



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

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FORMULA VEE ASSOCIATION OF NSW MAGAZINE - AUGUST 2016






SPARKES FLIES! - CRAIG FIGHTS AT THE FRONT!

INSIDE THIS (BLUE) EDITION OF THE FVANSW VEEMAG

- Johnny Mac's Presidents Report, Leigh Porter's Board Report, and Morgo's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip
- Paul Corcoran speaks up on his Checkmate
- STATE CHAMPIONSHIPS Rounds 3 and 4 Race Reports
- Photos of the Month, and Lyall Moyes' Life Story
- Some Tech advice from Lyall
- SPECIAL FEATURES - FORMULA FIRST USA, AND NEW FVANSW LEGENDS!
- Driver Profile - Look inside and see who!
- All our pointscores

AND LOTS AND LOTS AND LOTS MORE!

FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY

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UUUUFVAA Sealers Sydney Metro 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.

2016 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	Leigh Porter	0417439390
Comp Secretary	Simon Thomsen	0433810225	CAMS MRP Rep	Ray Filetti	0404078636

Committee meetings occurs by Skype on the second Wednesday of every month

UUUU2016 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

SEE PAGE 4 OF THIS EDITION OF VEEMAG FOR THE FULL 2016 FVANSW RACING CALENDAR

UUUUPOINTSORE 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 2016. **DO NOT DROP WORST RACE**
Division Two–As above for Division Two drivers only for ALL races throughout 2016. **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.

The FVANSW acknowledges the pictures provided by Riccardo Benvenuti of Priceless Images, and also photos borrowed from various web sites and from Facebook for use in this non-profit club magazine.



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FVANSW PRESIDENT'S REPORT

By John McDonald

It is hard to believe, but we only have two more rounds left in the local state series for 2016!

I think the thought of winter weather at Wakefield Park was enough to keep a few regulars away last month as we had one of our smallest grids in quite a few years. The racing was, as usual, tight and very competitive with two wins to Dylan Thomas (Stinger) and one to Ryan Reynolds (Sabre) in the 1600's and two to Ray Cripps (Manta) and one to FVANSW's trusty Secretary Bernie Cannon (Kingfisher) in the 1200's. Bernie with a very interesting front end offset all weekend thanks to an 'incident' in practice.

A very big congratulations to Aaron Pace for his first podium finish following a fighting third place in race three. Obviously he has picked up his father Simon's skills and a very capable car in the ex Darren Williams Jacer F2K9. I am positive his first win is not far away! Don't forget to get your entry in for FVee's last race at Wakefield Park for 2016 on August 20-21, the weather by then should be almost back to summer temps!!

A quick look at the point scores available on the FVANSW website shows that only three drivers this year have completed every State Series race this season. It is no surprise then that former State Champion Dylan Thomas is leading the series (that and possibly his four wins) with defending champion Michael Kinsella coming third. Consistency is the key to putting a successful season together. There really is no excuse then for a certain black Mako driver to be down in eighth with also a perfect finishing record...

By now you would have all heard that Formula Vee was not successful on making the grid for the 2017 Easter festival at Mt Panorama. Unfortunately by the time we found out that we had missed the 12 Hour support gig the racing classes for the Easter meet had also been finalised. We will definitely be striving to be on the famous track in 2018!

With the AGM coming up on November 23rd, I would ask once again that members put thought to 'giving a bit back' and putting their hand up for one of the various committee roles that contribute to keeping this club running. If you think you can help – give it a go.

I look forward to seeing you at the track.

John McDonald



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WHAT'S COMING AND GOING IN 2016

March 5/6	Wakefield Park R1 CAMS NSW Formula Vee State Championship
March 5/6	Wakefield Park R1 FVANSW Club Pointscore
March 5/6	Wakefield Park R1 Australian Formula Vee Series
April 9/10	SMSP Brabham R2 CAMS NSW Formula Vee State Championship
April 9/10	SMSP Brabham R2 FVANSW Club Pointscore
May 7/8	Wakefield Park AASA R3 FVANSW Club Pointscore
May 28/29	SMSP GP R3 CAMS NSW Formula Vee State Championship
May 28/29	SMSP GP R4 FVANSW Club Pointscore
July 2/3	Wakefield Park R4 CAMS NSW Formula Vee State Championship
July 2/3	Wakefield Park R5 FVANSW Club Pointscore
Aug 20/21	Wakefield Park R5 CAMS NSW Formula Vee State Championship
Aug 20/21	Wakefield Park R6 FVANSW Club Pointscore
Sep 17/18	SMSP GP R6 R6 CAMS NSW Formula Vee State Championship
Sep 17/18	SMSP GP R6 R7 FVANSW Club Pointscore
Sep 7/8	SMSP GP R2 Australian Formula Vee Series
October 22/23	BARBAGALLO RACEWAY WA Formula Vee National Challenge
November 5	FVANSW Presentation Night Ryde Golf Club
November 23	Ryde Club FVANSW 2016 Annual General Meeting
November 26/27	Phillip Island Magic R3 Australian Formula Vee Series
December TBA	FVANSW Presentation Night Venue TBA

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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FVAA NATIONAL BOARD REPORT

By Leigh Porter

Due to the cost and inconsistent performance of the Hoosier tyres, the tyre tender has been released with a possible cut over date of January 1st 2017. The tender has been released to;

- Hoosier and Giti for a racing tyre
- Khumo and Yokohama for an R Spec tyre.

It may be released to other suppliers if they can supply a tyre of suitable size and specification.

The BoM was disappointed in Formula Vee missing out on Bathurst in 2017 as it is seen as a good vehicle for promotion of the category, and is supportive of an application in 2018.

The BoM has allocated funds to promote the category via iRacing.

The BoM has approved a travel pool of \$7,000 for the WA National Challenge to be allocated on the distance formula as used in recent years.

The BoM has purchased a pair of 1600 heads out of China for evaluation. Casting quality looks very good and further testing for flow rates etc is to be undertaken. A pair of EMPI heads provided for evaluation by a South Australian competitor are also under consideration.

Leigh Porter

FVANSW Representative on the FVAA National Board



FVANSW AGM 23rd NOVEMBER VOLUNTEERS REQUIRED!!!

It takes lots of work to keep the wheels of the FVANSW turning. This doesn't happen by itself. The various FVANSW committees, technical people, FVAA Board and CAMS reps, have been tirelessly working away behind the scenes over the years to make sure you will have championships where you can race your Formula Vee and show your skill. But its becoming time where new people with fresh ideas and energy will be required to fill the roles that a few familiar faces have been filling for a few years. It doesn't matter who you are, where you live, or what you know - your youth, enthusiasm, and individuality, is sorely needed to keep Formula Vee and the FVANSW racing for the next few years.

The FVANSW Annual General Meeting will be taking place on the fourth Wednesday of November (the 23rd of November) at the Ryde Ex-Services and Community Club, 724 Victoria Road, Top Ryde at 8.00pm, and it is expected that you will attend this meeting and nominate for one of the various positions that constitute the FVANSW, such as the committee members, FVAA reps, magazine editor, CAMS rep, and social secretary, most of which are becoming vacant. There is nowhere to hide!

Also, make sure you are helping out with events at the track, such as the BBQ's, or with promotional activities on weekends. Don't just stand around with your hands in your pockets!

Remember, it's not up to others to lead you in life. It's up to you to be a leader!



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SIX NSW STATE CHAMPIONSHIP ROUNDS AGAIN!
ONE FVANSW CLUB POINTSCORE ROUND ONLY!
THREE NATIONAL SERIES ROUNDS - AGAIN!
ONE NATIONAL CHALLENGE - AGAIN!

ROUND 1 CAMS NSW STATE CHAMPIONSHIP ROUND 1 FVANSW CLUB POINTSCORE	March 5-6	Wakefield Park
ROUND 1 FVAA NATIONAL SERIES	March 5-6	Wakefield Park
ROUND 2 CAMS NSW STATE CHAMPIONSHIP ROUND 2 FVANSW CLUB POINTSCORE	April 9-10	SMSP Brabham
ROUND 3 FVANSW CLUB POINTSCORE	May 7/8	Wakefield Park
ROUND 3 CAMS NSW STATE CHAMPIONSHIP ROUND 4 FVANSW CLUB POINTSCORE	May 28-29	SMSP GP
ROUND 4 CAMS NSW STATE CHAMPIONSHIP ROUND 5 FVANSW CLUB POINTSCORE	July 2-3	Wakefield Park
ROUND 5 CAMS NSW STATE CHAMPIONSHIP ROUND 6 FVANSW CLUB POINTSCORE	Aug 20-21	Wakefield Park
ROUND 6 CAMS NSW STATE CHAMPIONSHIP ROUND 7 FVANSW CLUB POINTSCORE	Sept 17-18	SMSP GP
ROUND 2 FVAA NATIONAL SERIES	Sept 17-18	SMSP GP
FVAA NATIONAL CHALLENGE Organised by the FVAWA	Oct 22-23	Barbagallo WA
ROUND 3 FVAA NATIONAL SERIES	Nov 26-27	Phillip Island

IF YOU WANT TO RACE AT ANY OF THE INTERSTATE RACE MEETINGS THROUGHOUT 2016, GO TO

<http://www.fvansw.asn.au>

FOR THE FORMULA VEE RACING PROGRAMMES IN ALL AUSTRALIAN STATES. CONTACT THE FVA STATE SECRETARY FOR ENTRY FORMS



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FVANSW TECHNICAL REPORT

By Morgan Freemantle

It's hard to believe there are only two rounds of racing left for Formula Vee in NSW for 2017. The next events will be exciting with the top five in the open championship all in with a fighting chance for the title. There's been a mix of great drives, challenging conditions, some hard luck mechanical stories and a few 'what-if' moments as the limits are approached (and occasionally exceeded). As always – the cream rises to the top as reflected in the results.

