



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

FEBRUARY 2015

# 1965 to 2015 HAPPY 50TH BIRTHDAY FORMULA VEE!



## INSIDE THIS SPECIAL BIRTHDAY EDITION OF THE FVANSW VEEMAG

- Johnny Mac's Presidents Report, Gary Ogden's Board Report, and Morgo's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip
- **50 YEARS OF FORMULA VEE SPECIAL**
- Race Report - The FVANSW's Mat Pearce Wins the 2014 National Titles!
- Driver Profile - Look inside and see who!
- FORMula VeeSALE

FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



THE FORMULA VEE ASSOCIATION OF NEW SOUTH WALES INC.  
FVANSW.ASN.AU PO BOX 7690 BAULKHAM HILLS BC 2153



AUSTRALIAN INSTITUTE OF MOTORSPORT

1965-2015 50 YEARS OF FORMULA VEE



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### FVAA Sealers Sydney Metro Area

Frank Kleinig BH 0245777221  
 Nathan Sansom Mob 0405018433  
 Edan Fleming Mob 0412477437

### FVAA Sealers Central Coast

Greg Douglass Mob 0402237507  
 Phil Lewis BH 0245798107  
 Greg Hepburn Mob 0438169247

### FVAA Sealers ACT

Morgo Mob 0431695569  
 Col Merz Mob 0412316275

**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 log book and produced on demand. The Sealers are Judges of Fact. Their measurements are final. Sealing fees apply.**

### 2015 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0417473761	Committee	Gary Meyers	0455069569
Secretary	Bernie Cannon	0408214080	Committee	Stephen Horne	
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
Social Secretary	Liz Porter				

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

### 2015 NSW RACING CALENDAR

Feb 14/15	Wakefield Park 50th Anniversary R1 FVANSW Club Pointscore
April 11/12	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 AIM CAMS NSW Formula Vee State Championship
May 2/3	SMSP GP R3 FVANSW Club Pointscore
June 20/21	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 20/21	SMSP GP R4 FVANSW Club Pointscore
Aug 1/2	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
Aug 1/2	SMSP GP R5 FVANSW Club Pointscore
August 22/23	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 22/23	Wakefield Park R6 FVANSW Club Pointscore
Sep 26/27	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 26/27	Wakefield Park R7 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 2013. **DO NOT DROP WORST RACE**  
**Division Two** – As above for Division Two drivers only for ALL races throughout 2013. **DO NOT DROP WORST RACE**

The Pointscore system is voted on at the Annual General Meeting  
 All 1200 cars start behind all 1600 cars in all races



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

**1965-2015 50 YEARS OF FORMULA VEE**

## **FVANSW PRESIDENT'S REPORT**



**By John McDonald**

Happy New Year. We have hardly digested the food from Christmas and we are already preparing for a new year's competition.

TEN YEARS! Ten years can be a long time, just ask any school student! But what I have discovered in the last month or two is that my ten years in Formula Vee doesn't even scratch the category's surface.

I arrived on the scene in 2005, post the 1600's introduction - what a time that must have been getting that sorted! Sure there have been technical changes since then, but nothing quite like what must have seemed like bringing in the 'Car of the Future' back then.

Organising our 50<sup>th</sup> celebration has put me in touch with many of our category's original drivers, some I had heard of, some I hadn't. What I have been privy to though is an entertaining collection of stories about getting this whole category going in the first place, the introduction of new cars and the great racing battles of years gone by.

We often celebrate the fact that today's modern 1600 competition has not morphed into a one make series, that a podium can often be filled by three different makes of car, a rarity in any class of racing anywhere in the world. But I am astounded by the number of car designs that will be on hand at Wakefield Park next month. They will provide a wonderful glimpse of how, with only a set of basic rules, such a variety of machines were built often it seems as 'one off' specials with no guarantee that the racing category that they were building them for would even survive. But survive it did!

I am the least qualified person to provide a history lesson on Formula Vee so I won't. But I do know that Ray Filetti has put an enormous amount of work into creating this edition of the Vee Mag that will become a collectors item or at the very least a reference point for those in the future who want to learn about the exciting early years of Formula Vee. Thank you Ray for an outstanding job.

So hopefully by now you have let me know that you will be part of this exciting event. But remember, even with the variety of wonderful old race cars that will be on show over the weekend, the real stars of this celebration won't be the cars, it will be the people who drove them. The cars may still be around in fifty years from now, but sadly the same can't be said for those involved in getting this wonderful category onto the track fifty years ago.

So come and join us, if only just to meet and chat to these terrific characters who set the standard in comradery and competitiveness that drew us all to Formula Vee in the first place.

**John McDonald**

**PROMOTE FORMULA VEE AT EVERY OPPORTUNITY  
TELL EVERYONE YOU ARE A FORMULA VEE RACER!**

## WHAT'S COMING UP IN 2015

Feb 14/15	Wakefield Park AASA 50th Anniversary R1 FVANSW Club Pointscore
March 5	General Members Meeting SMSP The Garage 7.30 pm
April 11/12	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 AIM CAMS NSW Formula Vee State Championship
May 2/3	SMSP GP R3 FVANSW Club Pointscore
May 23/24	Mallala R1 Australian Formula Vee Series
June 20/21	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 20/21	SMSP GP R4 FVANSW Club Pointscore
July 4/5	Winton R2 Australian Formula Vee Series
August 1/2	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
August 1/2	SMSP GP R5 FVANSW Club Pointscore
August 22/23	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 22/23	Wakefield Park R6 FVANSW Club Pointscore
Sep 26/27	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 26/27	Wakefield Park R7 FVANSW Club Pointscore
Sep 26/27	SMSP GP R3 Australian Formula Vee Series
November 21	CAMS 2014 Awards Night Royal Automobile Club Sydney
November 25	Ryde Club FVANSW 2014 Annual General Meeting
November 29/30	Formula Vee National Challenge SYMMONS PLAINS
December 5	Ryde Club 2014 FVANSW Awards Presentation Night

**THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED**

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## **FVAA NATIONAL BOARD REPORT** **By Gary Ogden**

Since the last Board of Management meeting, the following issues have been progressed;

1. Request by the FVAQ to review Sealers rotation system due to limited number of QLD sealers. BOM has asked NTC to review.
2. Hoosier tyres - all driver feedback is welcomed, and each state BOM delegate requested to consolidate feedback throughout the first part of this year and pass onto myself. Once BOM receives enough feedback, BOM will be in a position to review our tyre supplier position for 2016 and beyond.
3. Rule Changes - NTC has prepared various rule changes to further 'clean up' our current rules. Submission is with CAMS at present and Bulletin is expected to be released shortly. Rules changes include many grammar issues and clarification between 1200cc and 1600cc rules.
4. FVATAS has released information on booking ferry tickets to the 2015 Nationals. Visit: <http://www.spiritoftasmania.com.au/formula-v-nationals/> . Also, more 2015 Nationals information is expected to be published on the FVATAS Vee website but the end of January.
5. 2015 Australian Series - After several years of support, Clemenger International Freight has ended their financial sponsorship support for the Australian Series. Thanks must go out to Clemenger International Freight for their great support over the years they have been involved. The BOM will continue running the series in 2015 and anyone knowing of a potential sponsor. Please make the BOM aware. The 3 round 2015 series dates and venues will be announced shortly. (See What's Coming Up in 2015 on page 4 – Ed)
6. Face to Face BOM/NTC meeting - BOM is looking to potentially hold a face to face meeting over a weekend in 2015 to include all BOM and NTC members. A full meeting agenda, venue and date is to be set shortly.
7. 2014 Nationals TV coverage - BOM to partially support FVAV costs for TV coverage of 2014 Nationals. Watch this space for more details.
8. CAMS have decided that only Hoosier tyres will be allowed for the 2015 National Challenge in Tasmania. Therefore, don't bring Dunlops!

**Gary Ogden**

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

# THE 2015 FVANSW COMMITTEE HAS BEEN ELECTED!

The 2014 AGM took place on the 26<sup>th</sup> of November, and by the end of the evening, a new FVANSW committee for 2015 had been elected.

Fortunately for the FVANSW, the committee retains a large component of continuity for the all the critical positions, but the two changes to the 2014 committee brings with it fresh and experienced thinking. Please support them, and contribute to Formula Vee whenever and wherever.

One committee position remains unfilled, as does the magazine editor. Therefore, it would be greatly appreciated if any member who is interested in filling these roles then contact the FVANSW Secretary.

**PRESIDENT**



**JOHN MCDONALD**

**VICE PRESIDENT**



**GARY OGDEN**

**SECRETARY**



**BERNIE CANNON**

**COMPETITION SECRETARY**



**SIMON THOMSEN**

**SCRUTINEERING DIRECTOR**



**MORGAN FREEMANTLE**

**TREASURER**



**LEIGH PORTER**

**COMMITTEE 1**



**GARY MEYERS**

**COMMITTEE 2**



**DYLAN THOMAS**

**COMMITTEE 3**



**STEPHEN HORNE**

**SOCIAL DIRECTOR**

**LIZ PORTER**

**MAGAZINE EDITOR**

**UNFILLED**

**CAMS MOTOR RACING  
PANEL REPRESENTATIVE**

**RAY FILETTI**



**2015 CAMS NSW FORMULA VEE MOTOR RACING CHAMPIONSHIP CALENDAR**

**SIX ROUNDS AGAIN FOR 2015!**

Photos by FVANSW

- 1 April 11-12 Wakefield Park**
- 2 May 2-3 SMSP GP\***
- 3 June 20-21 SMSP GP\***
- 4 Aug 1-2 SMSP GP\***
- 5 Aug 22-23 Wakefield Park**
- 6 Sept 26-27 Wakefield Park**



\* Some races during this Round could take place on the North Circuit TBC

**THANKS GOES TO ANDY GOODALL AND THE**



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

**FOR THEIR SUPPORT OF THE**

**2014 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP**



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**1965-2015 50 YEARS OF FORMULA VEE**



## FVANSW TECHNICAL REPORT

By Morgan Freemantle

2015 is upon us with a MEGA program to celebrate 50 Years of great racing. Formula Vee has a proud history of maintaining close competition, cost effective racing and competitors that are capable of racing within a few seconds of the best lap times.

Reading the draft of this VEEMAG – I was blown away by the history, names and number of competitors that have been part of Formula Vee in NSW, the many achievements realised and the huge effort Ray has put in bringing it all together. It's clear that Formula Vee has been the stepping stone for many accomplished drivers who have cut their teeth for the first time in a real race car. Getting a relatively low horsepower machine around a circuit in quick time is a great driver coach. If you can drive a Vee fast – you can pretty much drive anything fast. The outright performance of a Vee is well beyond the sum of all its parts and it shows!

Speaking of parts – we've seen the introduction of a few new items in the engine department in the past year. The ongoing battle continues - to keep up with available components, keep costs down, minimise additional work all while maintaining parity... So far, the on-track performance reflects some success in this department. The Nationals were a fine example, with close racing throughout the field with cars sporting recently ratified components (heavier counterweighted cranks with lighter flywheels) dicing with those running the 'traditional' light crank and heavier flywheel.

### Compliance Checking @ Race Meetings:

2015 checks will continue in a similar fashion to those undertaken last year. Sealing cards, weight, ride height, seal checks, restrictor rotation and diff checks were seen at different stages last year. A few things that haven't been scrutineered for a (long) while (e.g. brake rotor dimensions & weights) are on the agenda for this year to ensure we're all playing on a level field and complying with our regs. Some checks may result in some disassembly – so be prepared to be inconvenienced a little (but hopefully not too much).

It's also important to note that the 50<sup>th</sup> Anniversary Meeting at Wakefield is a club round and, as such, results from events contributing to the pointscore will be subject to competitors complying with FV Regulations. Wakefield (running the meeting sanctioned under the AASA) will also undertake their own checks to ensure vehicles meet their safety standards – be ready for this (check the wheel bearings, wheel nuts, throttle springs and the like before rocking up).

In addition to the FV checks initiated by club technical delegates at each race meeting (mainly related to car performance), CAMS Scrutineers will be paying close attention to safety gear – particularly early in the season. Belts, head and neck restraints, helmets and their mounting will be of particular interest. A number of helmets that were OK last year will no longer be acceptable for competition. Check the matrix in General Requirements – Schedule D: Apparel and ensure you're kitted out before the 1<sup>st</sup> CAMS round in April.

As always – be polite and courteous to the Scrutineers – they're out there 'cause they love motorsport too (and good manners will generally result in a better outcome).

### Rule Changes

As noted elsewhere (and in the last magazine), there are 'imminent' regulation amendments in the final throes of being published by CAMS. These will clean up some errant mistakes, inconsistencies and duplication. There should also be some 'opening-up' of components available that won't result in any performance gain, rather, make procurement of parts easier.



### Car Prep:

The season begins in less than a month – hard to believe! Wakefield Park will host us (and there will be a lot of us!) as we celebrate 50 years in the most appropriate fashion – by getting as many cars as possible onto the track. For a smooth and enjoyable meeting – look at the basics and it'll be a great weekend. Make sure all the nuts are tight, the oil's on the inside of the rocker covers and on the up side of the sump, the wheels are pointing in the general direction of travel and there's no air in the brake lines. A little routine maintenance before the meeting will pay dividends on the weekend – whether you're participating in the regularity events, parade laps, 1200 or 1600 races.

### Sealing:

As ever, the necessity to keep up to date with sealing sheets (ooh – I mean 'Certificates of Compliance') for engines and gearboxes means yellow copies need to be sent (by the Sealer) to me immediately, sealing cards need to be at the track and the requirements of the sealing system complied with at all times.

The database has proved it's worth recently – a NSW car last raced in 2006 was sold to a new QLD competitor without matching sealing sheets or a sealing card. Thankfully, the seal numbers were referenced and the triplicate (pink copy from the sealing book) was scanned and sent to the competitor within a few hours – hence avoiding a complete tear down of both the motor and gearbox, which, for a new starter would have been a disaster.

