

50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015



PO Box 7690 Norwest BC Baulkham Hills 2153

JULY 2015 FORMULA VEE ASSOCIATION OF NSW MAGAZINE



ROUND 1 - WAKEFIELD PARK 11/12 APRIL 2015



ROUND 2 - SYDNEY MOTORSPORT PARK 2/3 MAY 2015

**RYAN, BERNIE, LYALL, AND LYALL, BERNIE,
AND MICK, TAKE OUT THE FIRST TWO
INCREDIBLE 2015 CHAMPIONSHIP ROUNDS!**

INSIDE THIS 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
- RACE REPORT - Round 1 of the CAMS NSW 2015 Formula Vee State Championship
- RACE REPORT - Round 2 of the CAMS NSW 2015 Formula Vee State Championship
- RACE REPORT - Round 1 of the Australian Formula Vee National Series Mallala
- Driver Profile - Look inside and see who!
- Around Australia in Formula Vee - a very busy three months of Formula Vee racing!
- FORMula VeeSALE

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

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FVAA Sealers Sydney Metro Area FVAA Sealers Central Coast FVAA Sealers ACT

Frank Kleinig	BH 0245777221	Greg Douglass	Mob 0402237507	Morgo	Mob 0431695569
Nathan Sansom	Mob 0405018433	Phil Lewis	BH 0245798107	Col Merz	Mob 0412316275
Edan Fleming	Mob 0412477437	Greg Hepburn	Mob 0438169247		

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	0475959639	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

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 CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 CAMS NSW Formula Vee State Championship
May 2/3	SMSP GP R3 FVANSW Club Pointscore
June 20/21	Wakefield Park R3 CAMS NSW Formula Vee State Championship
June 20/21	Wakefield Park R4 FVANSW Club Pointscore
Aug 1/2	SMSP GP R4 CAMS NSW Formula Vee State Championship
Aug 1/2	SMSP GP R5 FVANSW Club Pointscore
August 22/23	Wakefield Park R5 CAMS NSW Formula Vee State Championship
August 22/23	Wakefield Park R6 FVANSW Club Pointscore,
Sep 26/27	SMSP GP R6 CAMS NSW Formula Vee State Championship
Sep 26/27	SMSP GP 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.

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FVANSW PRESIDENT'S REPORT**By John McDonald**

Two rounds down. That is a third of this year's State Championship already behind us!

Wins in the six races completed so far have been mixed. After a clean sweep in his Sabre during round one at Wakefield, Ryan Reynolds faced much stiffer competition at Sydney Motorsport Park. There were multiple leaders, torrential rain, and some outstanding drives. Ryan managed to secure pole in qualifying, but by the end of the weekend Dylan Thomas in his Stinger had taken a win in race one, and Michael Kinsella taking out the final two in his Jacer.

But not finishing lower than second in any race this year means that Ryan holds on to the lead of the championship by seven points to Kinsella, with Dylan a further nine points back.

In the 1200s this year, wins have gone to father and son duo of Steve & Bernie Cannon, the ever consistent Stephen Butcher, and to defending champion Mathew Pearce. Bernie has a healthy lead over Butcher, and welcome returnee Michael Gale.

You will read far more eloquent and in-depth reviews of all the races further within the magazine, but there were a few achievements so far this year that really are worth noting.

Dylan Thomas is a making a habit of starting from the rear of the grid and then passing nearly every car in the field by the end of the race. And if that isn't enough, he then jumps straight into his Evo and wins races in it!

Craig Sparke has shown flashes of talent over the last year or so, but possibly a lack of race prep (and shoes while walking around Wakefield pits??) has hampered him. He did however show up many of the top drivers in the wet during race 1 at SMSP by backing up his personal best qualifying of fourth with an outstanding drive in some of the worst rain we will ever drive in to not only finish, but made up positions to narrowly miss out on second place after a poor start. Well done Craig!

The terrible conditions caught many drivers out, myself included, which brings me to my next point. James Horne was one of the unlucky ones during the wet race one and faired substantially worse than my muddy Jacer (thanks for the loan car Cav - again) after he made solid contact with a wall. A run around the pits searching for a replacement H-beam yielded James not only a front end but a substantial crew of helpers who stayed way past beer time to help change it. Try expecting that in other racing classes!

At the other end of the scale there have been a few incidents on the track this year that really should have been avoided. The big word here is patience! We all go out there to give it our best, but sitting on the side of the track with damage instead of being just one place further forward or back at the end of that lap just doesn't make sense. It is always up to the overtaking car to make sure it is safe to go on with it, but likewise the car in front has to give racing room. Rubbing is not racing in open wheelers!

Oil leaks have also been an issue this year. There have been too many incidents so far this season where a car has completed a lap or two with a trail of oil and smoke behind them. No-one likes being out there driving on oil, so if you see smoke coming out of your car – pull off! I'm sure we all use our mirrors more than this problem suggests. The officials at Wakefield Park had a not so quiet word to me about this. They also made a point of checking cars on the dummy grid for oil leaks prior to heading out - expect this to continue.

I'll see you at Wakefield.

John McDonald

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WHAT'S COMING UP IN 2015

Feb 14/15	Wakefield Park AASA 50th Anniversary R1 FVANSW Club Pointscore
April 11/12	Wakefield Park R1 CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 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	Wakefield Park R3 CAMS NSW Formula Vee State Championship
June 20/21	Wakefield Park R4 FVANSW Club Pointscore
July 4/5	Winton R2 Australian Formula Vee Series
August 1/2	SMSP GP R4 CAMS NSW Formula Vee State Championship
August 1/2	SMSP GP R5 FVANSW Club Pointscore
Aug 22/23	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
Aug 22/23	Wakefield Park R6 FVANSW Club Pointscore
Sep 26/27	SMSP GP R6 R6 CAMS NSW Formula Vee State Championship
Sep 26/27	SMSP GP R6 R7 FVANSW Club Pointscore
Sep 26/27	SMSP GP R3 Australian Formula Vee Series
November 7/8	Formula Vee National Challenge SYMMONS PLAINS
November 21	CAMS 2014 Awards Night Royal Automobile Club Sydney
November 25	Ryde Club FVANSW 2015 Annual General Meeting
December 5	Ryde Club 2015 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

At the May FVAA Board of Management phone hook-up, the following subjects were discussed;

- FVAA agreed to financially support 2016 Bathurst 12Hr race category application. Dylan Thomas will now formally approach promoter and confirm if our category will be accepted. Decision will be known within the next few weeks. If accepted, anticipated competitor entry fee will be \$1470 and competitor payment schedule and race format will be advised shortly.
- Hoosier Tyres - discussion held on tyre pricing and contract terms. Each state were requested to supply BOM with competitor feedback on tyre use and longevity (i.e. comparing value of Hoosier tyre against Dunlop).
- Latest NTC Technical rule changes tabled - covering sealing procedure, air cleaner, Flywheel, and Cylinder head valve cut angles. BOM delegates only received the NTC report at the start of the BOM meeting. Action is for BOM delegates to review the report and vote on accepting / rejecting proposed rule changes within the coming weeks. If rule changes are accepted, they will be sent to CAMS for review and acceptance into CAMS manual.
- NTC requests direction from BOM on whether to pursue the use of Forged Pistons. BOM delegates to seek their state committee feedback and report back at next BOM meeting.
- 2016 National Challenge will now be held in WA - not SA. SA National Challenge to be held in 2017 as FVASA seek to run their event at the soon to be built / opened 'Tailem Bend' circuit.
- Discussion held on revamping FVAA website. Updates / changes will occur in the near future.

Gary Ogden

FVANSW Representative on the FV AA National Board



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2015 FVANSW FORMULA VEE RACING CALENDAR
SIX NSW STATE CHAMPIONSHIP ROUNDS - AGAIN!
THREE NATIONAL SERIES ROUNDS - AGAIN!
ONE NATIONAL CHALLENGE (THE 50TH) - AGAIN!

ROUND 1 CAMS NSW STATE CHAMPIONSHIP	April 11-12	Wakefield Park
ROUND 2 CAMS NSW STATE CHAMPIONSHIP	May 2-3	SMSP GP*
ROUND 1 FVAA NATIONAL SERIES	May 23/24	Mallala
ROUND 3 CAMS NSW STATE CHAMPIONSHIP	June 20-21	Wakefield Park
ROUND 2 FVAA NATIONAL SERIES	July 4/5	Winton
ROUND 4 CAMS NSW STATE CHAMPIONSHIP	Aug 1-2	SMSP GP*
ROUND 5 CAMS NSW STATE CHAMPIONSHIP	Aug 22-23	Wakefield Park
ROUND 6 CAMS NSW STATE CHAMPIONSHIP	Sept 26-27	SMSP GP
ROUND 3 FVAA NATIONAL SERIES	Sept 26-27	SMSP GP
FVAA "50TH" NATIONAL CHALLENGE Organised by the FVATAS	Nov 29-30	Symmons Plains

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

THANKS GOES TO THE



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FOR THEIR SUPPORT OF THE
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FVANSW TECHNICAL REPORT

By Morgan Freemantle

Two state rounds have been completed for 2015 and the season is progressing at a rapid pace. Mixed conditions have tested cars, drivers and tyres producing some surprise results. Some wet weather specialists have emerged (which has earned them immediate respect), while the experienced front runners have been dicing with a few emerging talents along with their regular nemesis'. There's been a few 'red herrings' in the paddock with some target scrutiny, some post race checks (a clean bill of health for NSW – great work!) and a mixed bag of suggestions and observations - which are always welcome.

The recent amendments to the rules haven't resulted in any major changes to cars, but have addressed some of the conflicting clauses and (hopefully) made a start on simplifying the specification for Formula Vee. The technical manual that compliments these changes should be published in the next month or so – removing the existing manual which is years behind the current rule set.

As ever – the agenda for Technical meetings fills up fast. There are some new faces on the NTC along with the BOM. The resultant burst of enthusiasm will not doubt 'get the ball rolling' on issues currently facing the category. It's important that the membership feed their representatives with their thoughts so they can be tabled – so keep the communication lines open.

Below is a summary of where we're at technically:

Compliance Checking @ Race Meetings:

The first two meetings run under CAMS have been pretty smooth. No issues have been reported regarding head and neck restraints and the helmet changes. Target scrutiny at meetings has continued with these items being checked along with the normal regime.

Post race inspections undertaken for ride height, valve lift, seals, restrictor plates and rotor thicknesses haven't resulted in any non-conformances. There was a comment from a scrutineer regarding the running of brake-lines along suspension arms, however there was no further clarification of what rule may have been contravened. While I can't see anything in the reg's preventing this for flexible brake lines, I'm open to be educated and it's my role to represent the category in these moments. It's important any concerns from officials are taken on board and resolved so the category and officialdom build better knowledge and maintain a good working relationship.

A few sealing cards have been inspected without issue. This will continue and will be checked against the sealing database to ensure Certificates of Compliance are getting through the system.

Rule Changes

As stated in the introduction (and in the April mag...) the Technical Manual (rev 4.0) is anticipated to be published on the website shortly.

Subsequent to the recent rule changes published by CAMS (26 march 2015), some further amendments have been recommended to the BOM for review. These are currently being discussed with queries and suggestions being considered by states.

New State Technical Directors for both VIC (Chris Reynolds) and WA (Ross Campbell) and a new National President (Mark Mitchell) means there's a fresh set of eyes and ears and lot of drive to get the category moving in the right direction.

It was announced recently that the Hoosier contract had been extended to the end of 2016. Keep in mind that Dunlop tyres will only be able to be used until the end of this season (2015).

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Car Prep:

A few cracks are beginning to emerge in the Formula Vee NSW recent good record of containing oil on the inside (rather than the outside) of gearboxes and engines. Bellowing smoke from the rear of your car won't stop if you do another lap – or it might, resulting in a smashed rear or seized 'something' and a rather embarrassing journey back to the paddock on a tilt tray. If you're belching smoke, pull in or park it (safely) as soon as possible. We have a whole field of guys and girls who would love to help fix the problem, so jump out and rectify any leaks immediately. Someone will have that o-ring, gasket or component you need.

