHIP

Driver Name	Round 1				Round 2				Round 3				Round 4				Round 5				Sub	Forst	Total
	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot			
1) T Brook	25	0	25	50	25	23	25	73	30	30	30	90	25	30	27	82	16	25	25	66	361	0	361
2) S Pace	0	22	21	43	20	22	22	64	27	27	27	81	22	27	25	74	25	30	27	82	344	0	344
3) D Williams	30	27	27	84	16	19	23	58	25	25	22	72	23	23	22	68	30	21	23	74	356	16	340
4) D Thomas	0	23	0	23	30	20	27	77	0	20	23	43	27	25	23	75	27	27	30	84	302	0	302
5) R Reynolds	27	30	30	87	23	27	21	71	21	22	12	55	30	0	30	60	0	0	0	0	273	0	273
6) M Freemantle	19	14	0	33	0	10	0	10	19	19	20	58	18	20	20	58	20	19	20	59	218	0	218
7) B Perry	12	11	12	35	12	16	14	42	16	14	13	43	16	18	18	52	18	18	18	54	226	11	215
8) G Bennett	0	0	0	0	10	11	11	32	17	17	14	48	20	22	21	63	23	22	19	64	207	0	207
9) J Horne	20	18	18	56	19	25	16	60	20	18	0	38	21	21	0	42	0	0	0	0	196	0	196
10) S Thomsen	9	9	11	29	8	13	10	31	11	9	9	29	14	16	16	46	21	20	21	62	197	8	189
11) C Perry	16	13	15	44	18	15	18	51	22	21	21	64	19	0	0	19	0	0	0	0	178	0	178
12) D Stein	23	21	20	64	22	0	15	37	15	0	16	31	0	0	0	0	0	23	22	45	177	0	177
13) L Higgins	21	25	23	69	15	21	19	55	0	16	15	31	0	0	0	0	0	0	0	0	155	0	155
14) M Cluderay	10	10	0	20	11	18	17	46	0	15	19	34	0	19	19	38	0	0	0	0	138	0	138
15) B Oldfield	15	17	19	51	21	0	20	41	12	13	17	42	0	0	0	0	0	0	0	0	134	0	134
16) S Gamarra	11	15	13	39	14	12	12	38	18	0	18	36	0	0	0	0	0	0	0	0	113	0	113
17) B/thwaighte	7	7	8	22	7	6	4	17	9	10	7	26	0	0	0	0	15	17	15	47	112	0	112
18) A Harrison	0	0	0	0	0	0	0	0	13	0	11	24	15	17	17	49	17	0	16	33	106	0	106
19) B Tilbrook	13	16	0	29	0	0	0	0	23	23	25	71	0	0	0	0	0	0	0	0	100	0	100
20) M Williams	14	12	14	40	0	0	0	0	0	0	0	0	0	0	0	0	19	16	17	52	92	0	92
21) G Ogden	0	0	0	0	27	30	30	87	0	0	0	0	0	0	0	0	0	0	0	0	87	0	87
22) P McDonald	8	6	10	24	0	9	7	16	10	11	8	29	0	0	0	0	0	0	0	0	69	0	69
23) M Pearce	0	0	0	0	9	14	9	32	14	12	10	36	0	0	0	0	0	0	0	0	68	0	68
24) G Hook	17	0	0	17	13	0	13	26	0	0	0	0	0	0	0	0	22	0	0	22	65	0	65
25) C Conlon	22	20	22	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	64
26) L McGarvie	18	19	16	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	53
27) S Butcher	0	0	17	17	17	17	0	34	0	0	0	0	0	0	0	0	0	0	0	0	51	0	51
28) B Cannon	6	5	9	20	6	8	6	20	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40
29) S Cannon	0	8	0	8	5	7	5	17	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25
30) J McDonald	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	17	0	17
31) B Pearce	0	0	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13

FVANSW 1200 STATE CHAMPIONSHIP

Driver Name	Round 1				Round 2				Round 3				Round 4				Round 5				Sub Total	Worst Race	Total
	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot	R1	R2	R3	Tot			
1) S Thomsen	30	30	30	90	27	27	30	84	27	23	27	77	30	30	30	90	0	0	0	0	341	0	341
2) B/thwaighte	25	25	23	73	25	21	21	67	23	25	23	71	0	0	0	0	0	0	0	0	211	0	211
3) P McDonald	27	23	27	77	0	25	25	50	25	27	25	77	0	0	0	0	0	0	0	0	204	0	204
4) M Pearce	0	0	0	0	30	30	27	87	30	30	30	90	0	0	0	0	0	0	0	0	177	0	177
5) B Cannon	23	22	25	70	23	23	23	69	0	0	0	0	0	0	0	0	0	0	0	0	139	0	139
6) S Cannon	0	27	0	27	22	22	22	66	0	0	0	0	0	0	0	0	0	0	0	0	93	0	93

FVANSW 1200 CLUB POINTSCORE

Driver	R1	R2	R3	R4	R5	R6	R7	Sub	Worst	Total
	Tot	Tot	Tot	Tot	Tot	Tot	Tot			
1)Cannon	70	77	69	0	0	0	172	388	0	388
2)Cannon	27	117	66	0	0	0	165	375	0	375
3)Thomsen	90	0	84	77	90	0	0	341	0	341
4)Bthwaighte	73	77	67	71	0	0	0	288	0	288
5)McDonald	77	80	50	77	0	0	0	284	0	284
6)Pearce	0	0	87	90	0	0	0	177	0	177
7)Wood	0	0	0	0	0	0	105	105	0	105