Conversely – a NSW car that has been sold without sealing sheets or cards due to them being stolen has an engine and gearbox that can't be traced as there's no record. The moral is – *the system is only as good as its data*. Keep the info together and make sure the tech director has a copy – it may save some major dramas down the track.

### Future Technical Work

Given the Christmas period, not much has evolved at a National level since late November. The BOM and NTC will have the teleconference hook-ups in the 2<sup>nd</sup> and 3<sup>rd</sup> Wednesday of January respectively so work can continue for 2015.



The 34ICT Weber carburettor procured for testing is with Michael Kinsella for flowbenching. It's been mounted with the adapter plate made-up by Col Merz and some preliminary tests conducted. Early reports indicate a slightly higher flow than the Solex (in part due to the Weber's 29mm venturi vs. the Solex 26mm). Some back-to-back numbers will be recorded prior to the Weber being shipped to the CXC Dyno for some performance readings. It'll then be tried on track before a report is issued. A big thanks goes out to Col and Michael for their work to date and Dylan in anticipation!

Suggestions are required from the membership (that's YOU) – so hit me up with any thoughts on how we can simplify and improve the category. They all get discussed and investigated (even if it appears nothing happens – *it won't happen overnight...*).

### Bring on 2015

Good luck this season – it'll be a great year. Remember – don't be shy, keep your spanners handy and go for the gap.

### Morgo

	<p><b>FORMULA VEE POLO T-SHIRTS</b> <b>\$35 EACH ALL SIZES</b> <b>(SOME SIZES MORE THAN OTHERS).</b> <b>Contact Ray Filetti 0404078636</b></p>	
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**FIM**  
AUSTRALIAN INSTITUTE OF MOTORSPORT

**2014 NSW FORMULA VEE STATE CHAMPIONS**

	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
<b>1200</b>			
	Mathew Pearce	Stephen Cannon	Bernie Cannon
<b>1600</b>			
	Dylan Thomas	Tim Brook	Simon Pace

**2014 FVANSW CLUB POINTSCORE WINNERS**

	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
<b>1200</b>			
	Stephen Cannon	Bernie Cannon	Mat Pearce
<b>1600</b>			
	Dylan Thomas	Tim Brook	Simon Pace

**2014 DIVISION 2 POINTSCORE WINNERS**

<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Geoff Bennett	Alan Harrison	Daniel Stein

**2014 CLEMENGER INTERNATIONAL FRIEIGHT AUSTRALIAN FORMULA VEE SERIES**

<b>1st</b>	<b>2nd</b>	<b>3rd</b>
Tim Brook	Dylan Thomas	Michael Kinsella

# News

## COMPETITION NEWS AND NOTICES

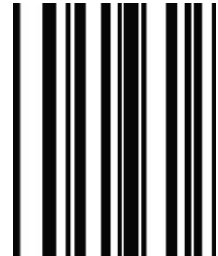


**Important Information every member and competitor should know**



Final Notice – Neck and head restraints are now compulsory at all CAMS approved race meetings. For Formula Vee in NSW, that means that from the first round of the 2015 CAMS State Championship on April 11/12 you must wear CAMS approved devices. If you arrive at Wakefield Park of that weekend, don't tell the Scrutineers or the Stewards that you weren't told! If you have yet to purchase a head and neck restraint, contact Gary at Gary's Motorsport Tyres on 0296768655 and he will do his best to supply you with a device in the shortest possible time at a great price.

In another final warning - keep within the limits of the circuit, as defined by the white lines on each side of the track, in particular at Turns 5 and 8 at SMSP. The MRP have raised this as an area of concern where drivers have been continually exceeding the limits of the circuit since SMSP was modified in 2011. For 2015, this will result in the Bad Sportsmanship flag being shown to you, which could then result in a drive-through penalty. If you are fighting for the lead, and you continually exceed the limits of the circuit at SMSP in April, then your championship could be affected!



Now for the latest edition of Bulletin Watch - fortunately, there have been no new CAMS Bulletins in recent weeks relevant to Formula Vee since the last Bulletin Watch in Veemag. However, the requirement that new rules do not become official until they have been gazetted by CAMS in a Bulletin needs to be emphasised following a recent incident of questionable sportsmanship in another category where a competitor arrived at the last moment on the dummy grid with an updated car before a Bulletin had appeared on the CAMS web site. All other competitors were waiting for the Bulletin to appear, and so retained the original specification on their cars. In the interest of fairness for all competitors, the FVANSW will keep all its members informed of progress with any Bulletins.



In another notice, please be prepared for your car to be carefully checked over the by scrutineers during the weekend of the first round of the 2015 NSW MRC at Wakefield Park for a number of safety items, such as structural integrity (nuts and bolts), and oil leaks. These checks could happen at any time during the weekend - between races and immediately after races. All checks will be in parc ferme conditions. Hopefully these checks will not discover items such as loose mufflers or loose starter motors that have become detached from certain Formula Vees in races past. The discovery of any such items will be log booked and will need to be fully repaired to the Scrutineers satisfaction before the Formula Vee will be allowed to participate in any further racing.



The 2015 NSW Motor Racing Championship Regulations for Formula Vee are now complete and fully approved by CAMS. Search for Appendix I on the CAMS web site. There are effectively no changes from the 2014 Regulations. As always, all competitors are responsible for knowing all the conditions detailed within the Appendix I Regulations, which must be complied with. Failure to comply with the regulations will result in loss of Championship points.

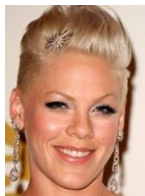


# News

## COMPETITION NEWS AND NOTICES



**Important Information every member and competitor should know**



On the subject of the 2015 Regulations, two of the important requirements are; placing yellow bands or pink bands on the roll bar and H beam for 1600 cars and 1200 cars respectively, and to place sponsors stickers in prominent locations on your Formula Vee, as approved by the Championship Director. Please ensure that the coloured bands are on your Formula Vee.



And speaking of the 2015 State Championship Director, that person is Ray Filetti. Please don't argue with Ray if a conflict occurs at the circuit, whether that may involve pre or post race scrutineering, or any other issue at the circuit, including any that involve the Stewards. Ray is a very sensitive bloke, so if an argument occurs, he could get upset and will require medication.



We all know that rules are rules, and they should be followed. But we should also keep a perspective on things. Some rules are more important than others. And some rules can apply one day, but not another day. For example, if it's a sunny day, it doesn't matter if the rain light doesn't work. Other rules are there for consistency, and have no impact on car speed. Non-compliances can be log-booked to be fixed for another day, so don't get too upset if

## 2014 FVANSW DISCRETIONARY AWARDS WINNERS

AS PRESENTED AT THE 2014 FVANSW AWARDS NIGHT

<b>STEWART MCCOLL AWARD FOR FAMILY INVOLVEMENT</b>	<i>James and Stephen Horne</i>	<b>2014 LAP RECORDS</b>	<i>Mat Pearce SMSP 1.50.7942 (1200)</i>
<b>CONCEPT RACING CARS PIT CREW OF THE YEAR</b>	<i>Team CXC Tim Beard, Adam Coppock, Corey Mitchell</i>	<b>GARY QUARTLEY AWARD FOR BEST PRESENTED CAR</b>	<i>Darren Williams Hankook Racing Tyres Jacer</i>
<b>KARISMA JOINERY AWARD FOR MOST IMPROVED DRIVER</b>	<i>Daniel Stein</i>	<b>ROOKIE OF THE YEAR AWARD</b>	<i>Craig Sparke</i>
<b>ALAN BIRMINGHAM MEMORIAL SHIELD FOR NON-MEMBER CONTRIBUTION</b>	<i>Col Merz</i>	<b>GARY POWER CLUBMAN OF THE YEAR AWARD</b>	<i>Morgan Freemantle</i>

### APPRECIATION

*Gary Harrison Gary's Motorsport Tyres      Liz Porter      David Thomas CXC      Vintage Veedub*

**CONGRATULATIONS TO ALL THE 2014 AWARD WINNERS.**



# RACE SHOTS - THE FVANSW'S OFFICIAL PHOTOGRAPHER



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots

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# 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](mailto:president@fvansw.asn.au)



The FVANSW shone at the 2014 Homebush 500 at Sydney Olympic Park in early December. Former FVANSW Hot Shot, Aaron Russell, finished second in the nationally televised Sunday trophy race in the V8 Supercar Development Series, backing up his great sixth place at the Bathurst 250km support race last October, while former FVANSW State Champion and National Champion, Ryan Simpson, won the V8 Touring car race on Sunday by a huge margin. If that wasn't enough for Formula Vee, New Zealand Formula Vee graduate, Shane van Gisbergen, won the Sunday V8 Supercar race. Proud laurels indeed for the FVANSW and for Formula Vee.

Have you ever watched those "Legends of Motorsports" shows on Channel 7? "Legends of Motorsports" is produced by a company called Ignition Productions. The owner of Ignition is Nathan Prendergast, who just happens to be a very capable former FVANSW driver from around the early 1990's. Nathan's last Formula Vee was the Revell that Steve Wood races occasionally in Astor events.



An old Victorian friend of the FVANSW, George Panagiotidis, was made the latest Life Member of the Formula Vee Association of Victoria recently. Congratulations George! Incidentally, Geoff Bennett now drives a Jacer owned previously by George.

Nothing chronicles the history of the FVANSW better than the FVANSW Vee News (as it is called now) magazine. Over the last few years, the FVANSW Vee News magazine has been placed on the FVANSW web site, but there are hundreds of editions of the FVANSW magazines over the decades that were produced before the advent of the Internet, indeed, before the days of Microsoft Word and Adobe. The FVANSW Committee is now looking to retrieve the history of this great association, and is now asking anyone who has hard copies of any edition of the FVANSW magazine from any time since 1965 to loan them to the Committee so they can be copied and placed on the FVANSW web site.



Strange things were going on at a recent practice day at Wakefield Park. A leading current Formula Vee driver was unexpectedly seen in the company of a former leading fellow competitor. What was being discussed? The weather?

Few of our younger drivers would know that a fast and flowing racing circuit called Hume Weir once existed near Albury. Hume Weir closed in 1977, but strangely, Formula Vee Uruguay have made a Youtube rFactor simulation of one of their cars driving around Hume Weir. Check it out at

<https://www.youtube.com/watch?v=33mgM1Lkvho>. What a great circuit!



# INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

As reported in the 2014 Formula Vee Nationals race report, James Horne was almost literally saved on the line at Phillip Island by his FVANSW colleagues when he found his clutch pushrod broke while on the dummy grid for the Final. With just seconds before the drivers expected the one minute board to be shown, an incident during a previous race resulted in a delay of twenty minutes to the Final. In fractions of a second, the support crew for several of the FVANSW teams had pushed James' Polar off the dummy grid and to a garage where an electric welder was waiting ready to get the broken component back into gearshifting shape. Steve Horne graciously expressed his thanks for the gesture by his son's competitors that could have affected their performance. Formula Vee does seem to operate in a parallel Universe sometimes!



A small piece of history was uncovered when recently trawling through old results sheets. Australia's top television "celebrity", Grant Denyer, currently host of the top rating "Family Feud", raced a Formula Vee at Eastern Creek in August 1999 before he made it big. Grant drove his friends' Phillip Contessa's Mako and finished in the top ten. Grant and Phillip grew up together in the southern NSW country town of Adelong, near Canberra. He was just as short in his Formula Vee days as he is now!

In another small piece of history, top V8 Supercar driver, Mark Winterbottom, also tried out Formula Vee along the trajectory to the highest level of motorsport in Australia, including winning the Bathurst 1000 in 2013. Mark raced a Formula Vee on several occasions, regularly finishing in the top ten, before moving up to Formula Ford. When Formula Vee supported the V8 Supercars at their 2012 Sydney Motorsport Park, Mark came over to see how much Formula Vee had progressed since his days.



One of the FVANSW's most loved drivers, Leigh McGarvie, may not have been racing with us too often in recent years while he works on his PhD, but that hasn't meant that he has been studying 24 hours per day and leading a boring life. Leigh, Elaine, and the boys recently toured South America, taking in the sights of the Spanish/Portuguese continent, including the world known Machu Picchu in the Peruvian Andes. Leigh will now have to answer to all his Formula Vee mates why they weren't all invited! Leigh will be at Wakefield Park for the 50th Anniversary. Ask him there.

Thanks must go to John Fabiszewski (AKA John Fab) for his behind the scenes efforts to communicate the 50th Anniversary race meeting at Wakefield Park on the 14th and 15th of February to dozens of former FVANSW members and Formula Vee drivers of the past. John was a notable pit crew to many great Formula Vee drivers in the 1970's, and was instrumental in getting Group V (Historic Formula Vee) approved by CAMS. John was also the FVANSW Presidents Trophy winner in 1977 and 1978. Thanks John! See you at Wakefield.





# 50TH ANNIVERSARY OF FORMULA VEE IN AUSTRALIA 1965 - 2015



## FVANSW CELEBRATORY RACE MEETING WAKEFIELD PARK 14/15 FEBRUARY 2015

The Formula Vee Association of NSW invites all Formula Vee drivers, pit crew, supporters, family, and friends, from the past 50 years of Formula Vee in NSW to attend a race meeting at Wakefield Park on the 14th and 15th of February to proudly celebrate 50 years of Formula Vee in NSW.

Old and new Formula Vees will take to the Wakefield Park circuit during parades, Regularities for the older Formula Vees, and races for the newer Formula Vees, which will form the first round of the FVANSW 2015 Club Pointscore.

Many of the great drivers of the past 50 years of Formula Vee will also be there, so catch up with your old adversaries and friends, watch the typically close Formula Vee racing, and get close up to many of the great cars that have raced during the past 50 years.

Events on the tight and twisty Wakefield Park circuit will take place on both the Saturday and Sunday.

A dinner will also take place at the Goulburn Workers Club on the Saturday evening, where lots of Formula Vee stories can be relived and where the newer Formula Vee drivers can meet the great Formula Vee drivers of the past in a more convivial atmosphere, and where Formula Vee momentos over the past 50 years can be observed.