At Sydney Motor Sport Park on the Saturday after the heavy rain during the race, a competitor raised the issue of inadequate or non-existent rain lights. There is a rule – and it's the first item in 1st Category – RACING CARS. 2. General Requirements... and reads as follows:

2.1 All cars must be fitted with:

- (i) *A rearward facing red warning lamp of at least 15 watts in working order throughout the meeting. It must be clearly visible from the rear, mounted not more than 100mm from the centreline of the car, have a minimum surface area of 20cm² and a maximum surface area of 40cm². It must be possible for the lamp to be switched on by the driver when normally seated in the car. It must be switched on when so directed by the Clerk of the Course.*

All cars have a 'rearward facing red warning lamp' (i.e. rain light) fitted – so the only explanation for them being non-existent is that they weren't switched on, were obscured or failed. They're checked frequently in parc ferme and target scrutiny, so it could be concluded that the only reason they weren't visible is that they either weren't switched on or were hidden by a muffler or bodywork. For everyone's sake, check your car and ensure the light can be clearly seen by a following driver. If it rains, the fog sets in or general visibility is reduced – flick the switch and protect your back-side!

Sealing:

There hasn't been any great emphasis on checking sealing cards at meetings so far this season. 2014 finished with a commendable (read 100%) record of compliance which was a fantastic achievement. A few checks have been undertaken randomly after races so far this season which have been positive, so it's anticipated the good work by all has continued. A comprehensive whip-around will be undertaken during the next few meetings so be ready for some minor inconvenience while seal, case and card numbers are checked.

The new revision to the Tech Manual consists of a sealers guide for engines - so when it's published take a look. It'll help you prepare better for the sealer and know what to expect when the seals, wire and case number stamps are applied to your freshly assembled masterpiece.

It's on my 'to do' list to draft a gearbox sealing guide for inclusion in the Tech Manual – so give me a prod next time I'm asking for your sealing card at the most inconvenient time.

Future Technical Work

Michael Kinsella and Dylan Thomas have dynoed the Weber carburettor and Michael has forwarded a comprehensive report of the flow and hp/torque results. A lot of work has gone into getting this far and with some track testing should give a strong case to progress further. The intent is that the 'treasure hunt' for a good Solex carburettor can be banished into the history books and a consistent unit be sourced with ease. This NSW initiative still has a few hurdles to overcome, but its gained support and input within the state and nationally so the next few months should yield some firm direction in this area for the future.

As ever – it's a pleasure to be part of close knit bunch of hard racers and I'm looking forward to the next few meetings.

Morgo

PS – pack your thermals for Wakefield!

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News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



The many **FINAL FINAL FINAL** notices in the last few Veemags on the impending compulsory requirement for all drivers to wear neck and head restraints proved to be highly successful - all competitors arrived for qualifying at Wakefield Park for Round 1 with their restraints attached to their helmets. Well done to all Formula Vee competitors! Some competitors who had not worn the devices previously reported that they couldn't understand many of the concerns and issues raised previously - indeed, they didn't even notice they were wearing them! So if you don't have one, go down to Gary's now!



For not the first time at Wakefield Park this year, the CAMS judicial system jumped into action following the completion of the Saturday race after an incident which resulted in a two competitors colliding, both not completing the race, and one of them sadly not completing the remainder of the weekend. One of the two competitors was charged, after which the charge was appealed, and the appeal being upheld by the Stewards. All charges were dropped.



Not only was the **Final Final Final** warning on head and neck restraints proved successful, but the **FINAL FINAL FINAL** warning on keeping within the limits of the circuit at Sydney Motorsport Park was also extremely successful. Being threatened with a 30 second penalty by the Clerk of the Course helped! A trackside official was specially located at the exit of Turn 5 on Saturday and Sunday, and only a handful of reports were made each day, proving that the message had got across to all competitors. Although a number of Formula Vee drivers were observed (and there is photographic evidence!) crossing the outside line, any infringements were only by a few centimetres, and it was clear that all drivers were not deliberately crossing over by a large margin to gain an advantage, as has been occurring since 2012 when the V8's first raced there.



Still on keeping within the track limits at SMSP, be aware that the enforcement of this driving rule at SMSP for Round 2 was not a one-off. Turns 5 and 9 will always be in the sights of the officials. There are more regular Formula Vee drivers returning soon who didn't race at SMSP, and new Formula Vee drivers will keep joining us. This, combined with the HQ's being on the next SMSP program, will force the Clerk of the Course to warn them, and every other category, to drive within the track limits.



Its interesting how it has taken the officials of the meeting to enforce basic driving standards, such as keeping within the track limits. If exceeding the track limits gives a competitor an advantage (let alone the safety risk from possible dangerous re-entries to within the track), then in the three years since SMSP was modified, why hasn't a single competitor who has stayed within the track limits protested the many competitors who haven't? Does this indicate that many, or most, or maybe all, of the Formula Vee drivers currently driving don't know all the rules of racing car driving? Or perhaps all the drivers are unwilling to protest other competitors? Things certainly have changed since the 1980's!

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A number of competitors from various categories arrived at the drivers briefing at Sydney Motorsport Park unfashionably late. They were most fortunate that the doors into the briefing had not been locked, as is required under the general regulations, and that the Deputy Race Clerk of the Course was not in a punitive mood. This cooperative environment cannot be guaranteed at all race meetings, and a \$200 fine could result next time. The Drivers Briefing that took place was one of the most constructive in many years, with several thoughtful questions on safety concerns and race procedures from the drivers. If there is one event at a race meeting that must not be missed, it is the drivers briefing.



"Formula Oil Leak" is what we were again being called by the Scrutineers at Sydney Motorsport Park following severe oil leaks from a number of our Formula Vees in Qualifying, Race 1, and Race 2. Expensive, and worse, embarrassing, oil leaks have happened to us all at some time in our Formula Vee careers, which is no surprise considering that a VW engine has more gaskets to blow than an Italian V12! But let's make special effort before a race meeting to check the oil lines and rocker cover gaskets in particular. Even better, if you can, attend Friday practice to test your car before the race meeting.



Be aware that ARDC have made life even harder for Formula Vee competitors by requiring all open wheel racing car drivers to pre-book their intention to attend any practice days at SMSP (excluding the Friday practice before a championship round). ARDC have found that few open wheel racing cars have been attending practice days, so they now require a minimum of ten open wheel racing cars to make sessions on a practice day viable. Check out when practice days occur at SMSP on their web site.



Although it was stated in the last Veemag that FVANSW Life Member, and CAMS MRC Driving Standards Officer for the last five years, Bruce Colbey, had decided to continue as DSO for another year, unfortunately circumstances had arisen during the first round of our State Championship at Wakefield Park which resulted in Bruce stepping down from the position. The FVANSW is most saddened to see such an experienced and highly respected former Formula Vee racer step away from the important DSO position. Regardless of the events, we sincerely again thank Bruce (and Laura) for all the years of travelling to all race meetings as DSO, and for contributing so much of your time over the last five years so that we can go racing and have a good time. Hopefully you will be back soon.



The events at Wakefield Park that resulted in Bruce stepping down as the DSO serves us to remember that many people who keep all aspects of our race meetings going, just like Bruce and Laura, volunteer so much of their precious personal time with no payment. Lets all thank these volunteers at all times for contributing their time towards our sport, and the best time to do this is on the slow down lap of every on-track session. A simple and friendly wave of acknowledgement can make a huge difference.

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COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



On a similar subject, lets all remember at the circuit that we should all demonstrate nothing but the highest standards of sportsmanship towards other competitors at all times, whether you are a driver or a pit crew, or whether it be on or off the circuit. You may not know, but the officials, other competitors, and other pit crew, are watching you at all times!!!



There was a suggestion at SMSP that we carry out pre-race scrutineering before racing takes place, as opposed to the usual post-race scrutineering, to ensure the cars are compliant before they hit the track. Well, its not that easy, as has been learned from hard previous experience. This was tried for ride heights and weight a few years ago, and it turned out to be a mess! It takes Formula Vee people at the scrutineering bay checking the cars, and another Formula Vee person at the dummy grid allowing the compliant cars into the dummy grid. We don't have radios, so the driver was given a ticket at the scrutineering shed. The plan was that any driver who attempted to enter the dummy grid without a ticket would not be allowed entry. But when we tried this, a number of drivers simply drove past the person at the dummy grid collecting the tickets, and eventually onto the circuit. So with the lack of human resources, we have no choice but to stick to the tried and proven post-race scrutineering in parc ferme to check the compliance of Formula Vees. But if we had more people to help, you might give it another go?



As the race meetings at SMSP come and go, the garages at SMSP are becoming more difficult to obtain due to the high demand. All competitors are advised that the best way to procure a garage is to lodge your race entry as quickly as possible after the entries have been opened, which is the complete opposite of what seems to happen. This raises an interesting question - if being a racing car driver requires them to get somewhere as quickly as possible, then why do they always seem to take forever in doing everything else?



Discussions are taking place with ARDC to ensure that the electrical power system near to the North side of the skidpan can (safely) be used by competitors on the skidpan without ARDC officials pulling electrical leads out of the available distribution boards, as has occurred previously. ARDC are having difficulty understanding the issue raised.



Please be informed that ARDC can provide "short term" tender vehicle passes on Saturday and Sunday mornings that allow vehicles to enter the paddock to deliver heavy and bulky material. These passes must be returned within fifteen minutes or so. They can be obtained from the ARDC officer at Gate 7 on the mornings of race days. Please respect the system and return the passes within the timeframe.



We all know that racing can be dangerous, and that many incidents can, and do, occur where liability cannot be apportioned. However, as skilled racing car drivers in club-level racing where there are no kangaroo stations to win, let alone a big trophy, let's err on the conservative side to avoid expensive and time consuming damage to your precious Formula Vee, and possibly to yourself.

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COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



Please be advised that all competitors are obliged to follow the instructions of the medical officer and be taken to the medical centre at circuits in the medical vehicle if they are involved in an on-track incident where the medical vehicle attends. If any driver refuses to enter the medical vehicle, they could face disqualification from the race meeting. Of course, if you can't walk, then this threat won't apply.



The Clerk of the Course at SMSP brought to the attention of all competitors that on-helmet cameras are not acceptable unless the helmets have been designed to accept the cameras, and they have been approved for use at the race meeting by the scrutineers. Please remember this, and don't drill holes in your helmet under any circumstances.



An area of concern is that it seems we have forgotten to look at the flag point every time we race past the Start/Finish line. For obvious reasons, the flag point at the Start/Finish line is the most important on the circuit. This is where the Clerk of the Course signals to a competitor if there are dangerous conditions, or if a driver needs to be warned or instructed by the CoC. Perhaps the rain at SMSP was so heavy near the end of Race 1 that it was difficult enough to keep your Formula Vee in a straight line, but next time please glance across to the Start/Finish flag point every time you approach the Start/Finish line. These signals, at their extreme, can mean a life or death situation.



I guess if you do glance at the Start/Finish flag point, then you oughta know what the various flag signals mean! Please re-read all the flag rules.



The wet weather at SMSP for Round 2 brought the subjects of rain lights to the attention of our own resident Pedant and Anorak, (no, not the VW), Lyall Moyes. As a result of Lyall's inquisitions, it seems we have quite a few cars with non-complying rain lights. To summarise, under the "General Requirements - Racing" section of the CAMS Manual, Schedule C, 1st Category - Racing Cars, Paragraph 2.1 (i) General Requirements, each rain light must be clearly visible from the rear, of no less than 15 Watts power consumption, of no less than 20cm² area, and must be mounted less than 100mm from the car centreline. One or two Formula Vees clearly didn't comply with the first, and most basic, requirement - that it must be clearly visible from the rear. This will be scrutineered at the next race meeting. If Wakefield Park is declared a wet race, then you could be disallowed to compete until your rain light location has been rectified.