On the technical front – the focus has been on tyres. With the control tyre contract up for grabs for 2017 and beyond, tenders are being sought from manufacturers with the primary considerations being cost, longevity of consistent performance and supply, track support and ability to distribute nationally. As noted in Leigh's report – two race tyre suppliers have expressed interest while two R-Spec/Track Tyre suppliers have also proposed solutions. These will be evaluated in the coming months with a possible switch for 2017. Preliminary/private testing has been undertaken of a few of the proposed tyres from manufacturers with generally positive results, however issues such as tyre diameter and mixed/varied compounds may preclude some of the proposals.

A number of 1600 heads (EMPI/AA/APS) have been procured and evaluated since the last magazine. All the castings look clean and of good quality however a few have port locations that vary (e.g. exhaust ports not centred between studs, inlet ports being cast inconsistently etc.) and there are different chamber designs which have shown varied results on the flow-bench. Further investigation is being undertaken into obtaining undersize castings for CNC porting based (mapped) on a FV head.

CAMS has changed the structure of rule publication from quarterly to annual issue. Bulletins are now being issued with an implementation date while new rules are to be published at the end of January every year capturing these 'bulletined' changes.

The following are a few points pertinent to the last few months.

RULES:

Bulletin B16/029 (with an implementation date of 1 January 2017) has been issued.

<http://docs.cams.com.au/Regulations/Bulletins/2016%20Bulletins/B16-029%20Formula%20Vee.pdf>

In summary – the Bulletin:

- Specifies the minimum horizontal section of the tube (50mm x 17mm with a 1.6mm wall thickness) that can be used between the H-beam tubes if the existing shock tower/strut is removed.
- Spells out that the brake rotors must be made from ferrous material (i.e. metal). This is just a tidying of terminology...
- Finally reverts the valve seat throat cut to 75°
- Allows the cylinder covers (tinware) to be penetrated for the gear shift mechanism (Sabre 01's have this issue) and trimming of the outer horizontal section provided the two mounting points remain.
- Identifies that the brake rotor/hub assembly is to be weighed as a unit with studs but not with nuts or wheel bolts.



FVANSW TECHNICAL REPORT

By Morgan Freemantle

- Shows and explains that the crankshaft can only be lightened/machined on the outer webs parallel to the rotating axis of the crank – i.e. no knife edging.
- Changes the word “Scrutinised” to “Inspected” and “Scrutineers” to “Sealing Officers” in section 7... A clear case of the figits for the bush lawyers...but that’s cool – I’d rather be an officer anyway.
- Removes the CR82 Dunlop referenced with the sunset clause of 31 December 2015 which was well overdue anyway

HARNES MOUNTS AND BELT LOCATIONS:

It was raised in the National Technical Committee meetings in June and July that there were inspections undertaken at a few circuits for 6-point harness mounting locations and shoulder strap adjusting buckle proximity to HANS devices. Schedule I in the General Requirements was updated with some changes in early 2016 by CAMS. Link to the rule on their website is:

<http://docs.cams.com.au/Manual/GeneralRequirements/GQ10-Schedule-I-2016-1.pdf>

It’s worth checking this out!

PARCE FERME SCRUTINY:

Race meeting scrutiny has continued as usual. For the next meetings there will be the routine weight and ride height checks along with other ‘inspections’ (carburettor venturi, ignition, diff, seals, valve lift, etc. etc.). Sealing cards will also be reviewed at Wakefield Park – so please have them ready (and preferably for the components in the car).

FUTURE TECHNICAL WORK:

Heads and Tyres are the immediate challenges and the focus nationally. Looking further into the crystal ball - reducing engine costs, reducing frequency of rebuilds and improving parity are the goals. Many ‘big picture’ suggestions have been put forward – all with merit – but are fundamental shifts from what currently constitutes a Formula Vee. To progress these proposals some private development work (and theorising) has to be undertaken. Fitting of an alternator and removal of the fan housing replaced by electric fan/s is just one project. A further step is to extend this to a dry sump arrangement. While another idea is to fit a Subaru motor under the engine cowl. Thanks to our proactive (frustrated?) members – a few of these areas are being explored which will feed ideas into the category for the future. Keep the mind ticking-over and share the thoughts.

Anyway...

Get your backside trackside – or even better on the track! See you at Wakefield.

Morgo



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THE FVANSW THANKS THE SPONSORS OF EACH ROUND OF THE 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

ROUND 1

PACE HDD HORIZONTAL DIRECTIONAL DRILLING
Simon Pace



ROUND 2

WILCON DEVELOPMENT AND CONSTRUCTION
Darren Williams



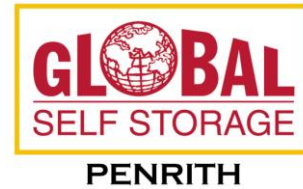
ROUND 3

ONE STOP BATTERY SHOP "FOR ALL YOUR BATTERY NEEDS"
David Stein



ROUND 4

GLOBAL STORAGE PENRITH
John Mcdonald



ROUND 5

CANNON ACCOUNTING
Bernie Cannon



SOME GOOD ADVICE RECENTLY FROM THE CAMS NSW MOTOR RACING CHAMPIONSHIPS FACEBOOK PAGE

The notice below appeared on the CAMS NSW Motor Racing Championship Facebook page the week before Round 5 of the MRC in late July. While Formula Vee was not present at Round 5, the intent of the notice should be remembered by all Formula Vee competitors at all race meetings.

NOTE TO ALL COMPETITORS OF ROUND 5 OF THE 2016 CAMS NSW MOTOR RACING CHAMPIONSHIPS THIS WEEKEND AT SMSF

There will be dozens of volunteers standing beside the track, in the scrutineering bay, in Race Control, sitting in rescue and recovery vehicles, and working in the Secretary's office, throughout this weekend, in rain, or sun, or cold. So don't forget to acknowledge every trackside official on your slowdown lap with a wave of your hand, and visit the scrutineering bay on Saturday evening to acknowledge all the scrutineering, rescue, and recovery crews at their BBQ. Without every single volunteer, none of you could go racing. Make them feel like the heroes they are!



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**THE FORMULA VEE
ASSOCIATION OF AUSTRALIA
AUSTRALIAN FORMULA VEE
NATIONAL SERIES**

IS GO FOR 2016!



Kieran Glover, the 2015 winner

ROUND 1 WAKEFIELD PARK MARCH 5/6 2016

ROUND 2 SEPTEMBER 17/18 SMSP 2016

ROUND 3 NOVEMBER 26/27 PHILLIP ISLAND 2016

After the resounding and dominant clean-sweeps of the podiums by FVANSW drivers in the last two years, and the FVANSW's Ben Porter winning in 2013, its time for all the highly competitive Formula Vee drivers and teams across Australia to throw down the gauntlet to Kieran, Ryan, Dylan, Mick, Gary, Stephen, Ben, Simon, Bruce, Craig, Ray, Geoff, Peter, Aaron, Michael - OK, ALL the FVANSW drivers - and show them that the best Formula Vee drivers are really from the Formula Vee Association from Victoria, Queensland, South Australia, Western Australia, or Tasmania!

THE FVANSW CHALLENGES EVERY OTHER STATE TO BEAT THEM TO BE THE BEST!

With more than six months gap between the first and second rounds, you have all the time you need to test your car and get its wheels turning faster than ever for Rounds 2 and 3. And with a three-round series, the unexpected can happen at any time - in motor racing, it usually does! Like 2015, the 2016 Australian Formula Vee Series can be won on the last lap of the last race!

Don't forget, Formula Vee racing in Australia is the best open wheel racing anywhere in the world, so if you want to compete with the best of the best, and want to win the Formula Vee Australian Series, you will be the best open wheel racing driver in the world!

Contact the FVAA for any further information.



**CATCH UP ON ALL THE HISTORIC
FORMULA VEE NEWS AT**

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

X



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THE 2016 FVAA AUSTRALIAN NATIONAL FORMULA VEE SERIES POINTSCORE

			Round 1 SMSP					
Pos	CAR	DRIVER	Race 1	Race 2	Race 3	Round 1 Total	Less worst race	Series Total
1	9	Ryan Reynolds	30	27	30	87	27	60
2	1	Kieran Glover	27	30	27	84	27	57
3	68	Dylan Thomas	25	23	22	70	22	48
4	35	Michael Kinsella	21	25	23	69	21	48
5	34	James Horne	23	22	20	65	20	45
6	47	Craig Sparke	22	21	19	62	19	43
7	88	Daniel Stein		18	25	43	0	43
8	50	Simon Pace	18	20	21	59	18	41
9	13	Stephen Butcher	20	19	12	51	12	39
10	64	John McDonald	17	17	17	51	17	34
11	7	Aaron Pace		16	18	34	0	34
12	67	Curtis Porter	16	14	15	45	14	31
13	79	Darren Williams	13	15	16	44	13	31
14	99	Adam Brook	15		14	29	0	29
15	4	Cody Hill	14	13		27	0	27
16	55	Wayne Hamilton	12	12	13	37	12	25
17	54	Leigh Porter		11	11	22	0	22
18	71	Gary Ogden	19			19	0	19
19	37	Mat Pearce				0	0	0
20	44	Morgan Freemantle				0	0	0

1200

Pos	CAR	DRIVER	Race 1	Race 2	Race 3	Round 1 Total	Less worst race	Series Total
1	10	William Pym	27	27	27	81	27	54
2	90	Stephen Cannon	25	23	25	73	23	50
3	49	Peter McDonald	23	22	23	68	22	46
4	96	Geoff Bassingthwaighte		30	30	60	0	60
5	12	Bernie Cannon	30			30	0	30
6	93	Ray Cripps		25		25	0	25



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COMPETITION NEWS AND NOTICES

Important Information every member and competitor should know

THIS COULD SAVE YOU \$\$\$\$ (OR MORE IMPORTANTLY, A WIN!)

Thinking is free. Do more of it.