For details of all the events throughout the weekend, contact John McDonald on 0418323500.



## PHOTOS OF THE MONTH



We all thought that Paul Corcoran's Checkmate (that's his Formula Vee, not his Czech friend John Celcic) was the only one that Paul had constructed, and we also thought that the Checkmate was such a masterpiece that Paul would never find the energy to build another. But it appears we were wrong! Caught in a secret location where Paul had thought no normal human being would ever go, (possibly true - Ed) the prototype for Checkmate II was caught being prepared for its first dyno test. Although not yet 100% complete, lacking its bodywork, its hard to see though how the Checkmate II will be get a certificate of compliance!

The year is 1990, and its the 25th Anniversary of Formula Vee celebration at Amaroo Park. The highlight of the celebrations was a Regularity event with a few of the great FVANSW drivers, (and one guest), from the previous 25 years participating. The drivers are (from L to R); Andrew Clark, Steven Normoyle, Steven David, Aub Revell, Greg McCombie, Graham Engel, Frank Kleinig, David Cutts, Paul McDonald, Damon Beck, and Peter Houston. Steven David, the 1989 National Titles winner, won the Regularity by fractions of a second ahead of Aub Revell, and then David Cutts, who bravely nominated a near-lap record time for him to match for every lap. Doesn't 25 years go fast, and doesn't McCombie look young!



## The 25th Anniversary of Formula Vee!

**HAPPY  TH BIRTHDAY**

**FORMULA VEE**

**1965 to 2015!**

**SPECIAL INSERT**



**50 Years of Formula Vee in NSW from the Perspective of FVANSW Members Who Were There**



**Significant Moments in the History of the FVANSW**



**The Most Significant Formula Vees in the History of the FVANSW**



**50 Years of Formula Vee Nostalgia**



**Places We Have Raced in 50 Years**



**Formula Vee Association of NSW Life Members**



**Formula Vee Legends**



**A Few of the Great FVANSW Drivers From The Past**



## 50 YEARS OF FORMULA VEE FROM THE PERSPECTIVE OF FVANSW MEMBERS WHO WERE THERE

### THE FVANSW 1965 to 1974 - By Frank Kleinig



In August 1965, I was reading Racing Car News and an article that immediately took my fancy had a picture of a Formcar Formula Vee. The AARC (Warwick Farm) was going to get behind this little VW based racecar in the near future. I had stopped racing as of the early sixties and was still very keen on motorsport.

After convincing my father to build a car, he mentioned it to a friend, one Aub Revell, whose brother Ray Revell was one of the top midget drivers at the time. Turns out Aub was building one also, and we built our cars simultaneously, swapping details as we went. Aub was very helpful. With our car, the "Kleinig" Vee, I was to do the building (in my own time, my old man was a tightarse).

Fortunately, just down the road five minutes away, Greg Cusack's racing mechanic, Bruce Burr, had the Formcar pictured in the magazine, and was negotiating with a bloke called Bob Britton to build Formula Vee cars called Cusack-Burr. Greg Cusack, well known racing car driver and motor car importer, was the main person, along with Geoff Sykes of the AARC (Australian Automobile Racing Club), to get these cars running at Warwick Farm. VW Australia was also very involved.

I got to know Bob Britton pretty well for a few months after the first race in Australia, which was in December 1965. I was lucky enough to win that race. The "Britto" built Cusack-Burr driven at that race meeting was quite the best looking Formula Vee I had seen. It made my first attempt look very insignificant. I spent a lot of time with Bruce Burr getting info on the car.

On the Wednesday before the race, I took my car to "The Farm" minus the main body, which wasn't yet finished, and practiced around the "short circuit" for a few laps and blew the bloody thing up (ran the bearings big time). That led us to learn very quickly about the oil surge thing. Our quick fix was to fill the crankcase almost to the top! My cousin Brian Milton, and my mates John Blandahl and Peter Higgs, helped me get the car ready for Saturday practice. I qualified 14th for the race, and managed to run down Bob Beasley driving the good looking Cusack-Burr car, and finished in first place! I was chuffed!

After the race I walked up to where Bob Beasley was discussing the race, and he didn't see me standing behind him. He was really pissed off, and was busy telling the group around him "how he had been beaten by a pile of shit". He then wondered what the boys were laughing at, turned around and spotted me.....we are still good friends!

The rules were vague to say the least, but the final rules were ratified approximately mid 1966, and that made things easier.

The Cusack-Burr cars were renamed "Rennmax" towards the end of 1966. I had built two Kleinig Vees. The Mk1 Mako, both kits and built by me, had totalled 28 up to 1972. The last Mk 1 Mako was owned by Paul Bernasconi and also Doug Angus, won a National Title with Doug, and the equivalent race at the time with Paul. I retired in 1972, but got back into Formula Vee in 1979, building the Mk2 Mako, the first of which David Smith still owns. Then came the second Mk2 which I have just restored.

The fields grew quickly. I am having a problem remembering all the names, but some standouts were Terry Quartley, Bob Young, and Damon Beck, who introduced himself to me in the toilet while we were relieving ourselves at the ARDC at Norton Street Leichhardt, and in the second sentence he informed me he was going to beat me, which he eventually did. Also, there was Ken Goodwin, Bob Miur, Peter Finlay, Keith Franks, etc, etc.

## THE FVANSW 1975 to 1984 - By Bruce Colbey



Ray asked me to write a bit of an article about the period between 1975 to 1985, and I thought about it and decided that I am far too old, have drunk far too much beer, and landed on my head too often, to remember it with great accuracy. He seemed to understand and said to get on with it as I can remember.

I thought where do we start? With the cars, the people, or just general shit? I watched an old video of Amaroo Park and noticed all the old Mk 1 Rennmax, Elfins, Mako, Lamco and Ballantine Vees. These gradually morphed into Mk 2 versions of some and new manufacturers such as Concept side pod cars. Some of these cars had serious teething problems with downward sloping motors running out of oil prior to extended sumps [thanks Frankie], huge side pods which were quickly cut off, many cars were made from round tube which must have made for easy work in construction, other excellent ideas were some of the thoughts on exhausts which were cleverly disguised as 4 straight pipes with megaphones on the ends, these could be a little noisy in the day,

We used to have much food and drink (after racing) when Allan Birmingham (of the award) used to bring food, drink and a bevy of beauties to serve at the tracks. Legendary goings on. Some drivers of the day were sponsored by various drink organisations, Jim Beam, De Bortoli wines, this was most helpful. Oran Park never used to close in those days and much carrying on would eventuate. This was prior to random breath testing. I looked fondly at the old Amaroo inside wall at Honda, the top of the hill where many people learnt to push a bit more than they should and people learning not to let people push them. This was a good learning ground as the consequences were usually most dire. Some of the biggest crashes I have ever seen have occurred at the top of the hill. There were also divers located in boats in the lake but I never saw many cars in there with the notable exception of Alan Goldsmith's GAS without driver during a race. An interesting feat.

Horsepower changed from about 26 hp or so in 1975 to about 36/38 or so in 1985. This with not a huge decrease in lap times, the tyres of the day were Bridgestone on 4 inch rims which used to bag and talk to you a bit, when leaned on, I think some of the first culprits to flow test parts, carbies, heads, etc, were learning their craft then, an A head was the gun jobbie (I don't think D heads were invented then).

I can recall silly things happening at tracks, like reverse grid races, handicap races and even dumber reverse direction racing, it was good fun, but now when you think about it you shake your head and wonder. Match racing with 8 car grids was a bit of a giggle. Those days it was common to go interstate a fair bit to Surfers Paradise, Calder, Lakeside, Adelaide International to National events or just to race, a whole lot of fun. Private practice in those days was run differently, there were no sessions for like cars as per today, it was arranged that practice would start at 9.00 and finish at about 5.00, all cars or trucks were able to go out as and when you wished. I have been on track with Formula 5000 [Max Stewart, Alan Jones] cars as well as touring cars (Bond Brock et al) and thundering sports cars (Andy Roberts) of the day. They come up quickly in your mirrors I can attest.

Some of the safety gear was as good as it got with 2 piece Proban suits, Wool TT, goggles and open face helmets if you wished, BCF fire extinguishers which may well put out the fire but would certainly almost put you out in a confined space.

Often travelling to tracks on Sunday mornings would be punctuated with sad news of the death of another F1 pilote, as they were referred to often in those days, they seemed to kill and maim quite a lot in that era.

The Vee magazine was produced by Gestetner (a manually driven printing machine – Ed) which I am reasonably confident few if any of you will have heard of, suffice to say it was slow and time consuming and very dependent of labour. In those days you had to streak at some point in the year if you won a race this had to be done with a reputable witness or if not done so, had to be done at the Xmas party. This was a particularly good rule as we had some quick women in those days, many pleasant and not so pleasant memories!

Television (black and white) was starting to cover race meetings and sponsors were getting into the game, Amaroo interceded into FVANSW Coke sponsorship and spread it to Formula Ford and took a healthy cut for themselves. Interesting spark plugs were important to some people of the day during the coke series amongst others.

There is much more shit in my head from those days but beer has added my accurate memory.

## THE FVANSW 1985 to 1994 - By David Cutts



DC on the front row at Amaroo and Oran Park in the 80's

1985 marked the end of the first 20 years of Formula Vee in Australia.

Personally for me the end of the year marked the beginning of my 12 year employment at Group Automotive Services and my first race win in the recharge race at the Oran Park Nationals. Over 70 cars for that event showed that that category was strong.

The Bernie versus Frank show, which was NSW during the 80's, was still going strong. The Amaroo 'Coke' series meant Formula Vee always had a reasonably strong profile with Channel Seven's Mike Raymond always willing to talk us up.

A bloke Named Stephen David won the first of his 2 Nationals victories in 1985, a feat repeated in 1989.

1986 marked a Division 2 championship for myself and a 21<sup>st</sup> celebration for Formula Vee at an AARC meeting late in the year. Incidentally many of those at that 21<sup>st</sup> will be at the 50<sup>th</sup>.

Sponsorship was always there for Formula Vee with TV coverage, but by 1988 Bernie Haehnle's securing of Toledo Tools had taken things to another level. It also had taken Formula Vee into everyone's lounge room with his race cam. The technology had been seen before in Touring Car racing, but it was pretty new for open wheelers. Toledo broadened their support of Formula Vee racing by offering a huge cash pool for cars competing at TV events that carry the required size stickers. \$2000 was on offer for a TV win in 1989, meaning we had more prize money than the Gold Star Formula Holdens!

1990 was 25 years for Formula Vee. TV was beginning to be a rarity, but the racing was as strong as ever. Some of the 'old tricks' were beginning to filter through to the average competitor, meaning many new and younger faces were seen at the front. This trend began around the mid 80's and by the mid 90's the kids had taken over.

Although in 1985 the NG type car was popular choice of vehicle, the seeds were sown for change by Greg McCombie's Concept Formula Vees earlier in the 80's. By 1987 Elfin had produced the Crusader Vee, their final model. The Jabiru Vees were now being produced in QLD by Bernie Cashin also. Both cars slim lines not only meant you had to be jockey sized but meant our original Formula Vees became less competitive. The NG type cars were still competitive, but many of our original cars seem to go missing during this period. These new cars set the design tone for the future.

Around 1991 we had our first major rule revision with the weights and measures rules taking over from the 1 untouched component. We also had our youngest race winner in the early 90's with a 15 year old Jason Cutts (Jason was awarded his CAMS licence when he was under aged at 14, and won a Nationally televised race at Eastern Creek. His licence was withdrawn by CAMS the next day- ED)

## THE FVANSW 1995 to 2004 - By Ray Filetti



By 1995, Formula Vee grids were not at their greatest. A number of great long term Formula Vee drivers had retired in the preceding few years, although their retirement had left the path clear for more recent arrivals, such as Stephen Butcher, Mark McHenry, and a slightly under-aged Jason Cutts, to take the mantle.

But new entrants into Formula Vee were few and far between due to the difficult economic climate, and due to the waning appeal of Formula Vee to young people, who were more into disc-braked cars with multi camshaft fuel injected engines. In 1995, I wasn't to know that by 2005 Formula Vee had been thrust into the future, and that a 50th Birthday would be a certainty.

During 1995, I watched as Jason Cutts worked away tirelessly every afternoon and evening after High School and on weekends for over a year in the modest garage of his Mount Druitt home while he flawlessly cut and brazed steel together to build the Cutts Jacer. Jason, with his big brother David, had a dream to build a modern Formula Vee, and then take on the Formula Vee world. Jason's dream came fairy-tale true when he won the 1997 NSW State Championship and the 1997 Baskerville National Titles. Getting that phone call at home in Sydney from Jason just minutes after he won the 1997 National Titles was a highlight which will never fade, and we all know what happened with Jacer after then!

For some still unknown reason to me, I irrationally took on the FVANSW President role in 1997. That was one hell of a tough year, having to deal with monthly general meetings where it was not uncommon for twenty or thirty members to rowdily attend. Having to deal with the Damon Beck's precision with standing orders, or Paul Corcoran's unbridled passion for Formula Vee, was a challenge which you learn lessons from! I am not sure if that was a highlight, nor if I really did learn any lessons?

But the most significant moment of the 1995 to 2005 period, and perhaps any other, without doubt for me came with a phone call in early 1998. Even though I had just stepped down as President, I will never forget receiving that phone call from the then President of CAMS, Colin Osborne, asking me to attend his office in Sydney that afternoon to read an advance copy of the final Beyond 2000 report. I was soon to read that CAMS would not approve new log books for any new Formula Vees from 2000 unless Formula Vee carried out a thorough internal review and came up with a plan to update the Formula Vee cars. My lasting memory of that meeting was telling Colin that he should be prepared for a backlash from much of the Formula Vee community, but not all. This may not have been a highlight, but I certainly appreciated the significance!