While trawling through the CAMS Manual in search of the rain light rules, it was found that fuel tanks must be vented to a point outside the car. Please check that your vent goes outside the cockpit. A non return valve is a good idea. This will also be scrutineered at the next race meeting.



The FVANSW Technical gurus have been busy building some scrutineering devices to be used at the next race meeting. You will find out in the scrutineering shed at Wakefield Park on the 20th of June.

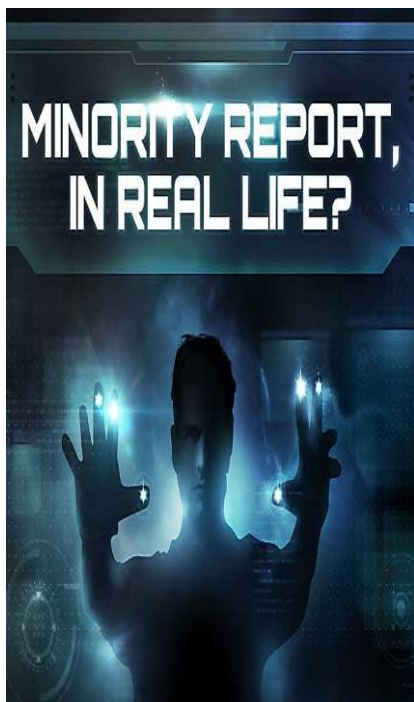
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News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



Following is the scrutineering report for Round 2 of the NSW Formula Vee State Championship at SMSP.

Scales - ARDC informed all competitors on the Friday practice that the scales in the scrutineering bay were not functional. No indication was given as to what efforts were being made to repair the scales.

Saturday morning Qualifying - No scrutineering was carried out.

Saturday afternoon Race 1 - The scrutineers were requested to impound the 1st, 3rd, 5th, 7th, and 9th cars as they entered Gate 4 at the end of race 1, where these cars would be scrutineered for ride height and for front and rear brake rotor thickness. Unfortunately, a heavy rain downpour at the end of Race 1 forced the scrutineers to cancel this scrutineering.

Sunday morning Race 2 - The scrutineers were requested to carry out the scrutineering as intended for the previous Saturday afternoon race 1. This was carried out under the supervision of the FVANSW Technical Director, Morgan Freemantle. Morgan has indicated that all cars passed the checks. Morgan was provided the results of the brake rotor thickness readings obtained by the scrutineers.

Sunday afternoon Race 3 - The scrutineers were requested to impound the 2nd, 4th, 6th, 8th, and 10th cars as they entered Gate 4 at the end of race 1, where these cars would be scrutineered for ride height and for valve lift on number 3 cylinder. Morgan Freemantle undertook the valve lift measurements in parc ferme. Morgan has indicated that all cars passed the checks.



In the last Veemag, it was stated that Wakefield Park are committed to operating the radio system better, and giving less confusing and irrelevant transmissions. Any feedback after Round 1 would be appreciated.

Grand Final

The final round of the 2015 CAMS NSW Formula Vee State Championship at Sydney Motorsport Park over the weekend of September 26/27 coincides with the final round of the 2015 Australian Formula Vee Series. A large field of interstate Formula Vees will be present and at their best to fight for the prestigious Australian Series Trophy. If recent history is anything to go by, where both the 2014 Australian Series and the 2014 NSW State Championship were decided at the last round, this will be one not to miss at any cost!



One well known competitor who has built a very interesting red car with his dad delayed the racing debut of the car until after they had done lots and lots of testing. While the debut went OK, it still uncovered a few problems which forced them to miss the next meeting. This raises an interesting thought - perhaps the best form of testing is racing?

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COMPETITION NEWS AND NOTICES



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The Bathurst GP circuit will use parts of the existing street circuit

Sydney is in desperate need of another racing car circuit. Wakefield Park is two hours from Sydney, and SMSP is booked out 364 days per year, with only four of those dates available for Formula Vee to race there. This means that the NSW Motor Racing Championships only have the opportunity to race on two circuits per year. Despite this, all the proposals for new circuits we have seen in the last few years - Wyong, Nowra, Raymond Terrace, Wagga - seem to come to nothing. The one proposal that brings hope is the second Bathurst circuit, which seems to be making slow, but regular, progress. If this proposal does bear fruit, it will still be a few years away. The new circuit does look like it has lots (an lots) of corners though.



Collie Motorplex

While speaking of new racing circuits, would you believe that the Federal Government is going to pump 7.5 million \$\$\$ of taxpayers money into a new circuit at Tailem Bend, two hours South East of Adelaide? Tailem Bend is an established dirt kart facility, but while the reasons for the Federal Government's handout is obvious (who would have thought that submarines and race tracks go together?), lets hope this new facility will boost the South Australian economy and resurrect the local club racing scene. Go to SA Motorsport Park.com.au and you will see that it really is true. Perhaps the FVANSW should send out some press releases saying we will be building a submarine facility somewhere so we can then get a handout from the Federal Government to build a racing circuit! Meanwhile, how many of us Aussie Formula Vee supporters would know that our Western Australian cousins have two racing circuits to play on? Barbagallo west of Perth has been around for decades, but the FVAWA have been racing at Collie Motorplex, about two hours south west of Perth, for a couple of years now. Collie looks a bit like Morgan Park outside of Warwick in South East Queensland.

MIND THE GAP

At Round 2, the Safety Car made a now-rare visit to one of our races. Unfortunately, the gaps between many of the Formula Vees when behind the Safety Cars were embarrassingly long, including amongst the front runners. This doesn't make Formula Vee drivers look like the professionals that you are, and it also doesn't make sense why a racing car driver would let the car in front get away. The rules require no more than two car lengths between any cars, so keep close to the car ahead of you at all times when behind a Safety Car.



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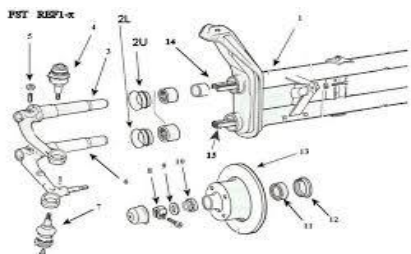
COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



All racing drivers - yes that includes Formula Vee drivers - beware. If you inadvertently pass another car under yellow flags and then immediately redress the situation, do not expect that you will not be charged and convicted for breaking the NCR's. The CAMS Manual says that passing under a yellow flag will result in a penalty. It says nothing about the Clerk of the Course letting you off a penalty if you redress the situation. While the Clerk of the Course has the discretion to not proceed with a charge if you properly redress an inadvertent pass, it is not automatic, and you should not expect it. The best thing to do is to not pass another Formula Vee under yellow flags under any circumstances. Having a clean record and a reputation for being a safe driver could help the Clerk of the Course to use his discretion though.



A few Veemags ago, the issue of cracked ball joint H beam stub axles was raised. It is worth reminding you all that there are two diameters of front stub axles - 17mm and 19mm. The 17mm diameter front stub axles have a tendency to crack. Perhaps only one or two competitors will know exactly what the front stub axle diameter of their Formula Vee is. (Is Craig Sparke one of them?). While most of the stub axles on Formula Vees will be 19mm, but this doesn't mean you should all take this for granted. At your first opportunity, check out the diameter of your stub axles.

If it does turn out to be 17mm, clean it thoroughly and see if you can visibly find any cracks near the inner bearing. If you have any doubts, get them fluorescent dye or magnetic particle flux checked. If you do find any cracks, replace the stub axles with 19mm diameter ones before your next race meeting. Better still, replace them anyway, especially if you are running "heavy" wheels (ie, ones that aren't Vee Force or Performance).

Finally, let's not forget that Formula Vee continues to thrive mainly through the participation of the 90% of competitors who do not realistically expect to be in a position to win every, or any, race they enter. Cutting 0.001 of a second off their best lap time is of little consequence to these humble "mid-fielders" and "back-markers". But our continuing success and our future lays in their hands. What is good for them is good for Formula Vee, so we should all be putting their requirements first whenever issues arise.



And a few of those dozens have been racing with us in Formula Vee for many years. Stephen Butcher and Mick Kinsella go back a long way. Dylan Thomas, John McDonald, Garry Hook, Morgan Freemantle, Tim Brook, Simon Pace, Mathew Pearce, and Bernie Cannon, have more than a few years under their Willans as regular Formula Vee racers. And Jason Cutts and Gary Meyers have been around on and off for even longer. Enormous thanks go to the long timers, and we hope everyone can be part of Formula Vee for just as long. If only we could get Dean, Anthony, Chivo, Jayson, Leigh, Adam, etc etc etc back on the circuit!

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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



A couple of our most loved Formula Vee drivers have had to put up with a fair amount of discomfort lately. Darren Williams has faced challenges throughout his life - running his own business, racing at the front of Formula Vee racing for years in his various Jacers, and raising a family. But with his recent health problems, Darren is now facing a challenge that is even more frustrating than Formula Vee racing itself. It certainly doesn't seem the same without seeing Darren's Hankook Racing Tyres Jacer battling for the lead, (at least without Darren driving it), and without seeing his friendly smile around the garages as much as we are used to. So we all wish that Darren gets well as soon as possible so that things in the Formula Vee world in NSW can get back to normal. Hopefully seeing his 50th Anniversary of Formula Vee trophy, perhaps the greatest Formula Vee trophy ever, on his shelf may help him improve faster. Meanwhile, Anthony Cavanagh has had to endure injuries to his hands and legs and arms and just about everything else after he imitated Marc Marques at Mugello and slid his motorcycle off the road while going on one of his many mid-life crisis rides into the bush North West of Sydney. Anthony looked rather second-hand at Wakefield Park, but at least he did still have his trademark cheer visible between the moans and groans every time he breathed in or out! Anthony is getting better quickly, which is a relief.



Reigning and former Formula Vee State Champions Dylan Thomas and Adam Proctor

Formula Vee continues to show the motor racing universe how racing car drivers are meant to drive racing cars - all forms of racing cars. At the second round of the CAMS NSW Motor Racing Championships at Sydney Motorsport Park in early May, two recent Formula Vee NSW State Champions swapped fibreglass with sheet steel to race tin tops in the Production Touring races. Reigning NSW Formula Vee State Champion Dylan Thomas literally jumped from his Formula Vee seat into his trusty Manufacturers Championship Evo 10, and promptly won the first Production Touring race of the weekend on the Saturday afternoon. Dylan went on to score two more third places for the weekend, and will clearly be a strong bet to win the Production Touring title this year. In the same races, 2008 NSW Formula Vee State Champion, as well as 2013 NSW Super Sports Champion, Adam Proctor, made his Production Touring debut in the AP Racing WRX he will be sharing in upcoming races with former Formula Vee great, Mark McHenry. Adam finished 4th, 6th, and 6th in the 25 car strong Production Touring field. Adam and Mark can only make the WRX go faster as the year progresses. Stay Tuned.

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INSIDE LINE**NEWS AND GOSSIP IN THE FVANSW****THE FVANSW'S DYLAN THOMAS WINS THE PHILLIP ISLAND
PORSCHE 911 CARRERA GT3 CUP PRO AM!**

Photo courtesy of Motorsport.com

On a talent, effort, and respect basis, Dylan Thomas could be the most loved Formula Vee racer of all time. Well, Dylan has done it again and earned himself a top-level drive in the fast Bob Jane T Marts Porsche 911 GT3 Cup car at the Phillip Island Pro-Am first round of the top level Porsche Championship in late May. Teamed up with the car's regular driver, Nick Foster, Dylan placed a great tenth in his first practice session on the Friday, ahead of many of the regulars, and not having driven the Bob Jane T Marts Porsche until this time. In his first qualifying session on Saturday morning, Dylan put his Porsche in a brilliant sixth, only 0.3 seconds behind the regular professionals, and ahead of the other Bob Jane T Marts team Porsche. Nick and Dylan then teamed up to finish sixth, with at one point the fastest lap, and Dylan as usual, slightly disappointed with not winning! However, Race 2 was very different. Read how Dylan went in Race 2 below, as reported by leading motorsport web site, Motorsport.com.