Last edition of Veemag, it was posed why some people are always up the front, and the subject of practicing was mentioned. Well, there are several other reasons of course why some people are often at the front and win races. The obvious things like a well tuned engine, good tyres, and a well balanced chassis, certainly do help a driver go faster. But possibly the most important piece of hardware on a Formula Vee is your brain! Your brain helps you think about what lap you are on, where you are on the lap, about the strengths of the competitors who you are racing with, about your own strengths, about slipstreaming, and about other conditions such as which way the wind is blowing. Throw lots of practice into the equation, and you will maximise your potential each weekend. So start practicing and start thinking!



This has been written in Veemag previously, but why is it that so many of us think we are already Formula One World Champions but just haven't been discovered yet? If that was the case, why is it that all the greatest athletes have a team of coaches and trainers around them? We can always do things better, and the best way of being better is to learn from others. We can do this by asking other drivers questions like the lines they take, or their braking marks, or we can study on-board videos of other Vee drivers, preferably the ones with fast lap times. A great example of a great drive in one such video is Jason Cutts racing from seventh to a race win at Sydney Motorsport Park. Type in **Jason Cutts Race 3 Part 1**, into Youtube and then Parts 2 and 3. If you can't see the difference between yourself and Jason in this masterclass video, then you must be winning every race you enter!



In the last Veemag (again) the subject of things falling off cars due to loose nuts and bolts was raised. At the last SMSM round, a muffler fell off one of our cars, fortunately only while exiting the pits at slow speed. As it turned out, a bracket had broken due to fatigue. So let's please not just check nuts and bolts, but also check things for cracking, especially cantilevered components such as exhaust tail pipes brackets, or suspension arms. Also look at brackets or fasteners that hold your nosecone and engine cover on, including the strength of the fibreglass around the fasteners.

Unexpectedly, there is a shortage of Formula Vees for sale across Australia. We know that there are many competitive Formula Vees sitting in garages or inside trailers, with their owners dreaming of getting back behind the wheels in the distant, distant, future. How about letting these cars find good homes where they do what they are designed to do and race again.

Don't forget, the 2016 Formula Vee Association of Australia National Challenge is at Barbagallo Raceway near Perth, to be held on the weekend of October 22/23. The 2017 National Challenge will be at Mallala Raceway, date to be confirmed.

BULLETIN WATCH - Fortunately, no relevant Bulletins have been released by CAMS recently that affect Formula Vee. Phew! All CAMS Bulletins can be found at <http://www.cams.com.au/motor-sport/regulations/rule-changes-bulletins>

WHOOPS! There is a new Bulletin! - B16/029 comes into force next year, and covers a wide range of subjects, so go the CAMS web site immediately and make yourself familiar with the changes.



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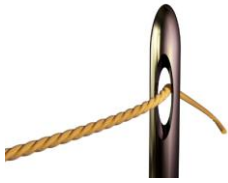


COMPETITION NEWS AND NOTICES

Important Information every member and competitor should know

When you need professional advice, get it from professionals, not from your friends.

Something was observed recently that left a good feeling - a competitor who leads a busy life and has struggled with speed and reliability has commissioned a Formula Vee expert to race prep his Vee. His Vee will now go faster and safer for longer, and everyone will believe he is a better racing car driver. If you can't find the time to check the points gap and spark timing, align the wheels, check oil levels, bleed your hydraulics, paint your exhaust, check nuts and bolts and brackets, and clean your car, then hand it to someone who can.



Following on from the last Veemag, here is another random tip (learned the hard way of course). We have all had no end of frustrating trouble feeding the frayed end of the throttle cable into the tiny hole in the small lock bolt that slides into the carby throttle arm. How about unbolting the arm from the carby, and with the arm loose and in a much better position nearer to you, then feeding the cable in to the hole bolt. Better still, get your oxy set out and carefully melt the ends of the strands of the cable together to make it even easier to feed into the hole of the lock bolt.



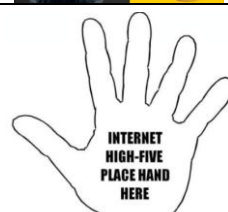
How often do you overhear competitors or their pit crew in Formula Vee talk about how their engines have no power while their competitors drive away from them, or the handling of their car is hopeless and their competitors beat them around corners? Sometimes I think I must be in a parallel universe when I look at what actually happens on the track and what people say happened!



How many of you know that you can watch all the Formula Vee races live on Natsoft? When you go to Natsoft page with all the recent race meetings, you will see "live" adjacent to the race meeting. Click on "live", and you will then see the live timing sheet pop up.



While watching live timing of a Formula Vee race on Natsoft, Ryan Reynolds brought up the fastest lap of the race when he crossed the finish line for the end of Race 2 of Round 4 at Wakefield Park. Unfortunately, Ryan became possibly the briefest holder of a fastest lap when Dylan Thomas crossed the line 0.2067 seconds later, Dylan then beating Ryan's fastest race lap. In how many races are the fastest two laps made on the last lap by the first two cars? Very few.



This may be six months later than it should, but one of the most sportsmanlike moments seen in motorsport belongs to everyone of us in the FVANSW. The applause and cheering that every Formula Vee person in the dummy grid, even the competitors while strapped in to their Formula Vees with their helmets on, gave to Dylan Thomas after he jumped out of his Evo X seconds after winning the Production Touring One Hour Enduro last September and sprinted to his Stinger which was waiting for him, was a moment that brought great pride to our class. Awesome!



Everyone in Formula Vee knows that the PA announcements are critical for the organisation of the race meeting, and no one deliberately ignores the announcements. But we are human (yes, even Formula Vee people) and we do allow ourselves to be distracted. Also, we sometimes park ourselves in places where the announcements are not too loud, or the sound of generators or other racing card drown out the announcements. Unfortunately, the PA announcements are now more important than ever at all race meetings.

At Round 3 of the CAMS NSW MRC at SMSP, across all categories, three cars ended their weekend prematurely due to terminal engine damage. All were Formula Vees. Bad luck? Or a chronic issue?



NEWS AND GOSSIP INSIDE 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



Hardly an issue of Veemag goes by without something about how ex-Formula Vee drivers are succeeding in other categories. This time, four ex Formula Vee drivers made it into the top ten of Qualifying for the Production Touring Cars at Round 4 of the 2016 CAMS NSW Motor Racing Championships at Wakefield Park in early July. The incomparable Dylan Thomas led the Formula Vee charge, more than half a second clear of the tough Prod Touring regular, Jim Policina.

The star of the field was, however, Jacob Andrew, who is not far behind his great mentor, Dylan. 2008 Formula Vee State Champion, Adam Proctor was fifth in a welcome return in his WRX STi, while **THE GREAT FOUR-TIME FVANSW CHAMPION, DANIEL REYNOLDS**, (is that adequate Robyn?) made up eighth place in his Class B1 M3. Mark McHenry partnered Adam, and qualified in a great second place. in Driver B. By the end of the One Hour Enduro on Sunday afternoon, Dylan finished second, Adam and Mark finished fourth, Jacob finished sixth, and Daniel finished ninth. Well done boys!



The FVANSW Committee has been quietly promoting Formula Vee at V8 Supercar ride days at Wakefield Park. Bernie Cannon and the Committee will again be at the next V8 Supercar Ride Day on the 30/31 July with one or more Formula Vees. Around 200 people descend on Wakefield Park each time for a V8 Supercar Ride Day, and while there is never any guarantee that we will be flooded by new members, there is no gain without trying. Thanks to Bernie and the FVANSW Committee for promoting Formula Vee.



The FVANSW Presentation Night will be held on November 5 - this being an earlier than usual date to avoid a number of clashes. The venue will be the same as for 2015, the Ryde Golf Club. After a year of hard racing, this is the time to honour your fellow competitors, and to finally let your hair down! More details on time and cost will be provide by the FVANSW soon.



Jon and Sue racing eachother

A former FVANSW Formula Vee driver is close to becoming a National Champion in one of Australia's top racing categories! Jon Collins followed his mum, Sue Hughes, into Formula Vee, racing a Jacer in the mid 2000's, and quickly showed lots of promise. Jon then progressed up the ladder, through National Formula Ford, to get into Formula 3, where he soon raced at the front. In 2015, after a hard year of winning lots of races, Jon was pipped at the post to second place in the final pointscore, but the winning team was soon found to have infringed some technical rules. Jon is now nervously waiting for the findings of the CAMS Australian Motor Sport Appeals Court, which could then deliver him the 2015 Australian Formula 3 Championship. We will keep you posted. In the meantime, Jon is working towards racing an LMP car in the Asian Le Mans series, which starts in China in October.



A modest story on Lyall Moyes elsewhere in this issue of Veenews raises the issue of our younger drivers' knowledge of the history of motor racing in Australia - the great drivers and great cars. Jack Brabham and Alan Jones. Stan Jones (Alan's dad) and his Maybach. Alan Moffat and the Falcon GTHO Phase III. Peter Brock and his Group C VK Commodore. Kevin Bartlett. Bob Jane. Amongst them are hundreds of great Formula Vee drivers. How much do you love every nut and bolt of motorsport?



NEWS AND GOSSIP INSIDE THE FVANSW



Everyone who reads Veenews (yes, all one of you) should watch the support races for the V8 Supercars at Sydney Motorsport Park in late August to see our very own Tim Brook win the GT86 races. Tim blew the Aussie motor racing world away in June when he finished second three times in the first ever GT86 race meeting at Winton, ahead of many pros. But Tim won't be happy with another three seconds again, so Tim was one of a handful of GT86 competitors who made the effort to test at SMSP in mid July.



Round 4 of our State Championship resulted in the smallest Formula Vee grid in many years. So now is the time for as many members to get into their cars and enter upcoming races. Its easy to forget that every racing car driver does something very special every time they cross the finish line. Its something that brings lots of joy to those on the sidelines who wish they had the same special qualities. Don't let those people, and yourselves down. Enter races.