From what I observed over the next four years, I was correct about the backlash, although by the end of 2002, the modern Formula Vee, which the FVANSW called "Formula First" for a while, was locked in by CAMS and the FVAA, thanks to the efforts of a few committed individuals such as Greg Hepburn, Graeme Emerton, David Cutts, Phil Lewis, Lyall Moyes, Ken Smith, Steven Tunbridge, and others from other states, including the South Australian Formula First group. Now, I guess that those who were uncertain that Formula Vee needed to change would agree that Formula Vee has moved in the right direction?

But by far the best part of this period for me was in the years just before 2000, when a group of young men became mates, as well as becoming some of the best Formula Vee drivers of any era. Tyler Mecklem, Stewart McColl, Jason Cutts, Mark McHenry, Jeff Gibson, and Phil Moyes, would bang wheels together lap after lap for race after race, then all go and party together weekend after weekend. That was a memorable highlight, although the loss of Stewart McColl in a Production Car crash at Phillip Island in 2003 was a tragedy that still affects us.

Happy 50th Birthday Formula Vee!

## THE FVANSW 2005 to 2015 - By Gary Ogden



By 2005, 1600cc competition had matured since its introduction as 'Monoposto' in 2002.

Drivers had the chance to chase either the 1200cc or 1600cc championship, and this era started with dominance by Ryan Simpson in 1600cc and Mitch Abrahall in 1200cc. Family participation and spirit was alive and well with both drivers leveraging the support of their families to achieve their goals.

Other drivers to follow in their footsteps over the following years included the likes of Jason Cutts, Adam Proctor, Daniel Reynolds, Timothy Brook and Dylan Thomas in 1600cc while Ryan Stott, Phillip Contessa, Bruce Pearce, Bernie Cannon and Simon Thomsen shone in their 1200's.

This era also saw the evolution of the Jacer, Sabre, Stinger, & Mako cars to name a few. Each car offered different design and setup characteristics all leading to close and competitive racing. We also saw Team Stinger expand and offer cars for lease catering for an ever increasing demand.

National competition was in full swing and, due to the efforts mainly of Leigh Porter, the Australian Series was annually held with one round per year hosted in NSW. This saw FVANSW host our Australian Series round multiple times at Mt Panorama. A dream for some and a nightmare for others, but overall our association and category prospered, attracting more cars and new members.

Formula Vee also got to race at the V8 Supercar round at Sydney Motor Sport Park in 2012 - reviving memories of when Formula Vee was a traditional support category at Australian Touring Car Championship rounds in the 70's, 80's & 90's.

The digital age was well upon us by this stage, which meant there were minimal chances of lying or telling untruths. Video cameras started to be mounted on many cars capturing footage that told the truth about how good you are, or how dumb the other driver was. We also saw our association invest in capturing video of our State Championship rounds which ultimately ended up on YouTube with expert commentary from Ray Filetti and Dylan Thomas. Even CAMS got into the digital act and published their Manual of Motorsport and the Formula Vee rules online with quarterly updates.

Various tyre manufacturers were used during this period including American Racer, Dunlop and Hoosier Tyres. Tyre marking was introduced for a period of time to limit the number of tyres a competitor could use within our State Championship.

Also, after several years of deliberation, testing, and debating, the 1600cc Engine Of The Future program was fully completed in 2014, evolving engines from the original 2002/2003 specification - thanks must go to Lyall Moyes for pushing forward with and making this project a reality.

Sealing cards were introduced to enforce better scrutiny within an engine or gearbox build process, and as a result, competitors' paperwork increased (there had to be a reward for the driver somewhere in this process).

Governance & finances within the association remained strong with a stable group of members taking committee positions to steer our destiny meaning we are in great position for many years of racing to come.

We should all celebrate what Formula Vee and the FVANSW has achieved over the past 50 years in our golden jubilee year. It has brought many people and families together, all with a common interest for enjoyment and to be entertained. Be proud of this achievement and the part you have played to make this happen and let the Formula Vee spirit live on.



## MANY SIGNIFICANT, AND SOME INSIGNIFICANT, MOMENTS IN THE HISTORY OF THE FVANSW

**Formula Vee started life in the US in the late 1950's. In no time, the Formula Vee concept then quickly spread across the globe, reaching Australia in 1964. Lots of things have happened between then and now, and will keep happening for at least another 50 years.....**

**1965**



*Greg Gusack, a VW dealer in Canberra, and Geoff Sykes and Mary Packard of the Australian Automobile Racing Club, import two Formcar Formula Vees into Australia from the USA to encourage entry level open wheel motor sport. Greg Gusack demonstrates one of AARC's US-built 'Formcar' Formula Vees at Sydney's Warwick Farm circuit.*

The first Formula Vee race is held at Warwick Farm in November **1965**, **and** is won by Frank Kleinig in his Kleinig Vee.



The **FVANSW** is formed. **Aub Revell**, son of Australian motor sport legend Ray Revell, is the first President. A set of rules is approved.

**1967 Amaroo Park opens. 1969** Formula Vee racer, Colin Bond, wins the **BATHURST 500** in a Monaro.

Warwick Farm Raceway closes. **1973 1977 HUME WEIR RACEWAY CLOSSES**

**1981** Former Formula Vee driver, **Phil Revell**, wins the Formula Ford Driver To Europe.

**Seventy seven** Formula Vees enter the **1985** National Titles at Oran Park

**1986** Former **Formula Vee** driver, Peter Verheyen, wins the Formula Ford Driver To Europe.

**19** *The FVANSW was invited by the ARDC to provide all the First Intervention Vehicle drivers for the World Touring Car Championship round at the Bathurst 1000. The*

**87** *FVANSW continued to provide FIV drivers for many years.*

**1988** Former FVANSW driver, Rohan Macarthur-Onslow, wins the Australian Drivers Championship in a Formula Two Cheetah Mk 8.

**1989** Toledo Tools **sponsor** *Formula Vee* at Amaroo Park making **Formula Vee** the most prized open wheel racing competition in Australia.

**1989** Rohan Macarthur-Onslow wins the Australian Drivers Championship again, this time in a Formula Holden Ralt RT 20.

The first race meeting takes place at Eastern Creek Raceway in November **1990** as a trial for the 1991 500cc motorcycle Grand Prix.

**1990**

The 25th Anniversary of Formula Vee celebrations take place at an Amaroo Park race meeting, the highlights being a dinner on the Saturday evening and regularity races on the Sunday. Many former Formula Vee drivers attend.





## SIGNIFICANT, AND SOME INSIGNIFICANT, MOMENTS IN THE HISTORY OF THE FVANSW

**1991** *The FVANSW is invited by the FIM to provide all the First Intervention Vehicle Drivers for the Australian 500cc Motorcycle Grand Prix at Eastern Creek, which continued until 1996.*

THE FVANSW **1993** BECOMES INCORPORATED.

Wakefield Park **Raceway** opens. **1993**

**1995** Jason Cutts finishes the first Jacer.

**1996** With less than two weeks' notice, Formula Vee is invited by the ARDC in January to support the V8 Supercars at a night time race meeting under lights on the short (North) circuit. FVANSW provides a full field. This was Craig Lowndes first race with HRT.

**1997** Dorian timing transmitters become mandatory for all racing.

**1997** CAMS ANNOUNCE A "BEYOND 2000" REVIEW OF CLUB LEVEL MOTOR RACING CLASSES ACROSS AUSTRALIA.

**1997** Jason Cutts wins CAMS NSW Competitor of the Year Award AFTER WINNING THE STATE CHAMPIONSHIP AND THE NATIONAL TITLES IN ONE YEAR IN HIS SELF-BUILT JACER 9501.

*The CAMS "Beyond 2000" review **1998** of club level racing classes **recommends** that Formula Vee should evolve and update the Formula Vee class.*

**1998 Amaroo Park closes.**

The first Formula Vee Super Series starts at Philip Island in May, and finishes at Eastern Creek in November. 38 Formula Vees enter.

**1998**

**1998** In response to the CAMS "Beyond 2000" review, the FVANSW forms a sub committee to investigate rules for an updated **Formula Vee** class.

**1998** Stephen Butcher takes over the Dice concept, **and** Stinger Racing Cars starts.

**1999** *Formula Vees race at Bathurst for the first time in 25 years as a support for the 2 Litre Super Tourers 1000. This was a round of the 1999 Formula Vee Super Series, and was televised live nationally on Channel Seven. Fifty five Formula Vees enter. (BUTCHEY IS DQ'ED!)*

**2000** The FVANSW membership **votes for** "Formula First" to be the working name for the updated Formula Vee class. **The FVANSW "Formula First" proposal for an updated Formula Vee class is displayed at the 2000 National Titles at Oran Park.** Former **FVANSW** driver, **JASON BARGWANNA**, wins the V8 Supercar Bathurst 1000.



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

**1965-2015 50 YEARS OF FORMULA VEE**



## SIGNIFICANT, AND SOME INSIGNIFICANT, MOMENTS IN THE HISTORY OF THE FVANSW

The FVANSW "Formula First" **2001** proposal is tested by over twenty Formula Vee drivers and covers over a thousand track kilometres.

### **2002**

**CAMS** approve the introduction of the "Monoposto" class for Formula Firsts in New South Wales in conjunction with Formula Vee at all CAMS races throughout 2003.

**Formula Vee** races with another class for the first time, *when Formula First races with Formula Vee in the Monoposto State Championship.*

**2002** **David Cutts wins** *the one and only Monoposto Championship in a 1600cc Jacer V2K Formula First.*

The FVAA accept a **new updated** Formula Vee class, close to the FVANSW specification.

CAMS APPROVE THE NAME FORMULA VEE FOR BOTH **2002** 1200CC AND 1600CC CARS. THE "FORMULA FIRST" NAME IS RETIRED BY THE FVANSW.

1600cc Formula Vees race together with **2003** 1200cc Formula Vees in *New South Wales* for the first time.

**2003** *Control MANIFOLDS and increased compression ratio are introduced*

**2005** 2005 FVANSW 1600 Formula Vee State Champion, **Ryan Simpson**, wins CAMS NSW Racer of the Year.

1600cc engined Formula Vees race at **Bathurst** for the first time as Formula Vee returns to **2008** Bathurst for the NSW round of the National Series.

**2009** fvansw Life MEMBER **John Moxon** becomes the first **Formula Vee Legend**.

**2009** Oran Park closes in November.

**2010** \_\_\_\_\_ **AUB REVELL**, THE FIRST FVANSW PRESIDENT, DIES.

**2011** We lose Mat Harrison in a crash at Sydney Motorsport Park.

Formula Vee trials timed-races at the first **2011 State Championship** round following pressure by the MRP, but afterwards rejects timed-races.

The first Historic Formula Vee, an Elfin NG driven **2014** by Lyall Moyes, races in an open Formula Vee event at Wakefield Park.


### **2015**

*The Formula Vee Association of New South Wales turns 50. A celebratory race meeting takes place at Wakefield Park, where dozens of current and former Formula Vee drivers, and dozens of current and former Formula Vees, as well as drivers, attend.*



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

**1965-2015 50 YEARS OF FORMULA VEE**



# THE MOST SIGNIFICANT FORMULA VEEES IN THE 50 YEARS OF THE FVANSW

### FORMCAR

The AARC imported two Formcars from the US to get entry level open wheel racing off the ground in Australia. It all started here.



### NOTA VEE

Guy Birmingham had the vision to see that Formula Vee would boom, and so he designed and built the Nota Vee.



Acknowledge Nota web site for this picture

### MAKO Mk 1

Frank Kleinig's classic looking Makos were inspired by the Cusack-Burr Formula Vee, winning two National Titles with Paul Bernasconi and Doug Angus driving



### RENNMAX Mk 1

Bob Britton's first Formula Vee, the Mk1, was initially called Cusack-Burr, but clearly demonstrated his contemporary racing car design skill.



### ELFIN MK 1

Australia's leading sports car manufacturer in the mid '60's, South Australia's Elfin, and its famous owner/engineer Garrie Cooper, quickly realised the potential of this new Formula Vee class, and his classic Mk 1 started a line of three generations of Formula Vees.



### STANDFAST

Leading Sydney racing car engineer, John Grant of Penshurst Motors, built and raced the handsome Standfast Vee, gaining many good results before other top drivers such as Aub Revell and Gary Campbell also found success.



# THE MOST SIGNIFICANT FORMULA VEES IN THE 50 YEARS OF THE FVANSW

## GAS



When Jim Evans of Group Automotive Services bumped into a US soldier on R and R in Sydney, they found they were both into Formula Vee. A US Lynx was then imported, and was renamed a GAS Vee. A number of local GAS Vee were then built.

## ELFIN NG (New Generation)



Garry Cooper's second generation Formula Vee was the first of a number of updated Formula Vees easily available in kit form. So many were built that they were incredibly successful, which then inspired countless "replicas".

## RENNMAX Mk 2



Bob Britton's masterpiece attracted the top drivers of the day, many of them, such as FVANSW Legend Damon Beck winning many races and Championships. The Mk2 kept winning into the 1990's with Ralph Merkel behind the wheel.

## MAKO MK 2



Frank Kleinig built his distinctive wedge-shaped Mk2 Makos in response to the new generation of Vees from Elfin and Rennmax.

## CONCEPT



Greg McCombie's radical GS1 was the first Formula Vee to bring Ground Effect and forward driver position to Formula Vee. Greg and Nationals Champion, Steve David brought the two generations of Concepts some success in New South Wales.

## AVANTI



The Lotus-79 inspired Avanti was conceived by well known Central Coast car builder John Wright, but the Avanti stalled with a failed sponsorship deal, although years later Mark McHenry gave the Avanti some deserved success in the early 1990's.

# THE MOST SIGNIFICANT FORMULA VEEES IN THE 50 YEARS OF THE FVANSW

## KESTREL



Greg Mobbs of the renowned K & A Engineering in Adelaide built twelve Kestrels, and some were driven to great success in NSW by Jeff Gibson, Ben Porter, and now Peter McDonald.

## SPECTRE



The Spectre was so much a copy of the Elfin NG that Elfin took out legal proceedings. So many Spectres were made that so many great drivers won many races in them. The most famous Spectre is back on the circuit in Historic events in the hands of its greatest driver, David Cutts.