*Nick Foster and Dylan Thomas Win a Thrilling Second
Porsche Carrera Cup Pro-Am Race at Phillip Island.*

It was a Pro-Am in the truest sense, with the race coming down to a door-to-door battle between Formula Vee driver Dylan Thomas and V8 Supercars driver Nick Percat. Thomas had found his way to the front after a solid first stint from Carrera Cup regular Nick Foster, with the car in second place following the stops. Thomas then passed fellow amateur Adrian Mastronadro for the lead several laps into the second stint. But the real challenge was always going to come from further back, with the Nick Percat/Shane Smollen lurking just inside the Top 10. Smollen started the car from pole position, and kept things clean in the first stint despite losing positions to faster drivers such as Tim Slade, Nick Foster, Dean Fiore, and Christopher Mies. He then handed the car over to Percat as soon as the pit window opened on Lap 17, in ninth position and 35s behind the leading Slade/Mastronadro entry. Percat wasted no time making his way towards the front; within 12 laps he was running third, and had cut the lead down to seven seconds. And with two laps to go, he finally chased down leader Thomas. However, Thomas held his ground, defending well to keep Percat behind him as the pair staged a thrilling last-lap battle. "It's been a rough start to the year," said Foster. "This round throws up a few interesting question marks. We got Dylan on board late, he's only done half a day in the car! Today has been incredible. I'm stoked."

Dylan continues to forge his reputation as a winner at the top level, along with other Formula Vee drivers, like Ryan Simpson, Jon Collins, Jack le Broq, Aaren Russell, Shane van Gisbergen, and Scott Dixon. Fabulous performance Dylan. We're proud of you!

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INSIDE LINE

NEWS AND GOSSIP IN THE FVANSW



While Dylan was blowing away the professional Porsche 911 GT3 Cup racers at the windy southern ocean Phillip Island circuit, just a few garages down, former FVANSW driver, Jon Collins, was blowing the Formula 3 professionals away in the Formula 3 races. Jon took out pole, and won Race 1. And Race 2, And Race 3. Sadly, F3 have lost Gold Star status this year due to CAMS flaky decision to adopt F4. Imagine if Jon had achieved these results in 2014? The FVANSW could then have had a Gold Star winner amongst its illustrious parade of former drivers. Regardless, Jon has the talent to be the 2015 Australian F3 Champion. Check out the last two laps of race 2 at <https://www.youtube.com/watch?v=4SGm53-OvFQ>. This kid can drive! Good luck Jon (and Sue)!



And on the same weekend as Dylan and Jon were blowing away the Porsche and F3 professionals at Phillip Island, over at Mallala at the Master of Mallala meeting, former South Australian Formula Vee Champion (and FVANSW member), Asher Johnson, was blowing away the large field of twenty two Hyundai Excels at Mallala. Asher qualified first by nearly one second, won race 1 by nearly one second, won Race 2 by nearly ten seconds, won Race 3 by nearly seven seconds, came second in Race 4, (yes, the opposition were closing in), but got his revenge by winning Race 5. Clearly, Asher has lost nothing of the talent we saw when he raced his Vees!



The Australian Institute of Motorsport racing team have been busy in recent weeks testing and racing their Jacer 99 at Phillip Island and Winton in recent weeks. Nick Jones finished in the top ten in all races at Round 2 of the Victorian State Circuit Racing Championships, and AIM have entered their Formula Vees for the next Phillip Island race meeting on the 13th and 14th of June. Good luck guys!



Who of you remember Malcolm Oastler? Malcolm is the Aussie former technical director of Formula One team BAR, former chief engineer for Jaguar Racing, and designer of many race cars. Malcolm was the Reynard designer, being responsible for Formula Ford, Formula Ford 2000, Formula 3000 and Indycar. In 1998 Malcolm became the BAR F1 chief designer, responsible for all design and enhancement work done on the 1999 *BAR 01*, and also on the 1998 Tyrrell 026. Malcolm then moved to Jaguar Racing and worked on their upcoming *R4* chassis for the 2002 season, and was then named Jaguar's chief engineer for 2003 and 2004. Well, Malcolm has been back in Sydney for a while, and he is now back enjoying his love of motor racing as a driver. Malcolm won the 2014 Australian Hill Climb Championship, and his latest drive was at an iRace meeting at SMSP in a 1985 Kaditcha. Keep a look out for Malcolm.

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INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

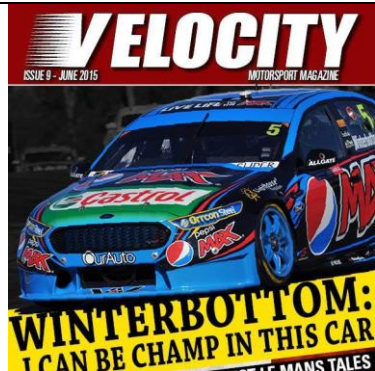


The FVANSW's most successful Formula Vee dad, Chris Reynolds, has taken on the FVAV Technical Director position. Chris (OK, you too Robin) has been the driving force behind Daniel's and Ryan's successes in the various Sabres over the last seven or eight years. Because Chris has strong links with the Formula Vee Associations of New South Wales and Victoria, as well as living close to the FVANSW Technical Director, Morgan Freemantle, Chris's position in the critical Technical Director's role will help with improving the consistency of interpretations and procedures between states. Congratulations to Chris and the FVAV.

"The major difference between a thing that might go wrong and a thing that cannot possibly go wrong is that when a thing that cannot possibly go wrong goes wrong it usually turns out to be impossible to get at or repair."
Douglas Adams

James Horne hit Formula Vee with a bang at the beginning of 2013, taking the ex-Mark McHenry/Mitch Abraham/Leigh Hemmings/Tim Brook Polar to the very front of Formula Vee races from almost his first qualifying session. But something happened at the beginning of 2014 that changed everything. He could have run over a cat, or walked under a ladder, or wore green underpants in a race. But whatever he may have done has resulted in James barely finishing a race since the beginning of 2014. Even in 2015, his bad luck has continued, and at Round 2 at Sydney Motorsport Park in May he aquaplaned off the flooded circuit in Race 1 when near the front of the field, only to bend an H-beam. But the flashes of brilliance still remain as seen in Race 2 when he drove through the field to finish eighth. You would expect James' to release his frustrations by throwing his helmet after each incident, or James dad, Stephen, crying over his rapidly thinning chequebook. But there has been none of that. Only smiles and laughs through all the ordeals. Stephen and James would like to thank the many Formula Vee drivers and pit crew who dropped everything to help them rebuild their engines gearboxes and suspensions throughout all the incidents in the last two years.

Our illustrious President, Johnny McDonald, recently purchased a very rugged looking Toyota Landcruiser Sahara. But when asked about its engine, Johnny had no idea whether it was a V8 or a six, or a diesel or a petrol, or a non/single/twin turbo! So just to help you out Johnny, we found out that your Toyota Landcruiser Sahara has a 4.5 litre 1VD-FTV twin turbocharged cast-iron block and heads single overhead camshaft two valve per cylinder diesel V8. Make sure you tell this to the service technician at its next service.



The FVANSW's very own resident Formula One accredited motor sport journalist, Mat Coch, has taken the lunge into publishing and started up his own on-line motor racing magazine, entitled VELOCITY MOTORSPORT MAGAZINE. Mat has never adopted the conventional style of "journalism" found in other motor racing weekly rags. Instead, Mat has always wanted to get behind the scenes and into the minds of the drivers and the personalities, and also into the history and romance of the races. One read of VELOCITY, and you will quickly find proper "writing". Mat needs support to keep VELOCITY going, so make sure you read every edition of VELOCITY at <http://vmag.com.au/>, and if you would like to improve the exposure of your business, contact Mat.

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PHOTOS OF THE MONTH

It seems that one of the FVANSW's greatest ever members and drivers was disappointed at the 50th Anniversary edition of the Veemag that came out last February. Despite huge efforts to find a picture of Life Member Ian "Chivo" Chivas' mug (that's Aussie slang for his face for those ignorant "Yankees" and "Poms" out there) in time for publication of the 50th Veemag, one could not be found, so Ian's head was replaced with an FVANSW logo on the Life Members page. Now, after secret discussions with the Google Earth people, we have finally grabbed a spy shot of Chivo's mug, and it is shown here for the first time. Unfortunately, Google's timing wasn't so good, the camera catching Chivo at work when he was measuring up some plumbing work for quoting. The 50th Anniversary magazine will be updated soon to include Chivo's handsome "mug".



And now for something completely different! Some race tracks are incredibly beautiful, and have beautiful surroundings, like Phillip Island. Some are quite nice to look at, but the surroundings are not particularly aesthetic, like SMSP. Others again are not so pleasant to look at, and have unpleasant surroundings - no names mentioned. While Wakefield Park may not be a Phillip Island, its surroundings have probably gone unnoticed for over 20 years. But after seeing this sight of huge sky and the mist rolling across the valley to the South of Wakefield Park on the Sunday morning of Round 1, then Wakefield Park certainly does have very picturesque surroundings.

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RACE REPORT
ROUND 1 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
WAKEFIELD PARK RACEWAY

APRIL 11/12 2015

Photos by FVANSW



BERNIE CANNON, RYAN REYNOLDS, AND LYALL MOYES
TAKE THE ROUND 1 HONOURS!

The incredible 50th Anniversary of Formula Vee weekend of hard racing at Wakefield Park in late February, which culminated in one of the most sensational finishes seen in years when the two leaders collided with half a lap to go, could only have contributed to nothing but highest possible expectations for the first round of the 2015 NSW Formula Vee State Championship race meeting, which followed in early April.

So much work had gone into all the cars in the lead up to the 50th Anniversary of Formula Vee race meeting - all the cars were fully prepared and tested for a hard year of State Championship racing, and all the cobwebs had been blasted out of the drivers by the (sometimes too) close racing - they were hardened and ready for Round!



Ryan Reynolds leads the pack as they approach the end of the first lap of Race 1

By the end of the Round 1 weekend, the twenty seven Formula Vee drivers had delivered those high expectations by the trailer load, although it was the excellence of Ryan Reynolds' driving, through all the close racing from one end to the other end of every race, that consistently shone brightest. Ryan dominated every event, from Qualifying on the Saturday morning, to all three races across the weekend, with such a confidence and solidity that any observer would be led to say that Ryan never really looked like he would lose the lead of every lap of every race.

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

Ryan's dominance was such that only prophetic questions remained after the weekend. What could have transpired if Michael Kinsella, who was the only other competitor to seriously challenge Ryan, (even if those few challenges only lasted for moments), had not run wide coming on to the back straight? Or if he had not been baulked by a slower car? Or if Dylan Thomas had not had engine problems in qualifying which forced him to start Race 1 from the rear? But the reliability of Ryan's Chris Reynolds-prepared Sabre, the performance from the Sabre's VW Performance Centre engine, and Ryan's polished driving, evaporated these questions into worthless conjecture.

The first round of the 20115 NSW Formula Vee State Championship brought with it highs and lows, many of them coming to life well before the Saturday morning of the race meeting, and the high's vastly outnumbering the lows.

Mick's return to form at State level racing was certainly the greatest highlight - qualifying second, and finishing second in Race 1 and Race 2. Mick was Ryan's only challenger, and Mick knew he would need to throw risk management to the wind if he was to have a hope of stealing maximum points from Ryan. Throw to the wind he did in Race 1, when he ran millimetres wide exiting the kink coming on to the back straight, only to test the rivetted floor of his Jacer as it bounced over the ruts and rocks outside the circuit for the full length of the back straight, Mick never lifting off the throttle pedal in the belief that his Jacer would be as fast in the air as it is on the asphalt. Mick did actually cross the start/finish line on a few occasions to be credited with the lead, but it was clear that Mick was at 11 tenths, while Ryan was



Mick went wide coming on to the back straight and then rally-crossed all the way!