Congratulations to the FVASA for their great new web site, and their new campaign entitled "Get Them Back on the Track". No category, particularly Formula Vee (because we think we are immune from downturns because we are cheap), can take our position for granted. Someone once said "promote or die". FVASA are making sure that Formula Vee will be on the track in SA for years to come. Well done guys.



Former Formula Vee driver, Aaren Russell, and current V8Supercar driver, has unfortunately been inflicted with the Erebus Motorsport disease, resulting in him terminate agreements early with Erebus. While Aaren's V8Supercar career may have come to an end prematurely, we all know that Aaren's persistence means it is only a temporary break from the top level of sedan racing in Australia.

Private Practice days are getting fewer and further between, as well as being expensive. Contact the CAMS NSW Super Sprint web site at <http://www.supersprints.com.au/> for entries. A better value alternative are Super Sprints. Super Sprinting has changed lately, and rather than two cars of similar speed circulating for two flying laps per session, now about a dozen similar speed cars circulate for about 20 minutes per session for about four or five sessions.



While it is not a formal race (no green lights or chequered flag for the leader) you go as fast as you can for the entire session, just like a private practice session. There will be a round of the CAMS NSW Super Sprint Championship at Sydney Motorsport Park on Sunday the 21st of August.

Its been said many times in Vee news that Saloon driving and Aussie Racer driving, former Formula Vee ace, and Life Member of the FVANSW, Ian "Chivo" Chivas, was the most committed and competitive Formula Vee racer. Chivo's fastest days may be more behind him the ahead him, but his enormous enthusiasm continues. Chivo made the incredibly long trip to Hidden Valley outside of Darwin to participate in the Aussie Racer support races to the Supercars, and although the new circuit was a challenge, Chivo showed his trademark competitiveness. Only a few of former Vee drives have turned a wheel at Hidden Valley, it being so far off the beaten track. Aussie Racers may occasionally be racing with us in the MRC next year, so we may see him in action close up.



Our very own F1 journo, Mat Coch, has been steadily climbing up the motor racing journo ladder after becoming publisher of Velocity Motorsport magazine. Go to the <http://vmag.com.au/> to catch up on the latest motorsport news and to take out a subscription. Mat hasn't stopped there though, he has also taken up the position of Australian GT Media Manager! Keep it up Mat!



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





NEWS AND GOSSIP INSIDE THE FVANSW



It was with great sadness that we learned in late July that the Ben Rebbeck, one of the Formula Vee Association of South Australia's greatest young drivers and shining lights, had passed away. Ben was liked by every FVANSW driver who visited Mallala for recent Australian Series races, and they enjoyed racing wheel to wheel with him even more. The FVANSW stands with every FVASA member, and Ben's family and friends, in their time of grief.



We mentioned earlier that Bernie Cannon was to display a Formula Vee at the V8 Supercar Ride Day at Wakefield Park in late July. Well, Bernie did display his Kingfisher, taking three days out of his busy life to promote Formula Vee. But even better, our Vice President, Gary Ogden, also displayed his Corsica! Thanks guys for your huge effort. It is important for Formula Vee to be promoted at every opportunity by everyone at any time and any place, so we can get more members,

more cars, more racing drivers. Tell everyone you are a Formula Vee racer! Thanks Bernie and Gary!



As this is being written, our very own Dylan Thomas has done it again - he has blown away the Production Touring guys at Round 5 of the 2016 CAMS NSW Motor Racing Championships in late July. Dylan took out pole position, and then went on to win the Saturday race at Sydney Motorsport Park in late July by nearly nine seconds, and with a fastest lap more than half a second clear of the next two, who just happened to be his CXC teammates, Daniel and Jacques Oosthuizen. Race 2 on Sunday morning was a three-peat, but with Dylan racing to a new Production Touring lap record! And Race 3 on Sunday afternoon was another win for Dylan, with CXC teammate Daniel Oosthuizen taking out second place. Dylan and CXC will now be shooting up the pointscore!!!

Sadly, at the same race meeting but during Friday practice, former great young Formula Vee driver, Jacob Andrew, was involved in a crash in his CXC Evo which resulted in severe damage to the Evo. Fortunately, Jacob was not physically injured. Hopefully Jacob will bounce back soon.



And at the same Round 5 of the 2016 CAMS NSW MRC, Ben Porter made a cameo appearance in the Prod Sports One Hour Enduro, co driving a Porsche 997 with Rob Woods of CIP Racing. Ben stepped in late to replace Garth Walden, but took the Porsche to a great fourth place.



NEWS AND GOSSIP INSIDE THE FVANSW

LYALL MOYES' JACER IS (ALMOST) READY TO RACE!

Formula Vee is full of great people who love everything about our great class. But, somehow, none of them are quite like Lyall Moyes. Lyall came into the Formula Vee scene as another Formula Vee dad, supporting his son, Phil, to a State Championship and a National Super Series title in the late 1990's.

Formula Vee then lost Lyall for a few years while he engineered Phil to a Formula Ford State Championship in the early 2000's.



Lyall in his Jacer moments after his collision



Lyall's new Jacer nearing completion

But it wasn't long before Lyall was drawn back to Formula Vee by purchasing a Jacer in the mid 2000's, which in classic Lyall Moyes style, was in need of a major rebuild, a challenge that the technically pedantic Lyall Moyes relished. However, this time Lyall found himself left high and dry by Phil, who decided to retire from racing following his Formula Ford success. Lyall then found he was to become the driver of his Jacer, which was soon constructed to his typically exacting standards. Unfortunately, Lyall's adventure into Formula Vee racing soon ended in disaster when in 2005 his Jacer was soon destroyed in a terrifying crash at Sydney Motorsport Park, shown on National television, which left Lyall injured.

Fortunately, Lyall didn't abandon his love for Formula Vee, Lyall then taking on a number of responsible positions, including the FVANSW and FVAA Technical Director positions, including driving the Engine of the Future project.

Lyall dabbled in another complete car rebuild with his Historic Elfin, which he raced with us in open Formula Vee racing for a while. But Lyall has secretly since been working on his latest project - another complete Jacer rebuild! We can't wait to see Lyall in his Jacer, which you can see, is pedantically built.



Although many of us in FVANSW knows Lyall well, you may all not know that he worked for some time with the Des Wall racing team, a roll which included rebuilding the famous Bob Jane Monaro (pictured left) from the tyre treads up, which Lyall did superbly.

Lyall asked if a competition could be arranged to pick the four (famous) people standing next to his Monaro, but the truth is only oldies like Lyall would know their names. (Oldie Ed - Bob Jane, John Sheppard, Pat Purcell, and John Harvey - How's that Lyall?)



1200 LINK PIN H-BEAM STUB AXLE BREAKAGES

All owners of Formula Vees with link pin and ball joint H-beam front ends are encouraged to regularly inspect the stub axles on their front suspensions for potentially catastrophic cracking after two instances of stub axle failures have surfaced recently.

David Cutts, of Jacer Racing Cars, recently found a catastrophically broken stub axle on a very active and competitive Formula Vee fitted with a link pin H beam. See the picture below.



And of equal concern, at the final race of Round 3 of our State Championship at Sydney Motorsport Park, Simon Pace suffered a stub axle breakage on the ball joint H beam of his Mako, this not being the first time a ball joint stub axle has failed.

Link pin stub axles are more prone to failure than ball joint stub axles due to their smaller diameter, and it is already a requirement for high tensile bolts to be inserted through the speedo cable hole into the left side stub axle as per rule 2.3.(iii) below;

- (iii) On the link pin front suspension derived from the Australian Type 1 1200 Sedan the reinforcement of the LH stub axle by the fitment of an 8mm high tensile pin or bolt (Grade 8.8 min) is compulsory. Such bolt shall pass from end to end through the hole originally provided for the fitment of the speedometer cable, and is to be held in place by a nyloc nut fitted to the inner end.

It must be remembered that this high tensile bolt does not strengthen the stub axle, and is therefore not a solution to the cracking, but is there to stop the wheel from separating from the vehicle in the event of a failure, much like the wheel tethers on a Formula One car. So if you have a link pin front end, check your stub axles before every race meeting.



THE FVANSW PHOTOS OF THE MONTH



Two "handsome" rear ends? Gary Ogden has recently redesigned the engine cover of his fast Corsica, and come up with a radical piece of fibreglass sculpture. But the best thing about the photo is not the orange gelcoat and resin, but the loyalty of Gary's brother, Grant, who has been quietly supporting his brother, a National Titles winner and New South Wales State Champion, for years. Grant has been quietly working behind the scenes on Gary's car at home, at the track, and on weekends, getting new parts made up, and doing lots of running around when his shift work with QANTAS allows him, all for his brother, who is his closest mate as well. Grant is one of many brothers, sisters, dads, mums, and friends, who contribute their precious time to keeping Formula Vee going from week to week. Thanks to you all.



It's a quiet Saturday night at a Chinese restaurant in the main street of Goulburn after a hard day at Wakefield Park, and after feasting on the usual mongolian lamb and special fried rice, its time for the green tea and fortune cookies. So Jason Cutts cracks his open, and is told to do something he has never done before. So what does he think of? The first person to tell us gets a free subscription of Veenews, but it involves jogging, very cold weather, and a microscope. Any pictures of the event are sought and will be handsomely paid for!



Look what happens when you give up motor racing? You drive around in a huge bad ass piece of American metal! Some may say that Jayson Williamson was a big bad-ass Formula Vee driver. He might even say that about himself! But Jayson has chosen a piece of bad-ass American metal that most Aussies have never heard of - A 2016 model Toyota Tundra - Toyota's challenge to the Ford F-150. Jayson could never be accused of being a shrinking violet, nor any of his cars!