## ELFIN CRUSADER



In 1988, the Crusader demonstrated an evolutionary step forward underneath the bodywork from the Elfin NG, but a major step forward in aerodynamics and looks.

## CUTTS JACER



The inspiring first Jacer thrust Formula Vee towards the new millennium, and also thrust Jason Cutts to a State Championship and a Nationals Title. Every Jacer since has kept up the progress.

## POLAR



The timeless Polar was conceived by former FVANSW Champion, Peter Verheyen in the mid 1990's, and was then taken over by David and Mark McHenry ten years later. The Polar has consistently been driven at the front by Mark McHenry, Mitch Abrahall, Chris Purvis, Leigh Hemmings, and James Horne.

## STINGER



Since the late 1990's, Stephen Butcher's Stingers have cheerfully and consistently given many drivers a low cost path into Formula Vee, and into winning many races and Championships, including the 2014 NSW State Championship!

# THE MOST SIGNIFICANT FORMULA VEEES IN THE 50 YEARS OF THE FVANSW

## JACER V2K



Jacer's first new generation Formula Vee brought with it a major step forward in aerodynamics and sleekness, as well as increased success on the track, with several state championships and National Titles. Two were exported to the US and Canada.

## JACER F2K



Jacer third generation of Formula Vee brought with it a step forward in professionalism and a brace of suspension innovations that kept Jacer at the front for several more years.

## SABRE 02



The tidy and thoughtful Sabre 02 by Victoria's Borland had the Elfin Formula Vees in its bloodline, and it equally dominated Formula Vee racing in several states, including in NSW with Daniel Reynolds behind the wheel.

## MAKO MK3



Former FVANSW President, Joe Zarantonello, pushed a reluctant Frank into building the striking Mk 3 in 2004, and while keeping the character of the Mk 2, its abilities are being shown years later at every race meeting by the fast Simon Pace.

## CHECKMATE



Paul Corcoran's masterpiece was the Formula Vee benchmark at national level races in the hands of Ben Porter, and eight years after its debut, Tasmanian Kieran Glover is keeping the Checkmate at the front.

## JACER F2K14



The F2K14 "T Car" is the latest thinking in Formula Vee and had a huge development effort behind its first year success, and its results are a portent of continuing success for Jacer and a great future for Formula Vee.



# 50 YEARS OF FORMULA VEE NOSTALGIA



**CUSACK-BURR  
FORMULA VEE**

GREG CUSACK and BRUCE BURR (the outstanding driver and mechanic combination) have pooled their "know how" and experience to develop the CUSACK-BURR FORMULA "VEE".

The body design, aerodynamics, handling qualities, mechanical layout, driver comfort and finish are of the highest standard.

The colour impregnated fibre glass body is attached to the triangulated space frame by only two clips.

Available in various forms from £550.

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RACING CAR NEWS, November, 1965, page 9

**ELFIN**




**Formula VEE**

Before building a Formula Vee car, we carefully studied the stringent regulations, and found room within them to create a car with better-than-average chance of success. We have incorporated in the new ELFIN VEE the knowledge and experience gained from our successful sports and racing cars.

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(includes all components, less VW parts, tyres and battery)  
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Due to quantity production we are able to give prompt delivery.

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**FORMULA "VEE"**

The only inexpensive way to motor race.

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PARRAMATTA — N.S.W.

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SEPTEMBER, 1965  
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RACING CAR NEWS, November, 1965, page 9



**FORMULA VEE**

*Which offers more racing for less money than any other class in road racing*

# 50 YEARS OF FORMULA VEE NOSTALGIA

## A HARD ACT TO FOLLOW...

Story and Photos by RAY BELL

TEN years after building his first Formula Vee, Bob Britton has designed and built its successor. It is a car he has toyed with building for some time, as he feels that the original car was not as good as its race-winning record would indicate.

But Bob is a perfectionist, and his desire for improvement is, in that light, understandable. "I'm never happy with my cars once they're finished," he told me (a desirable quality in a designer of machinery which has to keep abreast of rapid changes), "and there were a number of areas where I could see the need for improvement in the old car."

One of the most obvious areas was the elimination of the botchery which overtook his cars soon after they were built. The regulations originally required a much shorter length of rear trailing arm than was desirable, and Bob designed the basis of the new car, a sturdy chassis with good triangulation.



## Will the new Rennmax Vee surpass its older sister?



the car with this length. When the rule was changed, all manner of different interpretations of how it should be done were tried, and all, being necessarily additions to the original, were less aesthetically pleasing than they could have been.

The rear bay of the chassis, the engine compartment, was also not very good, as it lacked triangulation and, like all other Vees, it had bump steer problems. It was, however, good-looking and very effective, winning almost unopposed from 1965 to 1975. It was only really challenged for Vee supremacy in the Bono/Quartly era and by the Revells. The superbly prepared Ken Goodwin car was unbeatable for a long, long time in the hands of Ken, Bernie Haschule and Jim Evans, and inspired many a Vee man to say, "if only I'd bought that car!"

The new chassis is lighter, but retains the same geometry as the old one. The rear end of the chassis utilises the bell housing as a stressed member, while the removable triangulating spars upon

which are the mounts for the top of the bell housing and the rear shocks enable a very quick engine removal time.

This in itself will mean a more competitive car, for the fewer stumbling blocks there are in the way of regular maintenance the more chance there is that the maintenance will be carried out. Less working time also means more driving time, which again means a more competitive unit.

There being so many regulations which govern the building of a Vee, Bob has worked on getting a slippery shape around his new car. It also had to be good-looking, for the whole project has to make money for the Rennmax organisation, and to do that it has to be a good seller. The photos of Dick Bailey's car show that both objects have been achieved, with further proof of its effectiveness being shown by the fact that it is almost impossible to get a "tow" when slipstreaming the new car.

Bailey, in fact, has quite a few testimonials about the car, his being the second delivered and an addition to his older Rennmax in his stable. "You can tell it's a Rennmax by its feel," he says, adding, "It just works so smoothly. You can always tell a racing car from a junk heap as soon as you get into it." He also added that initial snoring was proving satisfactory and that he expects to have the car down to ultra competitive times before the new season begins.

Using the regulations to their fullest extent, the new Rennmax has air scoops at either side of the rear body section, which give the regulation body width while also scooping air to pressurise the fan. Practice has shown that on cool days these are too effective and cause the engine to run cool, but hot weather may see them very useful.

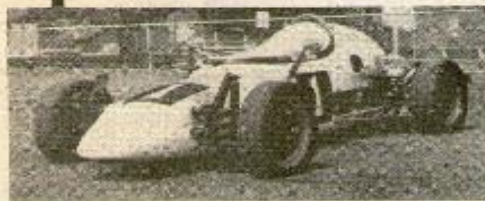
Bump steer has been the other item Britton has tackled in this design, and he has built a bracket which screws on to the front of the VW crossmember and upon which is clamped the steering box. This gives the same arc of travel for the steering arms as for the suspension trailing arms, and bump steer has been effectively eliminated. The steering box originally clamped on to the top tube of the crossmember.

The gearchange has been mounted higher, in normal racing car style, and is another thing Bailey commented on favourably, saying that it was much more convenient and easy to use. Dick doesn't feel the car will be significantly quicker than the old one on most circuits, but expects it to shine on long straights such as at Sandown and Phillip Island, with its anti-towing properties an advantage in the close racing that typifies Vees everywhere.

We're looking forward to finding out.

NOW AVAILABLE...

# VEE RENNMAX



Complete kit comprises chassis, body, instruments, electrics, steering wheel, column and all steering links, pedals, master cylinders, pipes, seat, fuel tank, radius arms, gearchange and compensator. All ready to accept VW components.

**\$ 1955**  
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## RENNMAX ENGINEERING

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RACING CAR NEWS, December, 1975. page 34



# 50 YEARS OF FORMULA VEE NOSTALGIA



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SURFACE GRINDING  
TO  
42" x 84"

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FABRICATION OF  
JIGS & FIXTURES

★

14th may, 1966.

## FORMULA VEE

On Monday the 9th May a small meeting of Formula Vee owners was held at the writers home. Without going into details, the purpose of the meeting was to create an atmosphere of co operation between owners, with the object of improving and understanding the purpose of Formula Vee racing.

The culmination of this meeting has been a request to form a Formula Vee Association in Sydney.

A meeting is to be held at 62 Anderson Rd., MORTDALE. at 8.30 p.m. on Monday 23rd May, 1966 is for this purpose. Persons with an interest in Formula Vee and who desire to participate in its inevitable growth will be most welcome.

A. C. Revell

# THE FVANSW STARTED HERE!



# A FEW OF THE PLACES WHERE WE HAVE RACED OVER 50 YEARS

**Warwick Farm - Liverpool**



**Hume Weir - Albury**



**Catalina Park - Katoomba**



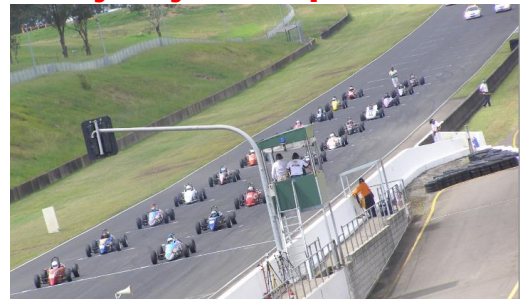
**Amaroo Park - Annangrove**



**Oran Park - Narellan**



**Sydney Motorsport Park**



The final ever Formula Vee grid in November 2009

**Mount Panorama - Bathurst**



**Wakefield Park - Goulburn**





# FORMULA VEE ASSOCIATION OF NEW SOUTH WALES LIFE MEMBERS



**GREG CUSACK**



**MARY PACKARD**



**GEOFF SYKES**



**AUB REVELL**



**JOHN MOXON**



**FRANK KLEINIG**



**PETER WILLIAMSON**



**DAVID CUTTS**



**DAMON BECK**



**HORST ZUHNER**



**NEIL TURNER**



**GREG HEPBURN**



**BRUCE COLBEY**



**IAN CHIVAS**



**RAY FILETTI**



**LEIGH PORTER**



## FORMULA VEE LEGENDS

**THE FORMULA VEE LEGENDS AIMS TO PUT A FACE AND A PERSONALITY TO EVERY GREAT DRIVER OF OUR GREAT FORMULA VEE CLASS. CONTRIBUTIONS TO THE FORMULA VEE LEGENDS ARE ENCOURAGED AND WELCOMED BY THE FVANSW.**

### ***DAMON BECK***



Damon Beck 1967

*Damon's motor racing story commenced at the Warwick Farm circuit as a youthful and enthusiastic teenage spectator in the early 1960s, cheering on his heroes such as Jack Brabham, Stan Jones, and Lex Davison. Within a couple of years, he took his first step on the path to realising his motor racing dream by volunteering as a trackside official at Warwick Farm, Catalina Park, and Bathurst.*

*Damon's motor racing dream then came true when he competed in his first race in the mid 1960's behind the wheel of an Elfin Formula Vee, instantly becoming one of the pioneers of the new Formula Vee class, then in only its second year. Over the next few years, Damon went on to compete in Formula Vee with distinction, with countless victories, podiums, and titles to his credit, many behind the wheel of his beloved, and now famous Rennmax Mk2.*

*By the mid 1970's, Damon began to chase a career in other classes of motor racing, going on to race several classes of cars throughout the seventies, eighties, and nineties, including competing in many Bathurst 500, 1000, and 12 Hour events, and forging an outstanding name for himself as a racing car driver and personality along the way.*

*However, even more significant than his distinguished competition career was Damon's service towards the good administration of motor sport at many levels. His service has included assuming the roles of President, Secretary, Committee Member, and Treasurer, of his beloved Formula Vee Association of New South Wales. Damon has also held the important position of the National Administrator of the Formula Vee Association of Australia.*

*Damon, now a member of the Australian Racing Drivers Club for 42 years, also served with distinction as General Manager, President, and Board member, including safely steering them through one of its most difficult periods in the late Nineties, and into its new home at Eastern Creek in 1997. Damon also served with distinction for many years on the CAMS NSW State Council, assuming the position of the NSW Delegate to the CAMS National Council for nearly ten years until 1992.*

*His service to the Formula Vee Association of New South Wales over many years was finally recognised in 1997 with the awarding of a Life Membership, and more recently in 2006, CAMS acclaimed Damon with an esteemed CAMS Life Membership. To this day, Damon remains one of the great Formula Vee drivers, and one of the great motor sport administrators. However, words alone cannot describe how much this unselfish, respectful, proper, independent, and caring, man's efforts over his lifetime has ensured that we can continue to love Formula Vee and motor sport for many years to come.*

## FORMULA VEE LEGENDS

### JOHN MOXON



Many years ago, John Moxon's youngest son, Ray, was asked what he wanted to be when he grew up. "Just an ordinary bloke, like Dad: he said. However, John Moxon is no ordinary bloke, as you'll now find out.

John grew up around Sydney in the early Fifties, attending Fort Street Boys High School before leaving to pursue a rural lifestyle. After several years working on farms, the bright lights of Sydney drew him back, and to an apprenticeship as a Fitter and Turner. While working in a factory, and studying his apprenticeship duties, during the day, John also studied Mechanical Engineering as Sydney Tech at night.

Despite his heavy workloads, John always remained passionate about motor racing, regularly following the major meetings across NSW. He joined a car club, and owned a succession of cars, rallying and racing them for the next few years. The turning point in his motor racing life came when he joined the FVANSW within a month or so of it being formed in the mid 60's. Soon he was on the Committee, also taking a position as an engine sealer. Acquiring one of Frank Kleinig's Mako kits and a wrecked Vee, John proudly built his own Moxon Vee in 1969, debuting it in February 1970.

But things didn't go quite according to plan when, after only a few months, a crash left him a quadriplegic.

While stuck endlessly in hospitals, then rehab, and finally in a wheelchair, John continued to serve selflessly on the FVANSW committee, even holding the position of President for a time while also representing the FVANSW on the FVAA. Despite not being able to enjoy his beloved race driving, his continuing cheerful and loyal service to Formula Vee was deservedly recognised with an Honorary Life membership of the FVANSW.