Dylan Thomas, as he always does, would have heaped expectation upon himself, but from the first moment of qualifying, his Stinger spluttered around the track, and to last place on the grid. At least no one was surprised when he finished fourth in Race 1 to put himself in a position to salvage the race for the Championship pointscore, which he certainly did after finishing third and second in the following races.



How much closer can you get? The leaders snake their way around early in Race 2

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Simon Pace started the weekend with a brilliant third place in qualifying, but Race 1 was a disaster after a collision left him stranded in his Mako. The Mako crash repair team sprung into action and worked around the clock to repair the Mako, their hard work rewarded with brilliant recovery drives by Simon to finish 8th and 5th in the last two races of the weekend, and salvage a solid points .



Its a bird, its a plane, no, its Jason Cutts! Mick's great return to State Championship racing

Such a race report would by now have described how Darren Williams raced throughout the weekend in the top five, but Darren sadly spent the weekend on the sidelines in some discomfort, only to watch his ring-in driver, 1997 and 2000 National Titles winner, Jason Cutts, stepped in for a cameo drive (yes, another one) at the last minute. Jason showed absolutely that his ability hasn't faded, with fourth in qualifying, third in Race 1 and fastest lap, fourth in Race 2, and a sabbatical in Race 3.



Only Mick Kinsella gave Ryan Reynolds any trouble all weekend

The factory Jacer returned in its resplendent blue paint, with Tim Brook again behind the wheel, and more development under its bodywork. Tim qualified 4th, but with its engine clearly down on grunt out of the corners, the best the reigning National Series Champion could do throughout the weekend was 5th, 6th, and 3rd.

After the excitement of the last lap at the 50th Anniversary of Formula Vee at the same circuit just a few weeks before this weekend, where the exciting Daniel Stein was one of the two last lap leaders who collided, Daniel let none of his growing band of followers down with an exciting sixth place in qualifying. Daniel's first lap in Race 1 maintained the excitement as he made up places against Formula Vee's best. But the excitement was replaced with dismay following a collision with Simon Pace under brakes on the down hill run, and Daniel's weekend of racing was over.

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The spectators lost out when Daniel's went home Tim and the Jacer was (only) near the front

By contrast, James Horne's intentions were for a weekend of finishing races, something he had not been used to for an entire year. But finish he did, with a conservative seventh place in qualifying, and sixth, fifth, and eleventh in the races. James and Stephen's relief could be felt all the way back up the Princes Highway to Sydney.

In another standout performance on a growing list, Formula Vee's "Mr Nice Guy" Geoff Bennett produced another top ten qualifying performance with an eighth place in his orange Jacer, followed up by an eighth in Race 1, a disappointing 14th in Race 2 after a spin, and an incredible 6th place in the trophy race, making Geoff the Hardcharger of the final race. Meanwhile, rookie Aaron Pace scored a top ten qualifying position for his first ever Championship event, Jacer having no better young star to represent them. Aaron's first Championship race didn't go as well though, with Aaron losing places in the mess of the Lap 1 incident ahead, and then his recovery drive DNF'ing. Aaron's talent oozed throughout Race 2 however, Aaron storming through the field and into the top ten, and then backing up with a twelfth in the next race.



Mat Pearce strongly debuted the Mako 4, while Aaron Pace had a fantastic Championship debut

Mat Pearce stunned the Formula Vee world by rolling the latest Mako 4 out of his trailer, the result of years of work by Frank Kleinig. Mat went on to solid results for the Mako 4 by qualifying the yellow Mako 4 in tenth, and then demonstrating the new Mako 4's potential with two seventh places, with no doubt the DNF in Race 3 not meaning to be an indication of the Mako 4's potential!

Eleventh place in Qualifying was taken by Mat Bode in one of his best qualifying performances by being barely one second behind fastest. Mat may not have finished his first race after a problem with his Stinger, but Mat's drive in Race 2 to finish eleventh from last place was without doubt the Formula Vee drive of the weekend for the fast Queenslander. Mat's weekend was crowned by a deserved tenth place in the trophy race, a trophy for Mat certainly not too far away.

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The Stinger triplets - Bill Pym, Matt Bode, and Jacob Andrews

Bruce Perry continues his slow but inexorable journey up the grid charts, placing his Jacer "battleship" in twelfth place in qualifying, and pushing forward against weekend-long battles with Morgan Freemantle by finishing ninth, thirteenth, and ninth, in his personal-best race meeting.



"Sparkes" was pushed all weekend by Morgan and Bruce all weekend

Bruce's weekend long rival, Morgan Freemantle, however, wasn't t his personal best, qualifying 13th, and finishing 11th and 12th in the first two races, only the trophy race with an 8th place finish drew any comfort for Morgan. Bruce's other weekend-long rival, Craig Sparke, also had a weekend less-remembered after a 14th place in qualifying, 10th in Race 1, 9th in Race 2, and a 7th in Race 3. At least his suspension held together.

Of the various challenges that drivers faced, John Mcdonald challenge was one of the greatest because for the first time, John raced something other than his regular Mako by hopping into Anthony Cavanagh's Jacer. Trough all the unfamiliarity, as well as countless mechanical problems throughout Friday practice, John almost matched his regular times and still managed a sub 10 in Qualifying for 15th. John couldn't bring the troublesome Jacer across the line in Race 1. And that was the end of John's weekend, at least on the race track because he dutifully hung around to (jealously) present the trophies to the winners the next day.



John obviously didn't have a great weekend



At last, Adam Brook brought the Aurora back

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Jacob Andrews also had a weekend that hadn't reflect the good results he had been increasingly collecting, with Jacob taking his CXC Stinger to 16th on the grid, Jacob a fraction outside the 1.10 barrier. Jacob's weekend couldn't recover in Race 1 when he couldn't cross the finish line, but his increasing confidence was obvious when he passed ten Formula Vees from the rear of Race 2 to finish 16th, and again when he moved forward in Race 3 to finish 14th. Good drive!

And then there was Adam, and Eddy, Brook. It was great to see the great looking Aurora back on the track for its second ever race meeting, the first one being exactly one year earlier. Adam and Eddy have been committed to make the Aurora as competitive as possible, and have done lots of testing in between building a new workshop. The latest testing indicated that he should be in the top ten, but in typical Formula Vee style, the engine in the Aurora coughed and chugged throughout the weekend. Adam could only take the Aurora to 17th in Qualifying, a creditable 13th in Race 1, a DNF in Race 2, and 16th in Race 3 where he showed speed and potential by passing ten cars from the rear.



Alan Harrison and Geoff Bassingthwaighte had lots of wheel to wheel racing

Geoff Bassingthwaighte and Alan Harrison were next in their Jacer and Harrison respectively, taking 18th and 19th on the grid, Alan taking a brilliant 12th and Geoff DNF'ing in Race 1, Geoff then recovering brilliantly in a great drive to finish 15th and Alan taking 19th in Race 2, and Alan reversing the plaudits by finishing 13th and Geoff 17th in Race 3.

And then there was Hookey, whose fortunes had been reversing in recent race meetings, but a loosening gearshift hampered his qualifying to allow him 20th place. Feverish work to repair the gearshift ensued before Race 1, but a loose grub screw stopped his forward progress in Race 1. It was Garry's turn to drive through the field from the rear in Race 2 to pass seven cars to finish 18th, but Race 3 was an unfortunate repeat of Race 1, and Garry's weekend finished early, again. William Pym has been taking some time getting to grips with the extra power of his CXC Stinger, and this showed in his 21st placing on the grid, but his 14th, 17th, and 15th places in the three races show he races faster.



Wayne Hamilton debuted at Wakefield

Hookey's Jacer in a rare shot when not towed

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The 1200 cars followed William, with Stephen Butcher being the 1200 engined Formula Vees to qualify, taking 22nd place, with Bernie Cannon close on his exhaust pipe. Rookie Wayne Hamilton debuted his Sabre into 24th place, with the next 1200 of Stephen Cannon in 25th, and Lyall Moyes in his Historic-spec Elfin.

Bernie may have got the better of Butchey in Race 1 after Butchey retired, but Stephen Cannon stole the 1200 class show to be the first 1200 to cross the line in the first race of the year ahead of Bernie, with Wayne Hamilton finishing carefully in his first race. Lyall continued to close the gap in his underpowered Historic 1200. Bernie and Butchey recovered to take 1st and 2nd places in Race 2 for the 1200 class, with Lyall taking the final 1200 podium, while Wayne finished and Stephen didn't. Bernie claimed the final 1200 race to take the 1200 trophy and maximum points for the weekend, with Lyall taking his first second 1200 place, and with Wayne finishing every race of his first race meeting. Again, Butchey and Stephen Cannon didn't.



Sean "Federico Felini" Scott in action



Bernie's world was pretty good, but Wayne's world wasn't all perfect



Stephen keeping Stephen behind



Johnny Mac forgot to take off his lifters (the ones in his shoes) - Tim, Ryan, and Dylan take the Round 1 1600 trophies, while Lyall and Bernie take the 1200 trophies (with Bill as special guest)



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RACE REPORT
ROUND 2 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
SYDNEY MOTORSPORT PARK
MAY 2/3 2015

Photos by FVANSW



MICK IS BACK IN 1600'S!
BUTCHER IS BACK IN 1200'S!
LYALL STORMS THE HISTORICS AGAIN!

The second round of the 2015 CAMS NSW Formula Vee State Championship proved once and for all that you don't have to be crazy to race a Formula Vee, but it helps. How else could it be explained that twenty eight grown up adults drive open topped cars around in circles in incredibly heavy rain, and at the end get out of their cars and have had the greatest time of their lives! Well, all except two.

And so Race 1 of Round 2 of the 2015 CAMS NSW Formula Vee State Championship ended on the Saturday afternoon, after 10 laps of the 4km long Sydney Motorsport Park circuit, most of those laps conducted under some of the heaviest rain Formula Vee drivers have had to endure in many years. (Ed - There was one other person at Sydney Motorsport Park crazier than the Formula Vee drivers - the FVANSW photographer, who got equally soaked but without the fun! Guess who that was?)



Tim Brook took the lead in Race 1 in terrible conditions, until the last lap..... and James had awesome drive, until disaster struck

And those two Formula Vee drivers who also didn't quite have a great time? Tim Brook aquaplaned off the circuit at Turn 3 just seconds after taking the lead of the "regatta", and James Horne also aquaplaned off at Turn 3, but at least Tim didn't slam into the wall bending the Jacer suspension. Fortunately, James has had lots of experience recently coping emotionally with replacing H-beams!

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Incidentally, it was Dylan Thomas who used all his experience to float his Stinger across the finish line in first place after qualifying second earlier in the day. Second place was fastest qualifier Ryan Reynolds, Ryan using all his experience just keeping the Sabre on the track in Race 2, its Dunlops struggling to keep its contact patches in contact with the bitumen.



Dylan Thomas (I think that is Dylan) won Race 1



The leaders exit Turn 2 on Lap 1

Third place was the brilliant Craig Sparke, Craig moving up one spot from his best ever fourth-place Qualifying result.



Ray Cripps brought his fierce competitiveness to the 1200's



Gary hangs it out in front of Morgo

Race 1 brought with it the Formula Vee racing debut of Speedway star, Ray Cripps. Ray wasted no time to make his speed felt by being the fastest 1200 in Qualifying, although Ray's speed couldn't be maintained throughout the race, Ray's first race in Formula Vee ending, or is that not ending, in a DNF.



Jacob kept it on the track and in the ten



Mat sadly lost an engine in Race 1,

It was great to see Michael Gale and Gary Myers back on the circuit, Gary qualifying 14th and finishing 14th in Race 1, and Michael being 4th 1200 in Qualifying and third 1200 in Race 1. Mat Pearce unfortunately lost an engine somewhere into the fourth dimension (there are lots of lost engines in there) when his re-piping job on the over-heating Mako engine not quite sending oil where oil should go.