LEN TAYLOR

A GREAT FORMULA VEE DAD



Len Taylor, father of 1987 FVANSW Division One Pointscore winner, Ken, with his wife, Lou

Formula Vee has always been more about people than about competition, and we can see that in the number of father and son, and daughter, teams over the years. Every Formula Vee dad and mum supports their prodigy with all the encouragement and support they can, and with no more reward than allowing their son's or daughter's talents to be tried and tested, and seeing them happy, and spending precious time with them. We should expect this special relationship to be apparent in Formula Vee for as long as the tyres at each corner of a Formula Vee keeps rolling.

We lost one such dad in March. Len Taylor supported his son, Ken, for many years in Formula Vee up to the time Ken became the FVANSW's greatest driver when he won the 1987 FVANSW Division One Club Pointscore, which was the FVANSW's biggest prize at the time.

Len and Ken were inseparable when it came to Formula Vee. Len and Ken would take most Friday afternoons off to work together on their Formula Vee, and Len would always be standing on the pit wall whenever Ken was on the track, practising, qualifying, racing, hail, or shine, and Len's trademark cigarette always hanging out one side of his mouth.

Len was a quiet bloke, the years of a hard hands-on life clearly seen in the lines on his face. He knew lots about things, and he knew everything there was to know about Formula Vee engines, and how to set up a Formula Vee. I think he loved to help out anyone with his knowledge and encouragement, and I am sure he loved having all the friends that Formula Vee gave. Everyone loved him back as much.

A great former Formula Vee competitor, and a great friend of Formula Vee, Steve Normoyle, described Len best;

"Len Taylor was indeed a real old school character, and one of Formula Vee's greatest dads. Not only that, he was enormously generous towards others who needed help. He helped me a lot back in the 80's with my car. He didn't need to help me, but he was happy to do it, and I very much appreciated it. I am sure there are many others who benefited from Len's assistance and advice over the years. Formula Vee in NSW, and I imagine in Queensland also, owes him a big debt of gratitude. Rest in peace, Len."



THE FVANSW HONOURS MORE FVANSW LEGENDS



Damon Beck



Frank Kleinig



David Cutts



John Moxon



Ken Goodwin



Stephen Butcher

The Formula Vee Association has, in recent years, honoured some of our great drivers and members from throughout the 51 years of the FVANSW by bestowing FVANSW Legend status upon them in appreciation of their contribution, their hard work, and their success.

In this Veenews, a number of great Formula Vee drivers from the past are added to the FVANSW Legends roll call. More FVANSW Legends will be revealed in future issues of FVANSW Veenews.



KEN TAYLOR

Ken Taylor, with his loyal dad Len twirling the spanners, raced throughout the 1980's, his Formula Vee career culminating in winning the FVANSW Division One Club Pointscore in 1987 behind the wheel of his Spectre. Ken's quiet and gentle nature was the total opposite of his racing!



BOB MUIR

Bob Muir was one of the first Formula Vee drivers that became a household name, moving on from Formula Vee in the early 1970's to racing with success in Formula 2, Formula 5000, and even racing in the US, including the US Formula One Grand Prix.



BERNIE HAEHNLE

Bernie Haehnle was the best known Formula Vee driver in Australia for many years. Bernie has won more FVANSW Division One Club Pointscore trophies than anyone - in 1969, 1970, 1984, 1985, and 1986, all in his trusty 1967 Rennmax Mk 1. Bernie raced like he talks - intensely and fast!





THE CHECKMATE IN PAUL CORCORAN'S OWN WORDS

Following the feature in the last edition of Veemag, Paul Corcoran added (modest) personal perspective to the history of the greatest Formula Vee constructed in Australia - his Checkmate.



Ben, Kieran, and the Checkmate (Thanks to the Hobart Mercury for the picture)

"Early after the introduction of the 1600 class I decided I'd like to build a car for the new class. I was no longer driving but wanted to continue to be involved in Formula Vee racing. I'd built cars before (first one started in 1968) but I'd never designed a car from the ground up. The original intention was to build three cars simultaneously but I reasoned it would be prudent to complete one and see if it worked before committing to all that effort.

The car was completed just days before the May 2007 first round of the National Series at Philip Island. I'd asked Ben Porter to drive and we got in a half a dozen laps at Oran Park on the Tuesday before and Ben was quite happy except for jumping out of top gear (bungee cord on the gear lever and crossed fingers). I didn't have any great expectations. Although I'd put a great deal of effort into trying to ensure everything on the car was done in the best possible way my thoughts were that we would spend the first year sorting the car and then maybe be able to run top five at state level.

After a harrowing lead up (car caught fire in practice due to a faulty new fuel pump and burnt out all the engine bay wiring, no time set in Q1 due to collapsed battery) Ben managed to put the car on the front row in Q2.

The rest, as they say, is history. We didn't win at that meeting and didn't win our first race till the 2007 Nationals a few months later but by the end of 2010 the car had notched up 35 wins out of 53 starts and I gave up counting. The car has won the Nationals three times and the National Series seven times including four in a row. It also holds the lap records at Morgan Park (old circuit), Bathurst, Winton, Mallala and up till recently Sandown, a record which stood for five years.

If you haven't already gathered I'm pretty happy about it's achievements, so I guess the design has proved itself and it's safe to build a second car, which I'm doing.

The story wouldn't be complete without paying tribute to the exceptional talent of the drivers Ben Porter and Kieran Glover, particularly Ben, whose sympathetic driving and ability to read the car was a major factor in it's early success."

Paul Corcoran



FORMULA VEE 1600 IN THE UNITED STATES? FORMULA FIRST!

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



Typical Formula First grids!

More relevant to us in Australia, the FVANSW adopted the name Formula First in 2000 to unofficially call the upcoming chassis and mechanical changes to Formula Vee as we knew it from its beginnings in 1965. And at the same time, a small but dedicated group of South Australian Formula Vee people produced a handsome logo to lead their evolution of Formula Vee across Australia.



Bill Gray's Evolution Formula First



A great-looking Tomahawk P1 Formula First

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

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





FORMULA VEE 1600 IN THE UNITED STATES? FORMULA FIRST!

Fast forward to 2016, and Formula First is now well established, and it is a competitive series that will crown their 12th champion at the end of 2016.



An Evolution leads a Tomahawk



A Jacer Formula First in the USA!

Since their beginning, 84 Firsts have been built that have been in competition, including both purpose-built Formula Firsts and many that have been converted from Formula Vees, and most have competed in the official Formula First Series. The purpose-built Formula Firsts include some great looking cars, such as the ubiquitous Evolutions, designed and built by Larry Campbell of Campbell Motorsports, the Tomahawk (which started life as the Mission),



A line of Evolutions

They race on some of the best and most famous circuits in the world, such as Road America, Watkins Glen, Road Atlanta, Mid-Ohio, Grattan, Nelson Ledges, Blackhawk Farms, Waterford Hills, The Milwaukee Mile, and Gingerman. That's enough to make us jealous! Their series commonly holds events in three SCCA Divisions; CenDiv, Great Lakes, and NEDiv, but they also raced in other Divisions.

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





FORMULA VEE 1600 IN THE UNITED STATES? FORMULA FIRST!

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



Winner Jason Steeb flying in his converted Lynx



Pick the Jacer!

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



Another grid of Firsts



Kiwi, and former FVAV racer, Rob Clark

And more interesting is that two Formula Firsts in the US are Jacers built in Sydney!

But to prove just how close the Formula First rules are to ours, the first ever purpose designed and built Formula First, the Evolution LM-1 built by Larry Campbell of Campbell Motorsport, made its way to Australia in the mid 2000's, and still with its FST designation on its air intake resides in Sydney, and made short appearances at race circuits this year. It will soon be back into a full racing program again.

Thanks to Formula First USA for the pictures in this article.





RACE REPORT

**ROUND 3 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
SYDNEY MOTORSPORT PARK 28/29 MAY**

THOMAS STRIKES! CRIPPS DOMINATES!


Ryan Reynolds and his Sabre 02 may have proved themselves to be the fastest combination in the 2016 CAMS NSW Formula Vee State Championship, most fastest laps, and with the most pole positions, most race wins, and the most points after the first two rounds, but Round 3 could prove to be a turning point for Ryan as a result of failing to qualify due to an oil leak, and then and DNF'ing when his Sabre's engine rattled a bearing in the Saturday race. With no points being obtained in Race 1, Ryan's safety margin had evaporated, along with his points lead over Dylan Thomas.



Ryan Reynolds (2nd), Michael Kinsella (3rd), and Dylan Thomas (1st) accept their 1600 trophies, while Ray Cripps and Michael Cook with their trophies for 1st and 3rd in the 1200's

By the end of the weekend, Dylan Thomas had taken his Stinger to the top of the State Championship points for 1600 cars, with Michael Kinsella and Craig Sparke following Dylan in the points haul for the weekend, although Ryan's recovery in the Sunday races, thanks mostly to the hard work of Ryan's chief engineer, reduced the damage from the Saturday disasters.

The motor racing Gods dumped sheets of rainwater on the circuit throughout Saturday morning, but this suited James Horne fine, and scored his first major success of 2016 by taking out pole position, and by a huge margin of nearly one second. Unfortunately, James' weekend was destined to be another of his potential not being maximised. More on that later.

Second on the grid was the inexorable Dylan Thomas in his Stinger, with Craig Sparke (Jacer), barely 0.1 of a second further back. The wet conditions pushed -sponsored Daniel Stein in his Sabre 02 nearly a second behind Craig, then reigning State Champion, Michael Kinsella (Jacer), Stephen Butcher (Stinger), Mat Pearce (Mako 4), Darren Williams (Sabre 02), Aaron Pace (Jacer), John McDonald (Mako 3), Simon Pace (Mako 3), then Morgan Freemantle in Garry Hook's prototype Jacer, then Queensland's Curtis Porter (Jacer), Wayne Hamilton (Sabre), Sage Murdoch (Stinger LSV), Leigh Porter (Jacer), William Pym (Evolution), and Andrew Murdoch (Harrison FV).