By the late 1970s, John and his first wife, Pauline, split up, and he finally graduated with an Honours degree from Macquarie University. Despite all his obstacles, he soon found a job that complemented his strong interest in the rights of people with disabilities, culminating in the last part of his working life as a director of a successful consultancy business advising corporate and government clients.

John also still found time to meet a new lady, although it took nearly 20 years before he finally married Margaret Tucker. Well, he is one for thinking things through carefully!

Fortunately, John never lost his interest in motor racing. In the last few years, he has started popping up at historic meetings, often politely pestering the Group V Formula Vee people! He and his good friends, Formula Vee greats Ken Goodwin and Bob Britton, also regularly get together to reminisce about their glory days.

Margaret and John courageously travelled to the UK in 2008 and spent several adventurous months living in a motorhome. He is now retired, which means he works only some of the time! He is writing a family history for his five grandkids, and he occasionally still causes a stir among the local council when something is not 100 per cent right.

By the end of his working life, John's commitment to Australian values of fairness have earned him a reputation as being one of Australia's leading advocates for the disabled. And despite his obstacles, amongst his fantastic achievements, his family say that this determined, patient, and thoughtful man is an ordinary bloke. But deep down, they, and everyone else, know that John Bruce Moxon is a very special man indeed!

## FORMULA VEE LEGENDS

### **KEN GOODWIN**



*Ken Goodwin is a great story teller – a man who can keep you spellbound for hours as he relates his experiences of a life extraordinary in its scope and depth.*

*His countless stories come from a life full of experiences. Ken has worked as a plumber, as a seaman on coastal ships up and down the eastern seaboard of Australia, as a sales representative and mechanic in the poker machine industry, and in the electricity distribution industry.*

*Ken grew up in inner western Marrickville, Sydney, and he stills lives in the area. As a teenager, Ken rode motor bikes and drove an Austin 7 (which spectacularly caught fire and burnt out in the driveway of his home). Later he drove MGs, Citroens, Fiats and Mercedes.*

*Speedway - or “the skids” as he affectionately calls it - has been and remains a special love – Ken has been friends with many of the stars of speedway in 1950s.*

*Another side of Ken is his knowledge of theatre, art and literature. Few would know he studied architecture at Sydney University, without completing his degree as it happens, but acquiring a love of fine buildings nonetheless.*

*Ken was a member of the inaugural committee of the NSW Formula Vee Association, and he worked tirelessly to have the category established. But Ken was not just a hard working volunteer, he was a top driver and Formula Vee engineer. In 1968 Ken won the NSW Formula Vee championship in his Rennmax, and he was the first to suggest the use of a cable to restrict the movement of the rear suspension, an innovation soon adopted by all competitors.*

*After selling his car to Bernie Haehnle, Ken raced a Rennmax Twin Cam Formula 2 with success.*

*But most of all, Ken Goodwin is a great friend – a person who sticks with you through the bad times as well as the good. He has that rare ability to be able to connect with, and become friends with, all manner of people; from academics, and very successful business people, to people down on their luck, and to people working in average jobs.*

*Now a grandfather, Ken continues to keep in touch with many from his racing days and enjoys nothing better than a good coffee and a leisurely chat with old mates.*

## FORMULA VEE LEGENDS

### FRANK KLEINIG



Since the beginning of Formula Vere racing in Australia, Frank Kleinig has become a true legend of the category and our sport. Admired and respected since inception, the Formula Vee values taken for granted today are a true reflection of his participation and contribution.

After winning the first ever in Australia way back in 1965, at Warwick Farm, Frank has remained an active member of the Formula Vee community and is recognized throughout the country in his many roles either as a driver, competitor, entrant, team owner, spectator, committee member, car builder, advisor, technical sealer, enthusiast, mentor, ultimate professional, and family man.

Following in his father's footsteps, Frank pursued the dreams and aspirations of motor racing. Fortunately, for Formula Vee, Frank made the category his home. At a young age, his early driving ambitions coexisted with a professional career within the automotive industry. This combination together with a commitment, desire, and hard work, not only rewarded Frank's driving and professional success, but set a benchmark that many people still strive to achieve today.

Throughout the decades, Frank's driving achievements have included countless race wins, lap records, and state title victories, all complimented with his racing car design and engineering expertise. Frank was one of the first Formula Vee drivers in the 1960's to compete in his own designed and built car – the Mako. During the 1980's, this combination set him at the pinnacle of his sport gaining true respect from his fierce rivals as he pursued and secured podium dominance. Today, Frank continues to design and build and sell his beloved Mako Formula Vees as well as keeping many other cars and drivers on the track through his business.

The attitude and approach Frank has shown to Formula Vee is unquestionable with active participation at both a state and national level. Throughout the decades, he has pioneered innovated and contributed greatly to the ongoing category development and progression. His experience and willingness to assist is still highly sought at an administrative, engineering, and competitive level.

Frank is an ultimate good guy and many friendships within the category and throughout the motor racing fraternity have been established. Known as "Cranky Franky" for his blunt talking and socializing prowess, all have learnt something and benefitted from his life experiences. Whether at the track, or in social environment, Frank will always make the effort to engage with others to tell stories and be adamant the party should never end.

This lifetime of achievement and success was recognised with the award of Formula Vee Association of NSW Life Membership, and Frank Kleinig will always be known as a true "FORMULA VEE LEGEND".

## FORMULA VEE LEGENDS

### DAVID CUTTS (DC)



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

There is more to DC than Formula Vee. He plays a mean guitar. Self taught through school, he can play any riff, and any song, often just after hearing it for the first time on the radio. Don't ask him to play in front of you though, it won't happen.

That's because despite being famous in FV circles, DC is a very private man, keeping a tight circle of loved ones and friends. Get him talking though about something he is passionate about, and you will be engaged and fascinated for hours.

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

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

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

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



## 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!***



## JUST A FEW OF THE GREAT FVANSW DRIVERS FROM THE PAST AND PRESENT

**Peter Houston**  
**Robin Bennett**  
**Rowan Macarthur-Onslow**  
**Barry French**  
**Michael Edwards**  
**Peter Williamson**  
**Brodie Tilbrook**  
**Rob Riley**  
**Maurie Mitchell**  
**A Bailey**  
**Simon Morillas**  
**Graham Engel**  
**G Laurie**  
**Douglas Atkins**  
**Bruce Colbey**  
**Michael Truman**  
**Gary Power**  
**Simon Pace**  
**Reg Pratley**  
**Garry Summers**  
**Greg Fraser**  
**Tony Alessi**  
**Steven Swain**  
**Glen Firth**  
**John Grant**  
**Lynne Cutts**  
**Jay Foreman**  
**Daniel Stein**  
**Stephen McElhinney**  
**Tammy Douglass**  
**Tony Swan**  
**David Smith**  
**Rodney Wright**  
**Craig Conlon**  
**Mark McHenry**  
**Frank Cuttell**  
**Ian Lee**

**Paul McCurdy**  
**Bob Young**  
**Col Merz**  
**B Daly**  
**Sue Stickney**  
**Stewart McColl**  
**R Thomas**  
**James Dunn**  
**David Groves**  
**Harry Crowden**  
**Brad Palmer**  
**David Loomes**  
**Ian Kerr**  
**Michelle Callaghan**  
**Mike Carscadden**  
**K A Daly**  
**Barry Noble**  
**Phil Lewis**  
**Christian Villalon**  
**Gil Slade**  
**Ken Moore**  
**Norm Azar**  
**Stewart Crawford**  
**James Horne**  
**Barry Thackeray**  
**Rob Shepherd**  
**Gary Rigg**  
**David Dunmore**  
**J Berry**  
**Godfrey Handschuh**  
**Ian Grainger**  
**Ken Banks**  
**Michael St John-Cox**  
**K Moore**  
**David Lantry**  
**Brian Grounsell**  
**Grant Boore**

**Wolfgang Prejawa**  
**A Cooper**  
**John Hook**  
**Mark Ferrier**  
**Arnold Rigby**  
**Alan Birmingham**  
**Wayne Newton**  
**Stirling Craig**  
**Nerida Schwalbach**  
**David Dunsmore**  
**Russell Bayley**  
**Jeff Gibson**  
**R Woodbridge**  
**Gary Quartley**  
**John Moxon**  
**Robert Hlanuda**  
**Neil Cawthorne**  
**Ryan Reynolds**  
**D Kennedy**  
**Peter Verheyen**  
**Gerard Care**  
**Kerry Calderbank**  
**Don Walton**  
**Jim Hourigan**  
**Neil Turner**  
**Tony Maxfield**  
**Greg Douglass**  
**Jacob Andrews**  
**Russell Green**  
**Ben Oldfield**  
**Phil Moyes**  
**Nigel Hook**  
**Greg Kilgannon**  
**Geoff Humble**  
**Peter Kleinig**  
**Lampros Katsidis**  
**Gerard Manion**

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## JUST A FEW MORE OF THE GREAT FVANSW DRIVERS FROM THE PAST AND PRESENT

**Mathew White**  
**Tyler Mecklem**  
**Daryl Adams**  
**David Isaacs**  
**Glenn Moulds**  
**M Wark**  
**Bill Christie**  
**Geoff Bassingthwaighte**  
**Ray Bontoft**  
**Bryan Selby**  
**Rob Martin**  
**Dylan Thomas**  
**Barry Fenner**  
**Greg Biber**  
**Paul Samuels**  
**John Rogers**  
**Tony Conolly**  
**Michael Stipo**  
**Alan Harrison**  
**David Schulz**  
**Ralph Merkel**  
**Daniel Reynolds**  
**Robert Lukatela**  
**Daniel Pauperis**  
**Alan Tucker**  
**Paul Unger**  
**Terry Boom**  
**Ashley Maher**  
**Geoff Chappell**  
**Horst Zuhnemer**  
**Peter Finlay**  
**Brett Galway**  
**Bernard Romeo**  
**Barry Lake**  
**Mike Russell**  
**Carol Candy**  
**Gavin Irving**  
**Dereck Crook**  
**Russell Newell**

**Nathan Brumby**  
**Paul Fenech**  
**J Arthur**  
**Jim Funstone**  
**John Wright**  
**Ian McKimm**  
**G France**  
**John Murden**  
**Breck Miur**  
**Jessica Douglass**  
**Ray Filetti**  
**Grant Denyer**  
**Tim Brook**  
**Kirsty Last**  
**Frank Adamson**  
**Graham Sabine**  
**Barry Hickson**  
**Kent Shepherd**  
**Nigel Hughan**  
**Andy Goodall**  
**Jim Evans**  
**Peter Radtke**  
**Ken Smith**  
**Colin Bond**  
**Don Grieg**  
**Paul Nelson**  
**Doug Grant**  
**Craig Sparke**  
**John Curby**  
**Bruce Pearce**  
**Bob Beasley**  
**Keith Boobyer**  
**Brian Sutton**  
**Kieran McLaughlin**  
**Mat Shepherd**  
**Craig Evans**  
**Brett Owens**  
**David Palmer**  
**Tim Hamilton**

**John Mostyn**  
**Craig Bradshaw**  
**Peter Stewart**  
**Ian Smith**  
**Louise Roy**  
**B Waugh**  
**B Alvis**  
**Simon Duffy**  
**Dennis Gillespie**  
**Roger Bates**  
**Alan Cutts**  
**Leigh Hemmings**  
**Grahame Shortland**  
**Troy Boldy**  
**Robert Vautin**  
**Jeff Trenholm**  
**Gary Campbell**  
**Rodney French**  
**Sue Cannon**  
**Simon Thomsen**  
**Tracey Taylor**  
**Blake Simpson**  
**Kym De Britt**  
**Nathan Pring**  
**David Mcdonald**  
**Paul Barrett**  
**Peter Mill**  
**Geoff Selby**  
**Jay Hall**  
**Mat Pearce**  
**Greg Johnston**  
**James Pearson**  
**David Trevena**  
**Nathan Prendergast**  
**Claude Mazzaro**  
**Bruce Gibbs**  
**John Evans**  
**Luke Warner**  
**Alastair Riach**

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## AND JUST A FEW MORE AGAIN OF THE GREAT FVANSW DRIVERS FROM THE PAST AND PRESENT

**Dave Condon**  
**Steven Tunbridge**  
**A Nichol**  
**Richard Warland**  
**Ray Johnson**  
**M Clarke**  
**Michael Johnstone**  
**Mal Barnes**  
**William Smith**  
**Rudolf Masi**  
**Daniel Piagentini**  
**Bruce Bloodworth**  
**Aaron Russell**  
**Robert Agnew**  
**Jim Bonthorne**  
**John Morello**  
**Ken Arthur**  
**P Callaway**  
**Max Coulter**  
**Stephen Butcher**  
**Morgan Freemantle**  
**David Cutts**  
**Clyde Lee**  
**Bob Barnett**  
**David Gormlie**  
**Stephen Gamarra**  
**Ken Taylor**  
**Mark Winterbottom**  
**Jon Collins**  
**Gary Joel**  
**Vic Hall**  
**Steven David**  
**Bryan Henderson**  
**Wade Leach**  
**Dean Cavanagh**  
**Peter Webster**  
**Anthony Zammit**  
**Riccardo Martuccio**

**Steve Normoyle**  
**Joe Bawden**  
**Kelvin Young**  
**Steve Maclaine**  
**Mitch McDonald**  
**H Reker**  
**John Willoughby**  
**Ben Kerr**  
**Phil Parkinson**  
**Adam Brook**  
**Kevin Mundy**  
**Terry Smith**  
**Brendan Woods**  
**Robert Behal**  
**Jayson Williamson**  
**Peter Harper**  
**Brian Phillips**  
**Terry Freckleton**  
**Leigh Porter**  
**Michael Carroll**  
**John McDonald**  
**Sue Hughes**  
**Neil Crawthorne**  
**Bill Norton**  
**Mat Davis**  
**Anthony Mitchell**  
**Chris Cummins**  
**Lucas Eddey**  
**Richard Buttrose**  
**Mitch Abrahall**  
**Peter Britton**  
**Ben Porter**  
**P Murray**  
**Boris Orazem**  
**Graham Henshaw**  
**Andrew Seymour**  
**Phil Johnson**  
**Tony Fatouros**