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Simon also hangs the tail out at Turn 2



Geoff Bassingthwaight kept his helmet on!

In the Historic Formula Vee class, Spectre driver Lyall Moyes resoundingly pushed his fellow Historic competitors aside to take a drenched Historic class win,



Morgo complained of strange noises from his carby (yeah, sure, Morgo) while Hooky told everyone he had no problems, but no one believed him!



Race 2 on Sunday morning brought with it civilised weather, and sufficient visibility to tell who won the race, with Mick Kinsella finally pushing Ryan Reynolds aside in an exciting and typically close FVANSW Formula Vee race to take that elusive State Championship win in his KE Power Jacer, less than a second ahead of Ryan and his dry-weather Sabre 02.



The leaders snake through Turn 5, with Bill Pym, Alan, Geoff, and Simon, not too far behind
 In another Simon Pace fought back to finish third in his Pace Drilling Mako, while Race 1 winner Dylan Thomas forgot to put the slick tyres back on the Stringer to finish fourth in Race 2. James Horne fabulously drove his repaired House of Tickets Polar to eighth place after the round the clock work to change the H beam. And in the second of two great drives, Jacob Andrews finished 9th after his Race 1 7th place.

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Simon Duffy clearly drives faster than his horses let him Wayne Hamilton leads Bernie and Mick

In a reversal of fortunes for Mat Pearce after his Mako expired in Race 1, Mat reverted back to his trusty State Championship winning Lepton, and with the reversion came first 1200 over the line in Race 2. The next 1200 was Rookie Ray Cripps, who won the Hard Charger Award for Race 2 by passing nine Formula Vees from his RoG starting position. The final podium place for the 1200's was taken by Bernie Cannon who was now consolidating his 1200 State Championship pointscore lead.



Bill Pym drives around Mat Pearce, while Mat Bode pushes James Horne

Lyllal Moyes again outdrove his Historic Formula Vee class competitors to take the Race 2 Historic Formula Vee class win.

If Mick Kinsella seemed to have been asserting himself as each race so far in the championship had passed, Race 3 proved beyond doubt that Mick had returned to top form by taking his second win of the day, and again ahead of the fast and safe Ryan Reynolds, the margin being an almost imperceptible 0.1 of a second after 40km of racing. And in perhaps the drive of the day, it was Geoff Bennett turn to push his competitors aside to take his Jacer to a great third place in tough company, and with a margin less than 0.5 of a second behind Mick.



The Jacer twins - Gary had a great weekend, while Bruce keeps improving his times

Tim Brook brought an ailing F2K14 Jacer to the end of the 10 lap race in a good fourth place, considering its engines' reluctance to rev. Simon Pace and James Horne completed the one-second bracket club behind the winner. Notable as the absence of Dylan Thomas who was not only off the pace, but failed to finish with "mechanical issues", as did Ray Cripps, Geoff Bassinghtwaighte, and Craig Sparke.

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Ray lost his engine in Race 3 after a great debut, and the red Mako always looks great

The 1200's in Race 3 were again led by Mat Pearce in the Lepton, with Stephen Butcher and Michael Gale taking the remaining podium positions. The Historic Formula Vee class was a fabulous clean-sweep for Lyall Moyes, who drove with great conviction to keep his maximum points record for the year.



(Almost) all the trophy race winners - Geoff Bennett (3rd), Mick Kinsella (1st), Ryan Reynolds (2nd) in 1600's, and Michael Gale (3rd), and Mat Pearce (1st) in 1200's, (with Angela hiding in the background)



Post-race scrutineering



John Mcdonald had a much better weekend in Anthony's Jacer

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RACE REPORT
ROUND 1
2015 AUSTRALIAN NATIONAL FORMULA VEE SERIES
MALLALA RACEWAY
23/24 MAY 2015

Photos by FVANSW



**THE FVANSW'S MICK KINSELLA AND TIM BROOK
TAKE AWAY THE ROUND 1 GLORY!**

The brightest stars of Australian Formula Vee racing from almost every State showed up at Mallala Raceway, 80km North of Adelaide on the weekend of the 23/24 May for Round 1 of the Australian National Vee National Series, and the brightest of those stars throughout the weekend were representing the FVANSW.

By the end of the four Australian National Formula Vee Series races at Mallala, it was the FVANSW's Michael "Mick" Kinsella, fresh from his NSW State Championship success, who stamped a level of domination on National level races rarely seen in Australian Formula Vee racing at the top level, coming away with the points lead in the three-round 2015 Australian National Formula Vee Series. Mick's domination came in the face of a potentially race-destroying engine problem that would have sent almost anyone else home, but Mick then demonstrated the quiet perseverance we have seen from him for years to spectacularly recover.

Mick was fastest in Qualifying, and crossed the finish line first in Race 1. But as Mick was waiting in the dummy grid before entering the circuit for Race 2, his Jacer's engine started shaking and spluttering. As the other Formula Vees lined up to await the start of Race 2, Mick diagnosed a valve problem. The Michael Kinsella Racing team then forewent spectating Race 2 to commence an unlikely engine rebuild in time for Race 3 on Sunday morning.

Mick, head engineer Bruce, and no doubt support from Paul Corcoran and the Jacer factory team, didn't fail to meet the challenge, and the repaired power unit was ready for work for Race 3, although starting from the rear of the 24-strong field of Formula Vees. Sixteen laps after the Race 3 start light extinguished, one of the greatest "Hard Charges" in the history of Formula Vee was over when Mick translated past every one of his 23 competitors to take the Race 3 win, and by a huge margin of 1.1 seconds!

After the exhaustion of the engine rebuild and the Race 3 triumph, it was no failure for Mick to "only" take second place in Race 4 on Sunday afternoon, and take the worst-race-dropped pointscore lead in the 2015 Australian National Formula Vee Series after Round 1. The 1,400km drive back to Sydney was one of Mick's most satisfying journeys.

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Hot on Mick's tail pipe for (almost all) the weekend was reigning Australian National Formula Vee Series Champion, the FVANSW's Tim Brook, back again in the exquisite factory Jacer F2K14. The Jacer engineers have never stopped updating the F2K14, and Tim's results throughout the weekend rewarded their perspiration. Tim may have followed Mick in qualifying by 0.54 of a second to flank Mick on the front row, and again followed Mick over the line in Race 1 by a huge margin of 0.42 seconds after eight laps to take second place. But Tim showed patience in Race 2 to safely keep out of trouble to take a close third place behind the talented Mitch Quiddington from Victoria in the JRD Sabre 02, and Kieran Glover from Tasmania in the Checkmate.

Tim again drove safely to take fourth place in Race 3, the aim being to keep his strengths invisible from his competitors for the weekend-completing trophy race just a couple of hours later. By the end of Race 4 trophy race, one would suspect that those strengths were successfully kept in reserve, Tim pushing even Mick out to second place to take the Jacer over the line in first place by a genuinely huge 3 second margin. It was an equally satisfying 1,400km journey back to Sydney for the Jacer factory engineers and Tim, who is now second in the 2015 Australian National Formula Vee Series pointscore.



Stephen "Mr 1200" Butcher



Jacob Andrew



Kieran Glover

The FVANSW's Team Stinger were represented by the Jacob Andrew, who was the Team Stinger Hoosier "guinea pig", and Team Stinger Principal, Stephen Butcher, Stephen again tackling the 1200 class. Jacob qualified 13th in the tough National-level field, while Stephen transported his Sydney Motorsport Park engine problems just a few weeks before to Mallala to be at the opposite end of the grid from where he had intended. Jacob's hard work was rewarded in Race 1 with 12th place just a few seconds behind Mick, while Stephen recovered, slightly, to be the fourth 1200 over the line. Race 2 was another reward for Jacob's hard work with 11th place, while Stephen ambitions were realised at last to be the most advanced 1200. A minor infraction after the completion of Race 3 meant no reward for Jacob, while Stephen continued to reap the rewards of persistence to take another 1200 class win. Unfortunately, the final trophy race of the weekend was not the triumph that Team Stinger imagined, with Jacob not completing the race, and Stephen being "only" the second fastest 1200, although taking the maximum 1200 points away from Mallala.

Credit also goes to honorary FVANSW pilot, the fast Kieran Glover from Tasmania, who has been steering the great NSW-made and maintained, and Australian Institute of Motorsport-sponsored, Checkmate to great results in the 2014 and now the 2015 Australian National Formula Vee Series. Kieran made it a virtual FVANSW 1-2-3 in Qualifying and in Race 1 behind Mick and Tim, then brought the Checkmate to second place in Race 2 behind Mitch, but then endured the ignominy of a spin which lost him many places to finish eleventh, but recovered some ground in the final trophy race to finish seventh.

Congratulations are due to all the interstate drivers, including Race 2 winner Mitch, and his Sabre colleagues, including Tasmania's Matt Holmes, David Campbell and Jason Fowler for making the long trek from Western Australia, and all the "locals" who made racing on their home circuit safe, exciting, and fun.

Thanks also go to the FVASA committee for organising and hosting a brilliant first round of the 2015 Australian National Formula Vee Series.

The remaining rounds of the 2015 Australian National Formula Vee Series are at Winton on July 4/5 and Sydney Motorsport Park on September 26/27.

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FORMULA VEE DRIVER PROFILE – MAT BODE



Twenty four year old Mat Bode began his motor racing career in Queensland racing karts in 2009, and in no time he was racing at the front with a reputation for his dynamic and exciting style. In only three years, Mat was at professional level, but after his instant success there, Mat decided he needed to quickly pursue a career in real motor racing. Mat got his first taste of a Formula Vee in mid 2012, and he had a solid weekend, always running in the top half of the field. Soon after that he tested a Formula Ford in which he came up to speed in just a few laps. Mat then started his full time motor racing career at the beginning of the 2014 NSW 1600 Formula Vee championship with CXC Global Racing. Now in his second year with CXC, Mat commutes to NSW from Queensland for his racing in search of quality competition, and every time he does, his dynamic and exciting style can clearly be seen. Victories can't be too far away. He has his own web site too!

What is your job?

Electrical engineer (Ed - Mat engineers cathodic protection systems for underground structures and equipment)

Why and how did you get into Formula Vee?

Back in 2012 I raced a one off round in Formula Vee with CXC and that catapulted me into car racing from go karting.

Who is your favourite Formula Vee competitor and why?

Dylan Thomas because I learn a lot directly from him and he has helped me enormously in to achieve the speed and consistency I have now and it just continues to build.

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

Michael Schumacher because of physical and mental preparation and towards motor racing.

What do you like about Formula Vee and why?

the competition of the series, it doesn't necessarily allow the drivers with the biggest bank to be the front runners and the series has really given me the opportunity to shine especially this year and it also has really developed me as a racing driver.

What Are Your Best and Most Unusual Racing Moments?

Going sideways through turn 1 at Phillip island and still ended up straight on the exit.

What are your motor racing plans?

I still think of becoming a professional driver one day hopefully in a prototype endurance series or GT series, endurance series have really become quite interesting to me over the last year and a career racing in them is a little more achievable I think.

What road car do you drive?

I have a work car which is an old Mitsubishi Triton. It's gets me where I need to go ok.



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AROUND AUSTRALIA IN FORMULA VEE



2015, up to the end of May, has possibly been the busiest start to the year around Australia for Formula Vee in decades. Culminating in the incredible first round of the Australian Formula Vee Series, nearly one thousand racing laps have passed under the wheels of Formula Vee from Sydney to Perth, and from Brisbane to Hobart, up to the end of May.



In late May, twenty three of the most diverse and fiercely competitive Formula Vee drivers from every Australian State (except one) started qualifying on the South Australian Mallala circuit, 80km North of Adelaide, for the first round of the 2015 Australian Formula Vee Series, which coincided with Round 2 of the Master of Mallala series. Ten FVSA locals fiercely fought the interstaters

throughout the weekend, with Rob Surman bravely taking 11th place in qualifying, his Stinger just a couple of tenths ahead of Jackson Freer (Jacer) in twelfth, with Ben Rebbeck (Jacer), Andrew Roberts (Gerbert), Joel Oliver (Jacer), Brian Pederson (Stag), Jay Thompson (Elfin), Frank Chessell (Spectre), and Andrew Mutch (Caracal), following Rob down the list only a few seconds behind.