RACE REPORT

**ROUND 3 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
 SYDNEY MOTORSPORT PARK 28/29 MAY**

And as stated, Ryan Reynolds had to plead his case with the Stewards to be allowed to race after an oil line on his Sabre engine decided to divorce itself from its partner. The 1200's Qualifying sheet was led by Ray Cripps (Manta), Michael Cooke (Stinger), Geoff Bassingthwaighte (Avanti), and then Bernie Cannon (Kingfisher).



Reynolds predictably leading on Sunday, and Thomas predictably leading any race

Fortunately, Ryan Reynold's pleas were accepted, although starting Race 1 from the rear of the nearly twenty 1600's. It only took seconds for Ryan to discover full effect of the Qualifying oil leak, the engine in Ryan's Sabre rattling to a halt on the first lap of the race, and the opportunity lost of gaining points proving another major setback to Ryan's championship hopes.

But eight laps after Race 1 started, Dylan Thomas hammered his advantage home by crossing the line in first place, two seconds clear of Craig Sparke, Dylan points margin increasing over Ryan by a full race. The longer nosecone on Craig's Jacer proved the difference over the flying sponsored Daniel Stein, the margin of less than 0.01 of a second, with James Horne less than 0.4 of a second further back in the "Bionic" factory Jacer F2K14.

James had raced Michael Kinsella wheel to wheel race long, with Mick following James by 0.7 of a second in a Jacer double for fourth and fifth.

A pack of seven Formula Vees followed Kinsella, with the Shell-liveried Sabre of Darren Williams taking sixth place by 0.1 of a second ahead of Mat Pearce in the Mako 4, with Pace Horizontal Drilling Jacer of young hotshot, Aaron Pace margined by barely another 0.1 of a second, with Simon Pace (Mako 3), Stephen Butcher (Stinger) Curtis Porter (Jacer), and John Mcdonald (Mako 3), within ten seconds of the flying Kinsella. Morgan Freemantle, driving the Garry Hook Jacer, followed Mcdonald over the line after a lonely race, although Leigh Porter and Wayne Hamilton raced wheel to wheel for the entire race, Leigh keeping Wayne's Sabre out of his Jacers' turbulence by 0.2 of a second for 14th and 15th places.





RACE REPORT

ROUND 3 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 28/29 MAY

William Pym then brought the Evolution Formula First, complete with its original "FST" designation still on its air intake, across the line, with the first of the 1200's, Ray Cripps, close behind in his Manta, and with a great Rookie performance from Michael Cooke in his Stinger to be only a few seconds behind the talented and experienced Cripps.




Pearce, Williams, and Pace aim for the Turn 2 apex, while the F2K14's nosecone goes flying

Sage Murdoch in his Stinger LSV followed Crooke, with the third 1200 of Bernie Cannon in his Cannon Accounting-sponsored Kingfisher, Bernie also keeping the flying Geoff Bassingthwaight's Avanti out of his slipstream to cross the line 0.1 of a second ahead. Andrew Murdoch completed the field in his Stinger.

After a Saturday afternoon-long labour of paternal love, Chris Reynolds had the spare engine lodged within the Sabre 02 chassis, and a Race 3 start from the rear of the 1600's commenced on the Sunday morning.

After the 8 lap long Race 2, nothing other than Ryan Reynolds is worth mentioning, Reynolds taking the Sabre with the spare engine from last place to first within a few laps, and by the end of eight laps, a race win, in a text book demonstration of sprint racing.

Dylan Thomas maintained his excellent finishing record by locking down second place, the one second margin to winner Reynolds eternal by his standards, although Thomas's attention was directed to his mirrors for the entire race, with Craig Sparke 0.04 of a second behind in Dylan's Stinger's dust, and with the James Horne-driven factory Jacer F2K14 less than 0.1 of a second further back, and Michael Kinsella and his Jacer another 0.1 of a second further back again.

The  Sabre 02 driven by the tough Daniel Stein followed Kinsella by a second and a half to cross the finishing line in sixth place, with Aaron Pace and his Jacer feeling lonely in seventh place. FVANSW Legend Stephen Butcher led home a pack of five close-racing Formula Vees in his Stinger, with Darren Williams (Sabre 02), Morgan Freemantle (Jacer), Curtis Porter (Jacer), and Leigh Porter (Jacer) this quintet only a couple of seconds apart after fifteen minutes of racing.



RACE REPORT

**ROUND 3 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
SYDNEY MOTORSPORT PARK 28/29 MAY**

Mat Pearce slowed next to a thirteenth place finish in the Frank Kleinig prepared prototype Mako 4, and quasi-Mako team mate, John McDonald, less than a second further, and with the William Pym-driven Evolution next in fifteenth place.




The Formula Vees head towards Turn 2 at the start of Race 1, while the Jacer's nose flies!

Sage Murdock continued his good run to take the Stinger LSV next over the line in sixteenth place, with Michael Cooke next in the first of the 1200's and his first class win, although less than 0.1 of a second behind 1200 State Championship leader, Ray Cripps in his Manta. Bernie completed a tight 1200 race by being next over the line less than 0.3 of a second behind Cripps, and with Andrew Murdoch completing the field in twentieth place in his Harrison Vee.



Bernie slipstreams past Dylan in Qualifying, while Ryan leads in Race 3

Wayne Hamilton DNF'ed after dislodging his Sabre's nosecone under his front suspension after an adventurous dive inside of William Pym's Evolution under braking, while Simon Pace experienced a rare ball joint stub axle failure, and Geoff Bassingthwaite DNF'ed following a collision with an errant Stinger.

The final race of Round 3 of the CAMS NSW Formula Vee State Championship commenced on Sunday afternoon, with Ryan Reynolds and his Sabre taking the lead of a pack of cars which included the Stinger of Dylan Thomas, the Jacers of Michael Kinsella and James Horne and Aaron Pace and Craig Sparke, the Makos of Simon Pace and Mat Pearce, and Daniel Stein's  Sabre.



RACE REPORT


ROUND 3 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 28/29 MAY


A second pack of cars comprising Darren Williams (Sabre 02), Morgan Freemantle (Jacer), Queensland's Curtis Porter (Jacer), John Mcdonald (Mako 3), followed just a few seconds behind the front pack, although Leigh Porter was isolated for most of the race, while Wayne Hamilton raced with ray Cripps and Michael Cooke for much of the race.

Reynolds was back to form by leading four of the first seven laps, including the last lap, but Michael Kinsella towed past to lead after Turn 2. Kinsella (shrewdly?) then left a huge gap at Turn 6, Reynolds diving inside to take the lead, which he retained for all but the last few millimetres before the finish line when Kinsella, to the cheers of the excited crowd above the pits, impossibly towed past the usually aerodynamic Sabre 02 to win by 0.0022 seconds, the smallest winning margin since 1998.



Sage Murdoch leads Ray Cripps, and Geoff had trouble keeping the Avanti on the track!

Dylan Thomas' Stinger crossed 0.2 seconds behind Reynolds, with James Horne and the F2K14 enjoying a rare race finish less than 0.3 behind Dylan. Aaron Pace (Jacer), Craig Sparke (Jacer), and Simon Pace (Mako 3), and the  Sabre of Daniel Stein, followed a few seconds behind after falling away in the later stages of the race.

The mid pack of Darren Williams (Sabre 02), Mat Pearce (Mako 4), Morgan Freemantle (Jacer), and Johnny Mcdonald (Mako 3), followed the  Sabre of Daniel Stein over the line barely two seconds between them. Curtis Porter (Jacer), Leigh Porter (Jacer), and Wayne Hamilton (Sabre) finished next. Ray Cripps continued the domination of the 1200 class in his Manta, with Sage Murdoch (LSV Stinger) sandwiched between the second 1200 of Rookie Michael Cooke and his Stinger, with Andrew Murdoch in another Stinger completing the race.

Bernie Cannon DNF'ed on lap 4 due to another dreaded rocker cover leak, while William Pym's race also came to an early end after an even more dreaded internal knock to its engine of the Evolution appeared, while Geoff Bassingthwaight and his Avanti made it two consecutive DNF's when his throttle cable snapped (Ed - no doubt due to poor preparation!).

Congratulations and commiserations to all Formula Vee competitors for the typically fantastic racing across the weekend.



FVANSW TECH CORNER MORE STUFF ABOUT COATED HEADERS

Remember the articles in this magazine about the benefits, or otherwise, of coating your exhaust (headers) with a Ceramic Coating?

These benefits ranged from good looks, a massive power increase, a massive power decrease, and all things in between.

I found the following in an American magazine that specialises in engines, i.e., building, testing, tuning, hot rodding, you name it, but only engines.

They set out to compare and find the best size headers for a particular engine, using a dyno. The plan was to use a 427 cubic inch Chevrolet engine for the test and compare various type and size headers to see which gave the most power. Due to the size and type of engine tested, the power results are not really of much interest to FVee people, but the difference between coated and non coated certainly is.

To cut a long story short, they had a set of 1 7/8 inch black painted headers and an identical set that were Ceramic Coated and the temperature difference is staggering. I will reprint the result as it is in the magazine. This is an American article, so the temperature readings are in degrees Fahrenheit.

“As a part of our test, we wanted to quantify the benefits of a coated header versus a plain, uncoated, black painted header. A thermal barrier ceramic coating adds considerably to the price of any header, often doubling the price. We tested two otherwise identical Hooker (brand) 1 7/8 -inch headers with surprising results. Running on the dyno, we found the power numbers virtually unchanged. Where the coating made a remarkable difference is in the heat transferred by the header. We tested the header temperature after a run, and then one minute after shutdown. The coated headers measured 258 degrees (f), dropping to 195 degrees a minute after shutdown. In contrast, the uncoated header measured a scalding 870 degrees, retaining 520 degrees a minute after shutdown. We didn’t need a heat gun to tell the difference in the test cell.