**Michael Gaal**  
**Ray Begg**  
**Jim Shepherd**  
**Brad Howard**  
**Sergio Lavermicocca**  
**Glyn Ballantyne**  
**Darren Craig**  
**Bill Cody**  
**Jim Thorn**  
**Anthony Altomonte**  
**Bruce O'Donnell**  
**Betty Bridges**  
**Michael Cluderay**  
**Peter Cowan**  
**Brett Murray**  
**Brett Walters**  
**Bruce Garland**  
**Gerard Murphy**  
**David Beveridge**  
**Adam Curtis**  
**Manfred Wagus**  
**Dennis Ives**  
**Brian Hones**  
**Steve Mack**  
**Robert Palermo**  
**Pablo Martino**  
**Stephen Grave**  
**Palle Johansen**  
**Bruce Perry**  
**Guy Lingard**  
**Geoff Grinley**  
**Mark Williams**  
**Wayne Dillon**  
**Dean O'Neill**  
**Enno Beusselman**  
**Alan Payne**  
**Louise Roy**  
**Warwick Moore**

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# AND JUST A FEW MORE AGAIN OF THE GREAT FVANSW DRIVERS FROM THE PAST AND PRESENT

**Mat Gormlie**  
**Barry McIver**  
**Greg Smith**  
**Darren Pritchett**  
**Stephen Cannon**  
**John Smith**  
**S Crawford**  
**David Swan**  
**Bernie Cashin**  
**Keith Franks**  
**Bryan Finch**  
**R Jones**  
**Gary Ogden**  
**Peter Smith**  
**Jason Cutts**  
**C Dwyer**  
**Darren Williams**  
**Anthony Cavanagh**  
**Roger Harris**  
**Garry Hook**  
**Andrew Grevis-James**  
**Bernie Cannon**  
**Geoff Bennett**  
**Wayne Hall**  
**Scott Hermann**  
**Ryan Stott**  
**Laurie Campfield**  
**Nick Herford**  
**Steven Davis**  
**Geoff Stone**  
**Alan Martin**  
**Edan Fleming**  
**J Prisk**  
**Paul Sewell**  
**Paul Corner**  
**Larry Greenhalgh**  
**R Chadwick**  
**Adrian Swaffield**  
**Phil Lucas**

**Zane Al Said**  
**Brian Berry**  
**Greg Stott**  
**Greg McCombie**  
**Paul Bernasconi**  
**Gary Meyers**  
**Lawrie Hobbs**  
**Steve Cramp**  
**Michael Lezaja**  
**Kim Bennett**  
**Shaun Atherton**  
**Peter Ladics**  
**Wayne Hamilton**  
**Bernie Haehnle**  
**Adam Nicholas**  
**Gary Harper**  
**Joe Zarantonello**  
**Shane Walton**  
**Mathew Bode**  
**Greg Cusack**  
**Ray Groves**  
**Steve Weissner**  
**George Williams**  
**Nathan Sansom**  
**Paul McDonald**  
**Frank Burke**  
**G Dawson**  
**Dennis Riley**  
**Michael Hickey**  
**D Centofanti**  
**Adam Proctor**  
**Clem Fama**  
**G Grimley**  
**Vic Hall**  
**Ben McCombie**  
**Stewart Anderson**  
**William Pym**  
**Wal Shepherd**  
**Ian Black**

**Glyn Evans**  
**N Ross**  
**Toni Liparts**  
**Tom Ballard**  
**Shane Hart**  
**Verona Larkin**  
**Anthony Wilson**  
**Dick Bailey**  
**Lyall Moyes**  
**D Morgan**  
**Damien Ferraris**  
**Greg Mackie**  
**Christopher Gale**  
**Phil Revell**  
**Jason Bargwanna**  
**Neville Doherty**  
**Corinne Perry**  
**Chris Bolton**  
**Alan Goldsmith**  
**Richard Jefford**  
**Peter McDonald**  
**Michael Kinsella**  
**Brad Lewis**  
**Peter Warren**  
**B Gatenby**  
**Darren Mason**  
**Chris Lewis**  
**Kerry McCormick**  
**John Ballantyne**  
**Colin Simpson**  
**A Nicol**  
**Ted Dunford**  
**Doug Brown**  
**Darryl Adams**  
**David Yuile**  
**Peter Vardy**  
**Gus van Velzen**  
**Peter Vardy**  
**Daniel Holihan**

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# AND JUST A FEW MORE AGAIN OF THE GREAT FVANSW DRIVERS FROM THE PAST AND PRESENT

**Ryan Simpson**  
**Tony Galla**  
**Terry O'Neill**  
**Paul Cochrane**  
**Keith Angel**  
**Michael Gale**  
**Darryl Cullen**  
**Aaron McGill**  
**Aaron Lewis**  
**Charles Harper**  
**Peter Iredale**  
**Brett Owen**  
**Stephen Pasch**  
**Antony Galla**  
**Graham Tribe**  
**Wayne Riley**  
**H Crowden**  
**Paul Lark**  
**Michael Watkins**  
**Aub Revell**  
**Chris Reeves**  
**Ross Jones**  
**Claire Thackeray**  
**Mark Grierson**  
**Dennis Cole**

**Anthony Cooper**  
**Bob Miur**  
**R Lesslie**  
**Eamonn Mathews**  
**R Ridley**  
**Harry Cox**  
**Dennis Watt**  
**Richard Nairn**  
**Cliff Fenner**  
**Brian Pymble**  
**Brian Burman**  
**Frank Trainor**  
**Ralph Schofield**  
**David Voysey**  
**Garry McDonald**  
**Dieter Kolb**  
**Norm Johnstone**  
**Lachlan Higgins**  
**John Phillips**  
**Paul Corcoran**  
**Trevor Cook**  
**Ken O'Keefe**  
**Tim Denford**  
**Michael Branigan**  
**Mat Macarthur Onslow**

**Terry Quartley**  
**Doug Angus**  
**Barry Turner**  
**Roderick Andrews**  
**Geoff Westcott**  
**Joe Bowden**  
**Mark Wilson**  
**Fred Vogel**  
**D J Beveridge**  
**Andrew Burden**  
**Graham Shortland**  
**Sean Birk**  
**Brett Turner**  
**Wayne Russell**  
**Sion Bowker**  
**Don Collyer**  
**Graham Vaughan**  
**David Maitland**  
**Kevin Humphrey**  
**Col Symons**  
**Colin Contessa**  
**M Martin**  
**Neil Revell**  
**Doug Munro**  
**Shaun Atherton**



**MAT HARRISON**

**YOU RACED WITH US FOR FAR TOO SHORT A TIME**

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## RACE REPORT



### 2014 FORMULA VEE ASSOCIATION OF AUSTRALIA NATIONAL CHALLENGE November 29/30 PHILLIP ISLAND

Photos by FVANSW



### THE FVANSW'S MAT PEARCE WINS HIS SECOND 1200cc NATIONAL CHALLENGE AT PHILLIP ISLAND!

### MAT STUBBS WINS THE 1600's, AND THE FVANSW'S DANIEL STEIN TAKES OUT THIRD IN THE 1600's!

After one long year of Formula Vee racing across six Australian States, the 2014 Formula Vee National Challenge at the world famous Phillip Island Raceway on the southern coast of Victoria fittingly became the final Formula Vee race meeting for the year anywhere in Australia.

With it came great anticipation by dozens of Formula Vee competitors from all over Australia. For more than a dozen FVANSW drivers, would the strong local Victorian Sabre-heavy contingent have a home-track advantage at the high speed slipstreaming Phillip Island circuit, or would the determined FVANSW competitors have the firepower to compete against the locals?

An excellent field of fifty seven Formula Vees started the 2014 Formula Vee National Challenge weekend, but only forty five finished it, proving how ruthless the combination of a Formula Vee National Challenge and the Phillip Island Raceway was, and will always be. At least the weather was perfect and not freezing cold as usual at Phillip Island!

Those that finished it included the FVANSW's very own reigning 2014 Australian Institute of Motorsport 1200cc NSW State Champion and reigning 2013 Nationals Titles holder, Mat Pearce. Mat won every heat on the way to winning the Final in the 1200cc class to become the 2014 1200cc National Challenge winner, and became a deserved winner!

Meanwhile, the outright (1600cc) winner was New Zealand's (via Victoria) Mat Stubbs driving the Beacham Racing Sabre 02. This win, in combination with his 2012 AND 2013 wins at Wakefield Park and Morgan Park, makes Mat one of the few drivers in Formula Vee History to win more three consecutive Formula Vee National Challenges. Another finisher also was the FVANSW's very own young superstar Daniel Stein in third place in the 1600cc class, making this a fitting result for the rising talent who scored his first outright Formula Vee win only a few weeks earlier.



## **FVANSW'S MAT PEARCE AND FVAV'S MAT STUBBS WIN THE 2014 NATIONAL CHALLENGE**

Unfortunately for all the remaining FVANSW competitors, the 2014 Formula Vee National Challenge was not as successful as their hopes had led them to expect.

By the end of Qualifying and the Heats over all of Saturday and Sunday morning at the 2014 Phillip Island Formula Vee National Challenge, it looked like the FVANSW had the fastest two driver/car combinations in both the 1200 class and the 1600 class! Mick Kinsella had won two out of three Heats, and Tim Brook had won one Heat in his incredible Jacer F2K14, and Tim's combined results had been enough to score pole position for the Final on the Sunday afternoon in a most deserving return to the front of Nationals racing for Jacer. Meanwhile, Mat Pearce had been fastest 1200 in all three Heats, and Steven Wood had been on each podium step over his three Heats. Darren Williams and Simon Pace had also moved up the grids as their Heats evolved after problematic qualifying, as did Honourary New South Welshman Kieran Glover driving the Checkmate, Kieran not even starting the first Heat of the weekend due to technical troubles. FVANSW expectations were very high!

For Dylan Thomas, the 2014 Australian Institute of Motorsport FVANSW 1600cc State Champion – elect, even before the National Challenge weekend began he had already resigned himself to not winning two Championships in one year after his Stinger engine failed to show the levels of horsepower that he had become used to throughout 2014. His Stinger cousin, Stephen "Mr Nationals" Butcher, unfortunately went backwards as his two Heats progressed, while Gary "Almost as Mr Nationals as Butcher" Ogden couldn't find the performance he needed in his Corsica, and barely improved on his mid grid position. Similarly, James Horne's year-long period of bad luck persisted through his Heats, including emergency repairs being needed to his Polar carried out on the dummy grid by all his FVANSW mates, so his undoubted potential remained unfulfilled.

Meanwhile, Bruce Pearce, William Pym, and Matthew Bode, continued obtaining constructive experience racing with unfamiliar competitors in an unfamiliar environment, each driving consistently through the Heats and maintaining their positions. At least until the Final.

Behind all the FVANSW scenes, Daniel Stein quietly finished near the front in all his three Heats, marking him out as a potential winner. Similarly, Kieran Glover quietly kept moving forward through the weekend to his customary frontline, finishing immediately behind Daniel in the Final.

It should be mentioned that one of the Heats on the Sunday was abandoned due to a serious crash that resulted in Dion Gretgrix and his Sabre not participating further in the Nationals. Fortunately, Dion was not injured, but worse, he could not join his Victorian colleagues any further on the circuit.

But the Final of the 2014 Phillip Island National Challenge proved once and for all that the Phillip Island circuit rewards slipstreaming prowess, fearless driving, and a sixth sense of car-positioning that perhaps can only be gained after years of driving on the incredible Phillip Island circuit. The Victorian contingent unequivocally demonstrated this prowess, their fearlessness, and their magical sixth sense.

Congratulations goes to the now-twice Nationals Challenge winner Mat Pearce, and to now-thrice Nationals Challenge winner, the great Mat Stubbs, to the FVANSW's Daniel Stein, to all the other FVANSW competitors for their efforts or great results, and also to all the remaining local and interstate competitors for making the long journey to the Southern tip of the Australian mainland. Thanks also to the Mark Mitchell and the FVAV for their efforts in bringing the 2014 Formula Vee National Challenge to a successful conclusion.

The 2015 Formula Vee Nationals Challenge will take place this October at Symmons Plains in Tasmania in the 50th year of Formula Vee in Australia.



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

**1965-2015 50 YEARS OF FORMULA VEE**



**FVANSW'S MAT PEARCE AND FVAV'S MAT STUBBS WIN  
THE 2014 NATIONAL CHALLENGE**

**STEPHEN BUTCHER**



4th in Heat 1  
14th in Heat 4  
DNF'ed the FInal

**MAT PEARCE**



Wins 1200 in Heat 2  
Wins 1200 in Heat 3  
Wins 1200 in the Final

**DYLAN THOMAS**



8th in Heat 1  
11th in Heat 4  
11th in the Final

**DARREN WILLIAMS**



15th in Heat 1  
7th in Heat 3  
4th in Heat 5  
DNF'ed the FInal

**MATHEW BODE**



17th in Heat 1  
20th in Heat 3  
17th in Heat 5  
32nd in the Final

**GARY OGDEN**



12th in Heat 1  
15th in Heat 3  
12th in Heat 5  
22nd in the Final

**WILLIAM PYM**



19th in Heat 1  
21st in Heat 3  
18th in Heat 5  
DNF'ed the FInal

**SIMON PACE**



DNF'ed Heat 2  
6th in Heat 4  
6th in Heat 5  
10th in the Final

**BRUCE PEARCE**



22nd in Heat 2  
20th in Heat 4  
21st in Heat 5  
29th in the Final

**TIM BROOK**



4th in Heat 2  
Wins Heat 3  
6th in the Final

**MICK KINSELLA**



Wins Heat 1  
Wins Heat 4  
15th in the Final

**KIERAN GLOVER**



DNS Heat 1  
5th in Heat 4  
4th in the Final

**STEVE WOOD**



2nd 1200 in Heat 1  
3rd 1200 in Heat 3  
1st 1200 in Heat 5  
DNF'ed the Final

**JAMES HORNE**



9th in Heat 1  
13th in Heat 3  
DNF'ed Heat 5  
DNF'ed the Final

**DANIEL STEIN**



3rd in Heat 2  
3rd in Heat 4  
2nd in Heat 5

## FORMULA VEE DRIVER PROFILE – BERNIE CANNON



**Bernie Cannon came into Formula Vee in 2008 with no racing history, but in the six years since, Bernie has made lots of his own Formula Vee history, taking out one NSW State Championship for 1200cc Formula Vees, two seconds, and one third, since 2010. These results makes Bernie one of the most successful 1200 competitor in the modern era.**

### What is your job?

Both an accountant in my own practice from 1981, and a commercial fisherman from 1981 until the introduction of GST. The extra work generated by GST meant making a choice and there is no money in fishing.