Ben Rebbeck was the star of Race 1, gaining six places to lead the locals over the line. Joel was the next local just a few seconds behind, with Andrew Roberts taking the third local position. The two local strongmen, Rob and Jackson, DNF'ed. Lou Calicchio made the race after missing qualifying.

Ben made it two straight in Race 2 when he continued his march up the grid to take eighth over the line. Joel closed the gap to Ben to less than three seconds to be the second local over the line, with Andrew also making it three thirds. Rob again couldn't cross the finish line, but Jackson made up ten spots.

Ben and Jackson were the heroes of Race 3, with Ben moving forward and taking seventh and Jackson on Ben's tail next. Joel Oliver was the third local, making it a Jacer trifecta. Rob sat this race out to get his Stinger ready for later.

Race 4 saw Ben, Jackson, Andrew, and Joel, slogging it out, with Jackson being first local, edging Ben, Andrew, and Joel, over the line. Rob made it three DNF's for the weekend.

The final race may have been non-championship, but the locals still turned it on, with the Mildura kid, Blaine Grills winning, but with Jackson next, ahead of Ben, then David Campbell, Andrew Roberts, Joel Oliver, Brian, Jay, Lou Calicchio, Frank Chessell, and New South Welshman, Jacob Andrews.

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AROUND AUSTRALIA IN FORMULA VEE



The third round of the fabulous Tasmanian Super Series took place at Baskerville in late May, with eleven drivers making the Southern Cross Television qualifying grid. Wade Mclean was fastest, with Richard Gray and Frank Mezzatesta next. Rookie Dion Wylie was next, with Lindsay Murfet, Liam Caplice, James Nesbit, Risden Knightley, Helen Gibson, Leon Glover, and Pip Welsh, completing the field.

Wade took out Race 1 by three seconds ahead of Frank and then Lindsey. Richard and Dion DNF'ed.

Wade made it two straight in Race 2, with Liam and Dion closely following.

Race 3 was a repeat of Race 2, with Liam closing the gap to Wade.

Wade outlasted the field to clean-sweep the weekend, this time with Liam and Pip Welsh on the podium.



Eighteen of the busy FVAWA fraternity made their way to Collie Motorplex for the Ernie Hastie Memorial Race meeting in mid May. David Caisley took his Jacer to pole position, with Gareth Foster and David Campbell following in their Stingers less than half a second behind. Daniel Lineham, Franz Esterbauer, and Campbell Gow led the 1200's to the highest grid positions.

David (Caisley) retained his leading position at the end of Race 1 with the only sub 1 minute lap time. Gareth Foster took second place two seconds behind David, and Cameron Edwards moving up to third a further two seconds back. Daniel Lineham solidly led the 1200's across the line, with Franz Esterbauer and Jason Fowler following.

Race 2 was David's again, as were second and third places for Gareth and Cameron, with all the margins halving. The 1200's were a repeat of Race 1 - Lineham, Esterbauer, and Fowler, with Franz closing the gap.

Race 3 saw Cameron take the win in an exciting race with the top five cars just five seconds apart, and with Gareth Foster and David Caisley taking second and third. Rod Lisson and Austin Pearson made up the fast five. Three wins for Jacer. Meanwhile, Daniel beat the 1200's across the line solidly, with Franz, and Jason repeating their Race 1 and Race 2 results.

THANKS GOES TO THE



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AROUND AUSTRALIA IN FORMULA VEE



The second round of the Victorian State Racing Championships took place at Sandown in mid May, with another good field of sixteen of the top Victorian Formula Vees taking to the East-Melbourne suburban circuit.

The powerful Sabre contingent stamped their authority on their home ground once again with the first seven places in Qualifying filled by Sabre 02's. Mitch Quiddington edged out Matthew Holmes and Mat Stubbs for pole in the 1600-only field.

The same seven Sabres filled the top seven positions in Race 1 on Saturday, but this time Mat Stubbs edging out Mitch and Mathew to take the win by less than 0.2 seconds.

Matthew reversed the top three positions in Race 2 on Sunday morning, Matthews winning by 0.3 of a second, and only two seconds covering the top five. In an incredibly strong field, Jake Rowe "only managed fourth, with James Dean, Heath Collinson, and Shane Purvis, making it another Sabre clean sweep. Dion Gretgrix, Nick Jones, and Jack Saul, completed the top ten,

In the final Formula Vee race, Dion Gretgrix became the hero by taking one of the top seven positions away from the Sabres, Dion taking his GRD to seventh place. The race was won by Mitch Quiddington, making three different winners for the weekend, with Matthew Holmes less than 0.2 seconds behind, and James Dean taking third less than two seconds further back. Tough racing.



The FVAWA did Formula Vee proud when they supported the V8 Supercars at Barbagallo in early May. A fabulous field of 27 local Formula Vees attacked qualifying on the Friday, with David Caisley in his Jacer edging out David Campbell and his Stinger by 0.1 seconds.

0.2 seconds further back, Cameron Edwards in his Jacer edged out Rod Lisson in his Sabre by 0.03 seconds, while Shayden Penniment filled fifth place in the great Ajay 06. The fastest nine Vees were separated by less than one second. Jason Fowler was again the class of the 1200's to take fifteenth fastest, with Daniel Lineham and Franz Esterbauer just fractions behind.

In Race 1, Cameron Edwards moved forward two places to take the win in his Jacer, with David Caisley and David Campbell following, and with Austin Pearson and Rod Lisson completing the top five. The top nine were separated by less than five seconds in a great FVAWA race. Daniel was again fastest 1200, although Franz swapped places with Daniel to upset the status quo.

Race 2 saw Austin Pearson also move up two places to take his maiden win, while David Caisley and Cameron Edwards made it a Jacer 1-2-3, and this time with Rod Lisson and David Campbell following. The top nine spread out to a still miserly eight seconds. Jason Fowler had to whip his Mako to beat the fast-closing Myles Lockett over the line in the 1200's, with Franz again in third.

Race 3 belonged to David Caisley in the third cliffhanger of the weekend, with Austin and David Campbell completing the podium, and with Rod Lisson in fourth just fractions behind the winner. The 1200's were even brighter stars, with Myles Lockett pushing Jason and Daniel aside by less than half a second to take the win.

Unfortunately, there were too many Formula Vees at this race meeting to mention everyone. Well done!

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AROUND AUSTRALIA IN FORMULA VEE



The second round of the awesome 2015 Tasmanian Super Series took place in mid April, this time at Symmons Plains, near Launceston. Nine of the enthusiastic FVATAS drivers started Qualifying in a 1200-only field, and after the 10 minute session finished, the famous Liam Caplice edged out celebrities Richard Gray and James Curran by fractions of a second for pole.

Wade Mclean then edged out the brilliantly named (for a Formula Vee driver) and appropriately sponsored Frank Mezzatesta for fourth grid spot in his Virgin Australia Gerbert, with Ridsen Knightley taking sixth. Leon Glover followed, with Lindsey Murfet soon behind. Another Formula Vee "virgin", Helen Gibson filled the ninth position with a competitive time in her Mantis.

Race 1 was won by Liam, with James sneaking around Richard to steal second. Wade led Ridsen and Frank for fourth place, while Lindsey led Leon for the next two places, while Helen improved her qualifying time by several seconds.

James then stole another position in Race 2 to lead the field over the finish line, this time with Liam and Richard standing on the podium.

Race 3 saw Liam claim the win ahead of James and Richard, with Helen Gibson edging closer to the leaders.

Liam made the weekend his when he crossed the line first ahead of Liam and Richard in a Race 3 repeat with barely one second between the large leading pack. Great racing!



The first round of the Victorian State Racing Championships took place at Phillip Island in mid April, with a good field of sixteen Victorian Formula Vees unsurprisingly dominated by Sabres. After 20 minutes, Matt Stubbs was the fastest Formula Vee, with Mitch Quiddington, Heath Collinson, Jake Rowe, and the great Andy Nethercote completing the top five in a resounding return, with less than one second blanketing them. Ken Filbey showed his talent and his 1200 Elliott's speed when he qualified ahead of several fast 1600's

While reigning Nationals Title winner Matt Stubbs exerted his reputation in Race 1 to take the win, some of his competition evaporated when nearly one third of the field DNF'ed through the race. Jake Rowe navigated the race safely to take second place, while Andy Nethercote showed them how its done to take third place in his lonely Bracken Property Group Jacer. Ken Filbey finished in the top ten in his 1200 Beacham Racing Elliott.

Race 2 didn't follow any script other than Sabre domination, with Mitch Quiddington racing wheel to wheel with Jimmy Dean to take the win by 0.2 of a second. Jake Rowe followed more then 3 seconds further, and a disappointed Matt Stubbs in fourth in an unusually stretched field for PI. Sadly, Heath Collinson, Andrew Grevis James, and the flying 1200 of Ken Filbey, DNF'ed.

The final race of the weekend was the opportunity Matt Stubbs needed to exert his authority, taking the win by an incredible 0.0029 of a second ahead of Jake Rowe, who was less than 0.1 of a second ahead of Mitch Quiddington. Jimmy Dean was less than 0.7 of a second further back, with Andy Nethercote capping off a brilliant return in fifth place. Ken Filbey and his 1200 Elliott again finished in the top ten, although Amy disappointingly DNF'ed in her Merlin on Lap 2.

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AROUND AUSTRALIA IN FORMULA VEE



At the Autumn race meeting in mid April, the FVAWA, 19 of the great 2015 QUIT FVAWA Formula Vees started the weekend, with David Campbell and Gareth Foster making it a Stinger front row lockout and David Caisley taking third in his Jacer. Myles Lockett, Franz Esterbauer, and Peter Jojart, were the fastest 1200's

With barely one hour to prepare, David Campbell took out Race 1 with only 0.1 seconds between him and David Caisley. Cameron Edwards moved forward to take third, while Brett Scarey was the hardest charger. Franz edged out Myles by less than 0.5 seconds to win the 1200's.

Cameron starred in Race 2, his Jacer leading David's Jacer by less than 0.5 seconds after eight laps, with David Campbell and Gareth Foster making it a Stinger three-four. Myles regained the 1200 win, ahead of a charging Peter Jojart, Jason Fowler, and Kathy Lisson.

Race 3 capped off a busy afternoon for the 2015 QUIT FVAWA Formula Vees, with David Caisley making it a Jacer afternoon with two wins of three in a brilliant race, David leading the fifth place car by only five seconds after ten laps, David leading David Campbell, Cameron Edwards, Brett Scarey, and Gareth Foster to the finish line. Franz Esterbauer made it two 1200 wins for the weekend in his Ribuck, with Myles Lockett and Jason Fowler filling the next two 1200 places.



At the Master Of Mallala race meeting in mid March, Jackson Freer in his Jacer led Rob Surman in his Stinger, with Ben Rebbeck (Jacer), Joel Oliver (Jacer), Brian Pederson (Stag), Andrew Mutch (US-made Caracal), Lou Calicchio (QVee), and Frank Chessell (Elfin) in Qualifying.

Race 1 belonged to Rob Surman, with Ben and Jackson just fractions behind Rob, with Joel, Brian, Andrew, and Lou close behind. Andrew Roberts DNF'ed.

Jackson took Race 2 clearly ahead of Joel and Rob, who raced nose to tail all race. Brian, Andrew Mutch, Lou, and Frank were less than half a lap behind the leaders. Ben Rebbeck was a finisher, but cam in with problems.

Rob struck back to win in Race 3 just fractions ahead of Jackson, with Joel taking the final podium place. Next was the returning Andrew Roberts in his Gerbert, with Brian, Andrew Mutch, Lou, and Frank completing the field. Ben didn't start with terminal problems to his Jacer.