Our next test loaded the engine to 60 lb-ft of torque at 3,500 rpm, simulating a high speed cruise situation. We gauged the surface temp of the header once fully stabilised. Once again, the difference was huge, with the coated header showing 288 degrees, while the uncoated header recorded 850 degrees. While the dyno run didn’t show much difference in output, an engine breathing air from under the hood will definitely feel the effects of that extra 562 degree pumping into the engine bay. Taking into account the effects of heat on engine component life and passenger comfort, the coated headers are definitely a winner.”

That should give you something to think about, especially if you have an exhaust system that goes over the top of the gearbox and traps all the exhaust heat between the top of the gearbox and the underside of the engine cover.

If I find any more info on this subject, I will pass it on.

Lyll Moyer

GLOBAL SELF STORAGE

PENRITH

**RACE REPORT ROUND 4 2016 CAMS
NSW FORMULA VEE STATE
CHAMPIONSHIP
WAKEFIELD PARK 2/3 JULY**

GLOBAL SELF STORAGE

PENRITH



**THOMAS AND CRIPPS TIGHTEN
THEIR STRANGLEHOLD!**

After the Global Self Storage Penrith Round 4 of the 2016 CAMS NSW Formula Vee State Championship, the fastest Formula Vee competitor of 2016 is not the leading Formula Vee competitor of 2016. Ryan Reynolds and his Sabre 02 experienced another catastrophic mechanical issue which has resulted in a DNF, and which has rendered Ryan championship hopes in tatters!



The 1600 trophy race winners - James Horne (2nd), Dylan Thomas (1st), Aaron Pace (3rd)

But it has taken the incredibly reliable, and consistently fast, Stinger-driving 2014 Formula Vee State Champion, Dylan Thomas, with an unbelievable finishing record of four wins, five seconds, two thirds, and one fourth, with no DNF's, so far in 2016, to beat Ryan Reynolds incredible speed.

Thomas took out the round with 87 points, while the dynamic One Stop Battery Shop racer, Daniel Stein, on 72 points, while James Horne rounded off the pointscore podium on 70 points in his most successful weekend of the year in the fast Jacer F2K14.

Meanwhile in the 1200 class, Ray Cripps continued his domination with two wins and one second out of three and 87 points, while Bernie Cannon followed with one win and two seconds out of three and 84 points, and with 1200 pole sitter, Geoff Bassingthwaighte, next with two second places and 50 points.



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**RACE REPORT ROUND 4 2016 CAMS
NSW FORMULA VEE STATE
CHAMPIONSHIP
WAKEFIELD PARK 2/3 JULY**



PENRITH

Ryan's Sunday afternoon disappointment was a day and half into the future when qualifying was completed on Saturday morning, the cold winter Goulburn air thrusting Ryan to a very familiar pole position. James Horne steered "Effie" to a strong front row grid position, putting James' unlucky further 2016 behind him and justifying all of Jacer's hard work in keeping Effie in top shape.

Reigning 1600 State Champion, Michael Kinsella, found himself on the second row less than 0.1 seconds behind James, with a string of experienced 1600 Formula Vee drivers - Thomas, Stein, Sparke, Pace McDonald, Porter, and Hamilton - all fractions of a seconds apart. Rookies Andrew and Sage Murdoch, filled out the 1600 grid.

In an inspiring qualifying session, the four 1200 drivers - Geoff Bassingthwaighte, Ray Cripps, Bernie Cannon, and Stephen Cannon, lined up in their grid places barely one second apart on lap times.



Ryan Reynolds leads early, but Leigh take control later in the race!

After another race typical of the Formula Vee racing we have been spectating for several years now, Dylan Thomas characteristically muscled his way past Ryan Reynolds, including some uncustomary wheel banging, to the race win from his fourth place grid position, the margin between these two being less than the blink of an eye. The margin between winner Thomas, and sixth placed Craig Sparke (with Stein, Kinsella, and Horne sandwiched between Reynolds and Sparke) being barely two seconds.



Ray Cripps continues his domination of the 1200's, while Sage Murdoch keeps it on the track!

Aaron Pace, John McDonald, Leigh Porter, while Sage and Andrew Murdoch swept past Wayne Hamilton to complete the line of 1600's across the finishing line.



PENRITH

**RACE REPORT ROUND 4 2016 CAMS
 NSW FORMULA VEE STATE
 CHAMPIONSHIP
 WAKEFIELD PARK 2/3 JULY**



PENRITH

Bernie Cannon sent a shock wave through the Ray Cripps racing team by taking a solid win ahead of Ray by about three seconds, Bernie still in damage control mode after experiencing a collision during the Friday in private practice. Bernie's shockwave was even greater with pole-sitter Geoff Bassingthwaighte, who slumped to third place, more than a lap behind Cannon and Cripps. But in another disappointing race, Stephen Cannon' Nimbus failed him and he DNF'ed after stopping on lap 1.



The President, Johnny Mac, led briefly, although Ryan Reynolds led quite a few

Sunday morning was as cold as ever experienced at the Wakefield Park circuit with its highlands location, but Race 2 steamed up the entire district after Dylan Thomas in his blue Stinger and Ryan Reynolds in his orange Sabre duelled for twelve laps and nearly fourteen minutes, Thomas and Reynolds scraping rubber, paint, fibreglass, and exhaust pipes for almost every corner of every lap, with Reynolds avenging his Race 1 loss by beating Thomas by barely 0.2 of a second, and taking out the only sub-1.08 lap of the race. With nearly a five second margin, Reynolds and Thomas made all those behind look second rate, with Daniel Stein, Michael Kinsella, Aaron Pace, James Horne, Craig Sparke, John McDonald, Leigh Porter, Wayne Hamilton, and Andrew Murdoch, completing the 1600 field, after Sage Murdoch's LSV failing on the first lap.



James Horne finally took a trophy home, but Steiny took more points home

In a parallel with the 1600's, Ray Cripps avenged his Race 1 loss by beating Bernie over the line by more than one lap, Bernie's Kingfisher halting on the penultimate lap of the race. Stephen Cannon's hopeful start in Race 1 ended on lap 9, while Geoff Bassingthwaighte's weekend went terminally bad after his usually solid Avanti failed him terminally on lap 3.



PENRITH

**RACE REPORT ROUND 4 2016 CAMS
NSW FORMULA VEE STATE
CHAMPIONSHIP
WAKEFIELD PARK 2/3 JULY**



PENRITH

The final race of the weekend on Sunday afternoon proved to be the nuclear catastrophe that Ryan dreaded, his Sabre devastatingly rattling to a halt on Lap 8 after leading a pack of cars that could be covered with a blanket, allowing Dylan Thomas to fight with James Horne, Aaron Pace, Michael Kinsella, Daniel Stein (still dizzy from his last lap spin while leading), John McDonald, Leigh Porter, Andrew Murdoch, Wayne Hamilton, this time with barely half a second gap between first and second, and three seconds between first and fifth, after 16 laps. Sage Murdoch's problematic LSV again failing him on Lap 12, bringing out a Safety Car which brought the exciting race to a premature close, while hot shot Craig Sparke's sometimes lightning fast Jacer halted on Lap 7.



Bernie shocked Ray Cripps, while "the pack" was nose to tail race-long

Ray Cripps asserted his youth and skill over Bernie Cannon's age and experience in Race 3 by being the fastest 1200 over the 16 laps by a miniscule two seconds. Geoff Bassingthwaighte had greater hopes for the weekend, although his trusty Avanti completed 15 of the 16 lap race to give him third place and a trophy for the weekend. Unfortunately, Stephen Cannon's Nimbus failed him again on Lap 3.

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**FVANSW FORMULA VEE
DRIVER PROFILE
MAT PEARCE**



Mat Pearce has been racing with us for more than ten years, and in that time, he has forged a reputation as being one of the most exciting tail-sliding drivers Formula Vee has ever seen. But more important, he has brought with him sportsmanship and love of motorsport for every lap of his illustrious Championship and National Titles winning career. It's also in the genes!

When, why and how did you get into Formula Vee?

I bought my first Formula Vee in 2003, a Jacer 99, and competed in 2004, winning the 2004 1200 State Championship and the Rookie of the Year. I got into Formula Vee for budget reasons, coming from Improved Production, a category that was advancing fast, and a budget to stay competitive was out of my reach. I fast learned that that it was possible to compete with a bigger budget than mine in Formula Vee, and enjoy much closer, tighter, racing.

Who is your favourite Formula Vee competitor and why?

My favourite competitor? No one in particular. I'll say the guy or girl who hasn't forgotten this is motorSPORT, and doesn't get too far ahead of themselves, who remembers its a piece of plastic at the end of the day. Sure, its nice when you get it, but the best reward in my mind is the pat on the back from your mates and fellow competitors whilst spinning a yarn over and oldie or two.

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

My favourite racing driver of all time would have to be Larry Perkins. What a legend! No nonsense, no excuses, hard, tuff competitor, all that he did in Europe, open wheels and sports cars, to turning up and doing the job for Brock all those years, then the 1000's of 93, 95, and 97, first from last, how cool! The best memory of tha day was the drunk guys sitting in front of my dad and I, who stood and cheered "LARRY" 161 times!

I love Formula Vee obviously, for wheel to wheel, the towing, the 3 and 4 wide through the fast turns the like of Turn 1 at Eastern Creek and Phillip Island, but mostly the off track antics, the shenanigans, the good friends I've made here, the fun we have when we go away, and when you have q problem there is always someone prepared to help, or lend you parts to get you going again, even when they are close rivals on the track.



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FVANSW FORMULA VEE DRIVER PROFILE MAT PEARCE



What Are Your Best and Most Unusual Racing Moments?

My best moments would have to be the two Nationals wins of '13 and '14, especially '13 where as I said above about the pat on the back, my dad watched from the stand over the back of the circuit and said to me after, "You will have to accept it, son, but you probably will not have a better drive as long as your backside points to the ground".

Competing in and winning the 50th Anniversary meeting at Wakefield Park, and the lap record at Eastern Creek. I set out to get that many people said the old record from '07 wont be broken.