### Why and how did you get into Formula Vee?

When I bought my GT Falcon in 2005 I was given a free Oran Park day with the car. That was so much fun that I then did a Peter Finlay Formula Ford drive day followed by the Peter Finlay two day race driver school and only after having the signed CAMS licence did I think of actually buying a race car. I had known of Formula Vee back in 1960s and 1970s and it seemed an affordable entry since I was starting at age 62 and thought the car could be back on the market after the first race – hence “BS Racing”.

### Who is your favourite Formula Vee competitor and why?

Very hard to choose a favourite Formula Vee driver because that involves not mentioning all the other drivers. Despite being two laps down on the leaders in my first race and acting as a mobile speed bump I have never had any complaints about being in the way and Daniel Reynolds always managed to give me a wave as he passed – so Daniel Reynolds as an allround nice guy, Dylan as the super competitor in anything with wheels and who has all the mechanics who can sometimes be borrowed, all the guys in the 1200 s because we can mostly play nicely, Gary Hook as a good mate although there have been times we should not have opened that last bottle, Michael Gale as a natural Gentleman, Leigh Porter as the hardest worker for the Category, Ray Filetti for the Magazine and those early dinners with Hooky and Daniel and Naomi Pauperis, Steve Wood for all the work on my car, Chris Reynolds for the help and advice, son Steve for giving me the incentive to beat him, all the front runners who lap me in the longer races and everyone else in the Category.

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

I am not that serious about following racing any longer but I will say Craig Lowndes because he will always give the fans a smile and wave despite having been cursing up to the moment he saw the camera.

## FORMULA VEE DRIVER PROFILE – BERNIE CANNON

### What do you like about Formula Vee and why?

So great to drive a real race car, affordable, repairable and everyone is so friendly and helpful. In my first ever race I asked complete strangers how to fit the Dorian and casually mentioned the car which had run OK in two practice days since I bought it was now coughing and missing and they checked timing, battery charge and lent me plug leads. Last race there was a working bee to fit my spare gearbox.

### What Are Your Best and Most Unusual Racing Moments?

Best - third over the line and second in Class at the 2012 National Challenge for 1200's, and most unusual, an Astor Carnival for 1200's only with Sue (former wife – Ed), Steve (son – Ed) and me all in the same race.

### What are your motor racing plans?

Keep going while I am not running last – don't hit Steve because I own both cars – hunt out 1200 only races and maybe be first over the line one day – find “mature” age boys and girls to buy 1200 s so we have numbers for a race with similar ages and abilities - maybe do one cameo appearance in a 1600

### What road car do you drive?

BA GT Falcon and BA XR8 Falcon Utility



**FORMULA VEE POLO T-SHIRTS**  
**\$35 EACH ALL SIZES**  
**(SOME SIZES MORE THAN OTHERS).**

**Contact Ray Filetti 0404078636**



Historic Formula Vee Association of Australia



Historic Vee Owners, Racers & Enthusiasts

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

# 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 two nosecones, mirrors, carbon fibre dash, complete rear suspension (includes Proflex mono shock which needs re-gassing by Proflex in Queensland) and coil spring with all rod ends, all rear sub-frames, 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, 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 0404078636.



**Late spec Jacer 4-2-1 1.5" exhaust.** As used on many top Formula Vees. Only one race meeting old. Fully TIG welded and freshly high temp painted. Suit any Jacer, and possibly other Vees (subject to fitting). As new condition. Guaranteed hp. Around half new price at \$750. Ring 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



#### Various

Used Tyres - \$200 per set

V-Force Wheels - \$150 per wheel - I have 5 of the wide offset & 1 of the narrow offset left. Contact Tim Brook - 0417 457 276

Various - Two Alloy Rocker Covers. One bolt on, one clip on. \$20.00 each

- Quick release steering wheel hub. \$30.00

- Momo steering wheel. 265mm diameter \$100.00

- Steering Rack. Suit some Polars and Jacers. New. \$250.00

- Three chrome steering arms. 7/16 UNF left and right thread. Suit steering box car. New. \$50.00 each.

-Two pair Koni adjustable shocks. Suit front or rear. \$200.00 pair

- Pair NG Elfin type trailing arms. \$200.00 pair.

Lyall Moyes 04154658



**Stinger Brand New Price \$9800** - For Sale I have Stinger 006 which I obtained from Steve Butcher a few years ago with the intention of returning to racing. Unfortunately due to my employment, (Army), I am not allowed to race any more. I have sunk around \$20k in to this car, and I now have to reluctantly move it quickly as the wife wants the cash, (we all know that feeling don't we). The car is 99% complete and only requires the following to get it onto the race track:

- a. New 6 Point Harness - The one on it is out of date.
- b. Kill Switch - Needs to be relocated.
- c. Log Booking - This is a new car that has never, ever been raced,
- d. New Tachometer - the current one is non functional,
- e. New Battery.



Essentially, this is a car that would only need less than one day to put to rights. There is a small amount of surface rust on some components as the car has sat in my garage for 4 years without doing anything. I have a set of used Dunlop Tires that come with the car, but I would recommend getting a newer set before driving it. More detailed pics available on request.

Bring a trailer and take it away for less than half the price of a late model 1600cc Stinger. The price is not negotiable as it is already at rock bottom. Take advantage of my misfortune to grab yourself a bargain. Contact John Swensen: 0417388234 or [john.swensen@defence.gov.au](mailto:john.swensen@defence.gov.au)

**Avanti Historic Formula vee Price: \$12 000 ono**

Top reliable performer Dynoed motor,excellent h/p,dyno sheets,one meeting old. Motor/g'box sealed. New brakes,wheel bearings,seals 6 sets rear springs diff/gear set for long box included. Current historic COD CAMS historic log. No expense spared in preparation and maintenance. Turn-key \$12,000 ono. Edward Gavin 0409794033



**Elfin Crusader 1200cc (QLD) with Enclosed Trailer**

Price: \$8,000 1200 cc Elfin Crusader 1990 No16  
 Engine rebuilt and not used. Lightened and balanced pistons, crank and rods. Control manifold. New cone exhaust. Excellent supporting custom moulded seat. Enclosed trailer - new axle and bearings fitted 2008. Cams log book. Call or email for info 0404 182 454 [charleyplant@gmail.com](mailto:charleyplant@gmail.com)



**JACER F2K7 1600cc Ready to Race! (QLD)**

Price: \$23,000 Very Quick and Competitive!!!  
**EX- Michael Kinsella** car currently been driven by Brock Van Der Korput Motor was recently rebuild by Kinsella and is producing top HP! (Dyno sheets to prove). Motor is 3 Meets OLD (No expenses spared for the motor). A.I.M MyChron Gold Dash V-Force Rims, Proflex rear damper, Factory Spec Built Spare nose cone. Rear suspension upgrade, Comes with ALL Sealing Sheets + Records of the cars history. The DECALS have been taken off and is ready for YOURS to be put on! This car was a factory Jacer car when built in 2007 and was driven by Michael who was the factory driver at the time! This is an extremely quick car as results will prove! Round1 was the first time Brock drove this 1600 after winning the 1200 championship the year before! He finished 3rd for the weekend! Since then the motor was rebuilt and was re-set up for Brock! Last Round at Lakeside, Brock who had NEVER driven around here before was by the end of the weekend was less than half a second from the eventual winner!  
 Call/Text Brock on 0449 744 515 or email at [bvanderkorput@gmail.com](mailto:bvanderkorput@gmail.com)





**Argonaut 1600 (VIC).** Price: \$9,900. It is time for this racing car to go to a new home. Current spec 1600 Formula Vee ready to jump in and drive. Fully rebuilt AVWP motor (2 rounds since full rebuild). Fully rebuilt AVWP gearbox (1 round since full rebuild). Ball joint front end. Revalved R600 fully adjustable shockers. Braided brake and oil lines. 2 sets of V-Force wheels and good Dunlop tyres. Call me on 0407 155 245 for further info or to arrange inspection

**Performance Alloy Wheels 15x6**

Price: \$120ea. We have a total of 8 wheels for sale. The condition of each wheel is very good with only a few chips/scuff marks. These wheels were purchased to suit a Formula Vee race car, but would suit smaller sized cars that use the 4x100 stud pattern. The list price of \$120 is per wheel, please let us know how many you want. Specs - Size: 15x6 Offset: 40 Stud Pattern: 4x100. These are pick up only, but if needed a courier can be arranged at the buyers expense.

**Contact Details:** (03) 9722 7107 info@andygoodalltraining.com.au



**Borland 01/6K 1200 Vee** Price: P.O.A.

Excellent 1200 Formula Vee, fully 1600 compliant and ready to race. Alloys, 4 wheel disks, cams log book. Ideal for entry level competitor in 1200 class, then simply add 1600 motor and go to the next stage. Tel 0438 728 680 anytime, alt. 03 9813 8728 after 7 pm. email burragtp@bigpond.net.au



**Predator 83**

The original Australian Super Aero "Razor car.". Built under arrangement with the designers "Precision Dynamics " Lamar Colorado USA. Generally acknowledged here as the fastest straight line car of its era. This was the first car to utilize the Zero Roll suspension concept, together with a bell crank steering modified system. This car has won many races in the 80's and always ran at the front but has not been raced for 11 years and has now been totally rebuilt . I am selling due to ill health.

**The car features:**

\* Rebuilt and powder coated chassis, New master cylinders wheel cylinders and brake hardware, New 5 point seat belt, New Fire Extinguisher, All new rod ends and Grade 8 fasteners as required.

\* **Engine 1192 CC** Freshly rebuilt, sealed and unraced. Includes 1600 crankcase modified for full oil flow. Brand New German heads, ported, CC'd and flowed, fitted with genuine VW valves and SR racing springs. Brand New German crank, Pistons and Cylinders, Wade 1038 Camshaft, oil pump, extended sump, cooler and oil control system. "Oberg" combination filter cooler assembly. 4-1 exhaust system fitted with Porsche style collector and megaphone. Guaranteed absolutely top flowing 28 PCI carburettor and intake system. K and N Filter.

**Rear Suspension:** Zero Roll with adjustable links, Original Fox aluminium remote canistered shock absorber. Sealed short ratio gearbox. 4.375 final drive with 1.26 3rd.

**Front Suspension:** Rebuilt front end, 19MM Front roll bar, Koni aluminium adjustable shock absorbers, Bell crank steering with reversed Pitman arm.

**Body:** New aluminium aero side trays. New paint in original colours.

Car comes complete with original logbooks, a full set of body moulds ,original construction blue prints plus fully dimensioned engineering drawings for every component on the car,also component part numbers and vendor listings, a huge library of Formula Vee research , manuals and manuscripts going back my 45 years of Formula Vee involvement. Also included are large inventory of new and used VW parts and component spares , an engine rebuild stand, suspension alignment jigs and special tools. A Gold COD application has been lodged and included in the sale. This car is ready to win again.

**\$16500 ONO** Ring Chris Lewis 0403 966602 Email: [formtech10@ymail.com](mailto:formtech10@ymail.com)



**Formula Vee 1600**

Price: \$18,000

Ready to race NG ELFIN Formula Vee 1600 with Trailer  
Recently serviced and ready for racing in the formula vee category. Great, cheap cost effective racing.

Also comes with a trailer as well. We shall put 6 months rego on the trailer prior to sale for QLD buyers only.

Selling due to new baby and have made the choice not to go racing.

Advertised elsewhere

Will sell Race Car separately (without trailer) if preferred

Open to any reasonable offers

All inspections welcome or any questions call Tony: 0403278353

We can arrange transport if interstate at cost to buyer

**Formula Vee 1200, Price: \$8,500 ono**

The engine was recently replaced by Noel Clark and so was the gearbox.

have a few spares. trailer not included but can be brought separately

Email for more details jna@live.com.au

Can Organise Delivery



**1200cc Formula Vee Motors, short box and other parts (VIC)**

Price: Various 2 x 1200 motors. 1 complete with carby, controlled manifold, tinwear, fan housing, and clutch. This engine has done 1 meeting at P.I. Built by David Cutts and has all sealing cards and sheets. \$3500.

The other engine has a clutch but no fan housing, tin wear or manifold, carby it has done 4 meetings and has sealing cards and sheets. Originally built by David Cutts refreshed by John Dean \$2800.

1 Short gearbox with tubes and axles currently setup for disc brakes but can be removed for drums \$750 with discs \$700 without. Have sealing card and sheets

Pair of untouched 1200 "D" heads straight off a car , \$300. 2 x starter motors 1200 \$50 each 1 x 1200 carby \$80.

Contact: Greg 0415 860 256



**A GOLDEN ERA OF FORMULA VEE RACING IN NSW**

**CONTINUES AT THE NEXT RACE**

**THE 50TH ANNIVERSARY OF FORMULA VEE**

**ROUND 1 FVANSW CLUB POINTSCORE**

**WAKEFIELD PARK FEBRUARY 14/15 2015.**

**BE THERE TO SUPPORT YOUR CATEGORY**