Rob, Jackson, and Joel, repeated the Race 3 result in Race 4, Rob and Jackson fighting it out all race. Andrew Roberts, Brian, Lou, Andrew Mutch, and Frank Chessell, completed the intensive day of Formula Vee racing at Mallala, with what was a Jacer versus Stinger weekend, with Stinger 3 to 1 up.



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

Contact Ray Filetti 0404078636



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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015



50TH ANNIVERSARY NATIONAL CHALLENGE 7/8 NOVEMBER 2015 SYMMONS PLAINS TASMANIA

EVENT SUPP REGS: *Coming Soon*

EVENT ENTRY FORM: *Coming Soon*

2015 brings the 50th Anniversary of Formula Vee racing in Australia. As part of these celebrations Tasmania will play host to the 2015 Formula Vee National Challenge, to be held at Symmons Plains on the 7th & 8th of November.

This event will showcase the best of what Formula Vee's have to offer. The FVAT proudly invites all members of the Formula Vee family in Australia (be they past or present) to attend the weekend of celebrations.

Besides the off-track activities, on-track action will be thrilling. There will be big fields allowing separate races for both 1600's and 1200's, with Historic Formula Vee's also catered for!

COMPETITOR INFORMATION

One of the major challenges of holding the National Challenge in Tasmania is transport over Bass Strait. We've partnered with multiple organisations in order to minimise this cost.

- **SPIRIT OF TASMANIA**

The spirit is usually most economical for Single Vehicles, or vehicles with trailers. For best rates (with Spaces frozen for this event), visit the link below.

www.spiritoftasmania.com.au/formula-v-nationals/

- **MONSON LOGISTICS**

The FVAT has partnered with Monson Logistics to provide further freight options. This provides a more economical rate for teams with larger trucks. Also, this is a great option for those looking to fill a shipping container with the cars and gear. This container can be picked up nationwide, and delivered to Symmons Plains.

For rates on both of these options, please contact Ridsen or Liam for fully tailored quoted (contact information listed below).

ACCOMODATION

The committee is working with various accommodation suppliers to provide race-goers with discounted rates. These businesses vary to meet a full range of budgets, whilst being central to Launceston, the racetrack and our planned on-track activities. Stay tuned- we'll be updating with discounted accommodation venues shortly!

SUNDAY NIGHT GALA DINNER

More news to come shortly- this will be a great night of celebrations for the entire Formula Vee community!

LADIES AND FAMILY DAY

A day trip is being planned for family members interested in exploring the north of the state prior to the race day!

POST EVENT TRAVELLING

Looking to tour our amazing state after you race? We'll have discounted tourist rates coming very shortly! Importantly, we have partnered with Motorsports Tasmania in allowing mainland competitors to house their trailers and race gear at the circuit for a full week after the National Challenge! This will allow you to travel the state without the burden of towing your race gear.

WANTING TO DO A FEW MORE LAPS?

While you're down here, why not have a day at Baskerville Raceway (Just north of Hobart)! The FVAT is looking into having a club day at Baskerville Raceway, possibly in the week after the National Challenge. If you're interested in trying one of Australia's greatest little tracks please let us know!

PLEASE CONTACT US FOR MORE INFORMATION

Ridsen Knightley – rjkenineering@bigpond.com.au

Liam Caplice – liamc44@live.com.au

James Curran – jcurran@macfrank.com.au

Kieran Glover – kieranglover@hotmail.com

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FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2015 POINTSCORES

FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	2015 NSW FV State Championship Rd 1				2015 NSW FV State Championship Rd 2				Sub-Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T			
1	Bernie Cannon	27	30	30	87	27	23	23	73	160	23	137
2	Stephen Butcher		27		27	30	27	27	84	111	0	111
3	Michael Gale					25	22	25	72	72	0	72
4	Mathew Pearce						30	30	60	60	0	60
5	Stephen Cannon	30			30					30	0	30
6	Ray Cripps						25		25	25	0	25

FVANSW 1200 CLUB POINTSCORE

Pos	Driver	50th Anniversary Meeting							2015 NSW FV State Championship Rd 1				2015 NSW FV State Championship Rd 2				Pts
		R1	R2	R3	R4	R5	R6	T	R1	R2	R3	T	R1	R2	R3	T	
1	Bernie Cannon				23	23	25	71	27	30	30	87	27	23	23	73	231
2	Stephen Butcher				27	27	22	76		27		27	30	27	27	84	187
3	Mathew Pearce				30	30	30	90						30	30	60	150
4	Michael Gale				20	22	21	63					25	22	25	72	135
5	Stephen Cannon				21	21	23	65	30			30					95
6	Colin Merz				25	25	27	77									77
7	Greg Johnston				19	20	20	59									59
8	Ray Cripps													25		25	25
9	Peter McDonald				22			22									22



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FVANSW DIVISION 2 POINTSCORE

Pos	Driver	50th Anniversary Meeting							2015 NSW FV State Championship Rd 1				2015 NSW FV State Championship Rd 2				Pts
		R1	R2	R3	R4	R5	R6	T	R1	R2	R3	T	R1	R2	R3	T	
1	Jacob Andrews	27	27	25				79		22	23	45	27	27	27	81	205
2	William Pym	25	21	23				69	25	21	22	68	21	22	22	65	202
2	Craig Sparke		25	27				52	30	30	30	90	30	30		60	202
4	Bernie Cannon				27	27	27	81	22	20	19	61	18	19	20	57	199
5	Aaron Pace	30	30	30				90		27	25	52	23			23	165
6	Geoff Bassingthwaighte	22	23	22				67		23	20	43	19	20		39	149
7	Matthew Bode									25	27	52	20	25	30	75	127
8	Michael Gale				22	25	23	70					17	18	21	56	126
9	Wayne Hamilton								21	19	18	58	16	17	19	52	110
10	Stephen Cannon				23	23	25	71	23			23					94
11	Gary Meyers	23	22					45					22		23	45	90
11	Colin Merz				30	30	30	90									90
13	Simon Duffy												25	23	25	73	73
14	Greg Johnston				21	22	22	65									65
15	Adam Brook								27		21	48					48
16	Peter McDonald				25			25									25
17	Ray Cripps													21		21	21
18	Bruce Pearce		20					20									20

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Gary's Motorsport Tyres offers more than just tyres! Gary's supplies a wide range of motor racing equipment, including all race apparel, specialising in Sparco

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FVANSW OPEN STATE CHAMPIONSHIP

Pos	Driver	2015 NSW FV State Championship Rd 1				2015 NSW FV State Championship Rd 2				Sub-Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T			
1	Ryan Reynolds	30	30	30	90	27	27	27	81	171	27	144
2	Michael Kinsella	27	27	23	77	22	30	30	82	159	22	137
3	Dylan Thomas	23	25	27	75	30	23		53	128	0	128
4	Timothy Brook	22	21	25	68	21	21	23	65	133	21	112
5	Simon Pace		19	22	41	23	25	22	70	111	0	111
6	Geoff Bennett	19	13	21	53	19	22	25	66	119	13	106
7	Craig Sparke	17	18	20	55	25	20		45	100	0	100
8	James Horne	21	22	16	59		19	21	40	99	0	99
9	Bruce Perry	18	14	18	50		14	17	31	81	0	81
10	Jacob Andrews		11	13	24	20	18	18	56	80	0	80
11	Morgan Freemantle	16	15	19	50	14	13	15	42	92	13	79
12	Matthew Bode		16	17	33	10	15	19	44	77	0	77
13	Allan Harrison	15	8	14	37	17		13	30	67	0	67
14	Mathew Pearce	20	20		40		11	10	21	61	0	61
15	Garry Hook		9		9	18	16	16	50	59	0	59
16	William Pym	13	10	12	35	11	10	11	32	67	10	57
17	Jason Cutts	25	23		48					48	0	48
18	Aaron Pace		17	15	32	15			15	47	0	47
19	Simon Duffy					16	12	14	42	42	0	42
20	Bernie Cannon	11	7	9	27	8	6	7	21	48	6	42
21	Geoff Bassingthwaighte		12	10	22	9	7		16	38	0	38
22	John McDonald						17	20	37	37	0	37
23	Stephen Butcher		6		6	12	9	9	30	36	0	36
24	Wayne Hamilton	10	5	8	23	6	4	6	16	39	4	35
25	Gary Meyers					13		12	25	25	0	25
25	Adam Brook	14		11	25					25	0	25
27	Michael Gale					7	5	8	20	20	0	20
28	Stephen Cannon	12			12					12	0	12
29	Ray Cripps						8		8	8	0	8

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

FVANSW.ASN.AU

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FVANSW 1600 CLUB POINTSCORE

Pos	Driver	50th Anniversary Meeting							2015 NSW FV State Championship Rd 1				2015 NSW FV State Championship Rd 2				Pts
		R1	R2	R3	R4	R5	R6	T	R1	R2	R3	T	R1	R2	R3	T	
1	Ryan Reynolds	30	30					60	30	30	30	90	27	27	27	81	231
2	Dylan Thomas	25	23	27				75	23	25	27	75	30	23		53	203
3	Simon Pace	22	22	25				69		19	22	41	23	25	22	70	180
4	Geoff Bennett	14	16	21				51	19	13	21	53	19	22	25	66	170
5	James Horne	21	19	22				62	21	22	16	59		19	21	40	161
6	Michael Kinsella								27	27	23	77	22	30	30	82	159
7	Morgan Freemantle	19	18	20				57	16	15	19	50	14	13	15	42	149
8	Timothy Brook								22	21	25	68	21	21	23	65	133
9	Craig Sparke		10	16				26	17	18	20	55	25	20		45	126
10	Jacob Andrews	13	13	15				41		11	13	24	20	18	18	56	121
10	Bruce Perry	16	12	12				40	18	14	18	50		14	17	31	121
12	Garry Hook	18	17	13				48		9		9	18	16	16	50	107
13	Aaron Pace	20	20	19				59		17	15	32	15			15	106
14	William Pym	12	7	14				33	13	10	12	35	12	11	11	34	102
15	Allan Harrison	9	11	11				31	15	8	14	37	17		13	30	98
16	John McDonald	15	15	18				48						17	20	37	85
17	Matthew Bode									16	17	33	11	15	19	45	78
17	Darren Williams	23	25	30				78									78
19	Geoff Bassingthwaighte	8	9	10				27		12	10	22	10	10		20	69
20	Gary Ogden	17	21	23				61									61
21	Wayne Hamilton								12	7	9	28	9	9	10	28	56
22	Daniel Stein	27	27					54									54
23	Jason Cutts								25	23		48					48
24	Gary Meyers	10	8					18					13		12	25	43
25	Simon Duffy												16	12	14	42	42
25	Leigh McGarvie	11	14	17				42									42
27	Mathew Pearce								20	20		40					40
28	Adam Brook								14		11	25					25
29	Bruce Pearce		6					6									6



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POST ALL YOUR NEWS, AND GIVE YOUR
OPINION (BUT KEEP IT NICE PLEASE),
ON THE FVANSW FACEBOOK PAGE.
JOIN UP NOW**



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FORMULA VEE SALE

HURRY - THIS JACER WILL SOON BE TURNED BACK INTO A COMPLETE RACER AND BE TAKEN OFF THE MARKET!



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, all wiring, 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. **HURRY OR THIS CHASSIS WILL SOON HIT THE TRACK**

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.

Lyll Moyes 04154658



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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



Avanti Historic Formula vee Price: \$12 000 ono

Top reliable performer Dynoed motor, excellent h/p, dyno sheets, one meeting old. Motor/gearbox 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



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



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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

(Ed's Note - A new log book is required to run a 1200 car as a 1600 car)



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

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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



**THE GOLDEN ERA OF FORMULA VEE RACING IN NSW
CONTINUES AT THE NEXT RACE**

**ROUND 3 2015 NSW STATE CHAMPIONSHIP/ROUND 4
FVANSW CLUB POINTSCORE**

WAKEFIELD PARK JUNE 22/21 2015

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