But I think my story for the grandkids would have to be starting on the front row, and leading the first lap over the mountain in my first race at Bathurst, what a buzz!

Unusual racing moments? Trying to workout how to get out of a sedan when you end upside down with window net and roll cages, driving the rest of that weekend with no front or rear windscreens, leading a race at Oran Park in a Vee in a hale storm pioneering every turn for the rest of the guys, or the weirdest sight, following Cuttsy over Lukey Heights at Phillip Island with Grant Bromley directly above him, upside down and looking back at me (figure that out).

What are your motor racing plans?

What are my motor racing plans? To keep good times rolling with the great support I get from my wife and the excitement from my two kids get when I wave to them on the cool down lap when Ange brings them out to cheer their daddy on. and to make sure I make it to every track on the country, and to enjoy being part of the Formula Vee family.

What road car do you drive?

My road car is an RA28 1977 Toyota Celica, totally original, possibly one of the last of its kind, and I love it to bits.



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**FORMULA VEE ASSOCIATION OF
NEW SOUTH WALES 2016
POINTS SCORES**

2016 FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	State Championship 2016 Round 1				State Championship 2016 Round 2				State Championship 2016 Round 3				State Championship 2016 Round 4				Sub-Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	T			
1	Ray Cripps		25		25	27	27	30	84	30	27	30	87	27	30	30	87	283	0	283
2	Bernie Cannon	30			30	25	25	27	77	25	25		50	30	27	27	84	241	0	241
3	Geoff Bassingthwaighte		30	30	60	30	30	25	85	23			23	25		25	50	218	0	218
4	Stephen Cannon	25	23	25	73	23			23									96	0	96
5	Michael Cooke									27	30	27	84					84	0	84
6	William Pym	27	27	27	81													81	0	81
7	Peter McDonald	23	22	23	68													68	0	68

2016 FVANSW DIVISION 2 POINTSCORE

Pos	Driver	State Championship 2016 Round 1	State Championship 2016 Round 2	Club Pointscore - AASA	State Championship 2016 Round 3	State Championship 2016 Round 4	Total Points
		Total	Total	Total	Total	Total	
1	Sparke	90	90	180	90	60	510
2	Hamilton	73		160	54	77	364
3	B/thwaighte	46	65	125	20	42	298
4	Cripps	22	65		73	69	229
5	A Murdoch			73	61	80	214
6	B Cannon	22	62		43	67	194
7	Brook	54	81				135
8	Cooke		46		70		116
9	Murdoch				72	27	99
10	S Cannon	64	19				83
11	M Williams		75				75
12	McDonald	61					61
13	Hill	52					52



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2016 FVANSW 1600 CLUB POINTSCORE

Pos	Driver	NSW CAMS State Championship 2016 Round 1				NSW CAMS State Championship 2016 Round 2				Club Pointscore - AASA NSW Championship Event							NSW CAMS State Championship 2016 Round 3				NSW CAMS State Championship 2016 Round 4				Pts
		R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	R4	R5	R6	T	R1	R2	R3	T	R1	R2	R3	T	
1	Dylan Thomas	27	25	23	75	30	27	27	84	30	30	30	27	27		144	30	27	25	82	30	27	30	87	472
2	Daniel Stein		19	27	46	23	21	25	69	22	27	27	30	30	30	166	25	21	19	65	25	25	22	72	418
3	Craig Sparke	23	22	20	65	22	23	20	65	25	25	25	25	25	27	152	27	25	21	73	21	20		41	396
4	Leigh Porter		13	13	26	12	12	13	37	23	23	22	20	20	21	129	14	16	14	44	18	18	20	56	292
5	Ryan Reynolds	30	30	30	90	19	30	30	79									30	27	57	27	30		57	283
5	Michael Kinsella	22	27	25	74	21	22	23	66								22	22	30	74	23	23	23	69	283
7	Stephen Butcher	21	20	14	55	25	25	21	71	27		23	23	23	23	119	17	19		36					281
8	Wayne Hamilton	14	14	15	43					20	21	20	21	21	22	125	13		13	26	15	17	18	50	244
9	John McDonald	18	18	18	54	17	18	19	54	21						21	16	14	15	45	19	19	21	59	233
10	Morgan Freemantle					13	14	16	43	19	22	21	22	22	25	131	15	17	16	48					222
11	Aaron Pace		17	19	36	16	19	18	53								19	20	22	61	20	22	25	67	217
12	James Horne	25	23	21	69												23	23	23	69	22	21	27	70	208
13	Simon Pace	19	21	22	62	27	20	22	69								18		20	38					169
14	Darren Williams	15	16	17	48	20	16	17	53								21	18	18	57					158
15	Andrew Murdoch									18	20	19				57	10	11	11	32	16	16	19	51	140
16	Mathew Pearce					18	15		33								20	15	17	52					85
17	Adam Brook	17		16	33	15	17	15	47																80
18	Sage Murdoch																11	12	12	35	17			17	52
19	Mark Williams					14	13	14	41																41
20	Cody Hill	16	15		31																				31
21	William Pym																12	13		25					25
22	Michael Cooke					11	11		22																22
23	Gary Ogden	20			20																				20

2016 FVANSW 1200 CLUB POINTSCORE

Pos	Driver	State Championship 2016 Round 1	State Championship 2016 Round 2	Club Pointscore AASA	State Championship 2016 Round 3	State Championship 2016 Round 4	Total Points
		T	T	T	T	T	
1	Bassingthwaighte	60	85	150	23	50	368
2	Cripps	25	84		87	87	283
3	B Cannon	30	77		50	84	241
4	S Cannon	73	23				96
5	Cooke				84		84
6	Pym	81					81
7	McDonald	68					68

2016 FVANSW OPEN STATE CHAMPIONSHIP

Pos	Driver	NSW CAMS State Championship 2016 Round 1				NSW CAMS State Championship 2016 Round 2				NSW CAMS State Championship 2016 Round 3				NSW CAMS State Championship 2016 Round 4				Sub-Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	T			
1	Dylan Thomas	27	25	23	75	30	27	27	84	30	27	25	82	30	27	30	87	328	23	305
2	Ryan Reynolds	30	30	30	90	19	30	30	79		30	27	57	27	30		57	283	0	283
2	Michael Kinsella	22	27	25	74	21	22	23	66	22	22	30	74	23	23	23	69	283	21	262
4	Daniel Stein		19	27	46	23	21	25	69	25	21	19	65	25	25	22	72	252	0	252
5	Craig Sparke	23	22	20	65	22	23	20	65	27	25	21	73	21	20		41	244	0	244
6	Aaron Pace		17	19	36	16	19	18	53	19	20	22	61	20	22	25	67	217	0	217
7	James Horne	25	23	21	69					23	23	23	69	22	21	27	70	208	0	208
8	John McDonald	18	18	18	54	17	18	19	54	16	14	15	45	19	19	21	59	212	14	198
9	Simon Pace	19	21	22	62	27	20	22	69	18		20	38					169	0	169
10	Leigh Porter		13	13	26	12	12	13	37	14	16	14	44	18	18	20	56	163	0	163
11	Stephen Butcher	21	20	14	55	25	25	21	71	17	19		36					162	0	162
12	Darren Williams	15	16	17	48	20	16	17	53	21	18	18	57					158	0	158
13	Wayne Hamilton	14	14	15	43					13		13	26	15	17	18	50	119	0	119
14	Ray Cripps		10		10	9	9	12	30	11	10	12	33	13	15	17	45	118	0	118
15	Bernie Cannon	13			13	8	8	11	27	8	9		17	14	14	16	44	101	0	101
16	Morgan Freemantle					13	14	16	43	15	17	16	48					91	0	91
17	Geoff Bassingthwaighte		12	12	24	10	10	10	30	7			7	12		15	27	88	0	88
18	Mathew Pearce					18	15		33	20	15	17	52					85	0	85
19	Adam Brook	17		16	33	15	17	15	47									80	0	80
20	Andrew Murdoch									6	8	9	23	16	16	19	51	74	0	74
21	William Pym	12	11	11	34					12	13		25					59	0	59
22	Michael Cooke					11	11		22	10	11	10	31					53	0	53
23	Sage Murdoch									9	12	11	32	17			17	49	0	49
24	Mark Williams					14	13	14	41									41	0	41
25	Stephen Cannon	11	9	10	30	7			7									37	0	37
26	Cody Hill	16	15		31													31	0	31
27	Peter McDonald	10	8	9	27													27	0	27
28	Gary Ogden	20			20													20	0	20



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





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





FORMULA VEE SALE



KE Power Engine - For Sale. Race winner. 3 meetings since new. No expense spared, and ready to race. Includes pulley, clutch, generator post, distributor, fuel pump. Tinware and manifold is required (also available). New crankcase, SCAT conrods, pistons and cylinders, heads, valves, valve springs, retainers, 1.25 rockers, pushrod tubes. New clutch. Contact Michael Kinsella 0414282500.



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



Historic Formula Vee Inlet manifolds
Two inlet manifolds to suit Historic Formula Vee. One is ex Guy Lingard (modified by David Cutts). One is Bruce Coleby (modified by Frank Kleinig). See attached photo. \$400 each. Lyall Moyes. 0415465808.



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



Polar Formula Vee (NSW) FOR SALE
SURPRISE! Our much loved Polar!!
Selling complete, race ready, with spare body and extra nose cones. We are sad to be selling, but we are still running in the Series. We'll be leasing "Effie" from Jacer for 2016.
Full sale advertising will be going up Nationally shortly, so this is an advance spoiler! \$19,900 ono. Contact Stephen (0412602764) or James (0416871493) or message us.



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



**WANTED - FORMULA VEES FOR SALE
DON'T KEEP YOUR FORMULA VEE LOCKED
UP - OFFER IT FOR SALE AND SET IT FREE**



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





FORMULA VEE SALE



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

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

WAKEFIELD PARK AUGUST 20/21

ROUND 5 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

ROUND 6 FVANSW CLUB POINTSCORE

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