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<http://www.historicveeaustralia.com/index>

FVANSW 1600 CLUB POINTSCORE

Driver	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Sub Total	Worst	Total
1) Thomas	23	120	77	43	75	84		596	0	596
2) Reynolds	87	100	71	55	60	0	114	487	0	487
3) Brook	50	0	73	90	82	66	0	361	0	361
4) Freemantle	33	0	12	58	58	59	137	357	0	357
5) Williams	84	0	58	72	68	74	0	356	0	356
6) Horne	56	67	60	38	42	0	84	347	0	347
7) Pace	43	0	64	81	74	82	0	344	0	344
8) Perry	35	0	42	43	52	54	114	340	0	340
9) Bennett	0	0	34	48	63	64	98	307	0	307
10) Hook	17	85	26	0	0	22	136	286	0	286
11) Perry	44	91	51	64	19	0	0	269	0	269
12) Gamarra	39	85	40	36	0	0	18	218	0	218
13) Harrison	0	0	0	25	49	33	103	210	0	210
14) Tilbrook	29	104	0	71	0	0	0	204	0	204
15) Butcher	17	0	34	0	0	0	151	202	0	202
16) Stein	64	0	37	31	0	45	0	177	0	177
17) Higgins	69	0	55	31	0	0	0	155	0	155
17) Thomsen	0	0	0	0	0	62	93	155	0	155
19) Bthwaighte	0	0	0	0	0	47	94	141	0	141
20) Cluderay	20	0	46	34	38	0	0	138	0	138
21) Oldfield	51	0	41	43	0	0	0	135	0	135
22) Pearce	0	0	0	0	0	0	123	123	0	123
23) Jefford	0	0	0	0	0	0	92	92	0	92
23) Williams	40	0	0	0	0	52	0	92	0	92
25) Ogden	0	0	87	0	0	0	0	87	0	87
26) Conlon	64	0	0	0	0	0	0	64	0	64
27) McGarvie	53	0	0	0	0	0	0	53	0	53
28) Pearce	0	0	21	0	0	0	0	21	0	21
29) McDonald	0	0	0	0	17	0	0	17	0	17



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DIVISION 2 POINTSCORE

Driver Name	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Sub Total	Worst	Total
1) R Reynolds	90	109	90	73	60	0	120	542	0	542
2) Bruce Perry	56	0	64	62	73	69	150	474	0	474
3) James Horne	68	73	73	50	54	0	106	424	0	424
4) Simon Thomsen	52	0	58	51	65	79	118	423	0	423
5) Geoff Bennett	0	0	58	66	82	82	130	418	0	418
6) Geoff Bassingthwaighte	45	63	46	48	0	63	122	387	0	387
7) Stephen Gamarra	58	98	62	50	0	0	23	291	0	291
8) Allan Harrison	0	0	0	37	68	43	133	281	0	281
9) Bernie Cannon	43	62	49	0	0	0	112	266	0	266
10) Stephen Cannon	16	90	46	0	0	0	110	262	0	262
11) Brodie Tilbrook	41	114	0	90	0	0	0	245	0	245
12) Daniel Stein	77	0	49	43	0	60	0	229	0	229
13) Lachlan Higgins	79	0	72	44	0	0	0	195	0	195
13) Peter McDonald	47	62	35	51	0	0	0	195	0	195
15) Ben Oldfield	67	0	52	63	0	0	0	182	0	182
16) Mark Williams	61	0	0	0	0	68	0	129	0	129
17) Richard Jefford	0	0	0	0	0	0	119	119	0	119
18) Steven Wood	0	0	0	0	0	0	72	72	0	72
19) Bruce Pearce	0	0	32	0	0	0	0	32	0	32

FORMULA VEE SALE



2005 Nationals winning JACER V2K3 Body/Chassis. Includes freshly painted (two pack black) chassis from bare metal, fully freshened original body in primer with three nosecones, mirrors, carbon fibre dash, complete rear suspension (includes Proflex mono shock which needs regassing by Proflex in Queensland) and coil spring with all rod ends, all rear subframes, steering shaft with original steering wheel, steering rack and steering arms with rod ends, fuel tank, seat, all master cylinders, front and rear brake calipers, front brake lines, rear brake lines, clutch line, and clutch slave cylinder, pedals, non-adjustable brake balance bar, throttle cable, new 3mm aluminium floor, battery bracket, complete gearshift with new uni joints, mostly new cad plated fasteners, and log book. Needs all mechanicals, wheels and tyres, battery, all wiring, instruments, and miscellaneous minor items (which will be provided if possible) to turn it back into a tried and proven Formula Vee with a great history. Low cost way to start. \$6,000 ex-Sydney. Ring Ray 0404078636.



FORMULA VEE TRANSPORTER \$1500 or make an offer. This Toyota Dyna 150 has been specially customised to carry a Formula Vee. Complete with specialised ramps and extra storage space, it's more secure and less hassle than trailer setup. I acquired it with the plan to re-enter racing on a regular basis - so much for the plan! Runs well, starts first time every time. New suspension bushes, passed rego every year for past 3 years. New door locks and ignition and new fuel pump. It's up for rego and I'd prefer it to be used to help someone go racing, or working, or whatever. Make me an offer. Sean #77 0421835318 seanbirk@gmail.com



Stephen Gamarra is taking expressions of interest on his beautiful Jacer 99. Stephen can be contacted on drifter.stephen@gmail.com

NEXT RACE - ROUND 1



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FORMULA VEE RACING ON **DUNLOP** RACING TYRES - FROM **Gary's** Motorsport