



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

PO Box 7690 Norwest BC Baulkham Hills 2153

## FORMULA VEE ASSOCIATION OF NSW MAGAZINE - JANUARY 2018 THE FVANSW – THE BIGGEST AND THE BEST FORMULA VEE STATE



**Craig 1st 1600**



**Bernie 1st 1200**



**Dylan 2nd 1600**



**James 3rd 1600**



**Michael 2nd 1200**






**Bruce 3rd 1200**

## BERNIE CANNON AND CRAIG SPARKE ARE THE 2018 FVANSW STATE CHAMPIONS!

### INSIDE THIS EDITION OF THE FVANSW VEEMAG

- John's Presidents Report, Gary Ogden's Board Report
- Technical Update
- Competition News and Notices, AND Inside Line News and Gossip
- Photos of the Month
- **MORE NEW FVANSW LEGENDS!**
- **BERNIE HAEHNLE (FINALLY) MADE AN FVANSW LIFE MEMBER!**
- **FEATURE – HOW FORMULA VEE SURVIVED BEYOND 2000!**
- **Driver Profile – Look inside and see who!**
- **All our 2017 FINAL pointscores**

### AND LOTS AND LOTS AND LOTS MORE!

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### FVAA Sealers Sydney Metro

Daniel Kleinig BH 0245777221  
Nathan Sansom Mob 0405018433  
Fleming Mob 0412477437

### FVAA Sealers Central Coast

Greg Douglass  
Phil Lewis

Mob 0402237507

### FVAA Sealers ACT

Morgo Mob 0431695569  
Col Merz Mob 0412316275  
Edan

**FVAA Sealers South Coast** 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.**

### 2018 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0475959639	Committee	Paul Charlton	
Secretary	Bernie Cannon	0408214080	Committee	Chris Reynolds	
Treasurer	Leigh Porter	0417439390	Committee	Ray Filetti	0404078636
Tech Director	Greg Hepburn	FVAA Board Member		Gary Ogden	0475959639
Comp Secretary	Glenn Moulds	0418609320	CAMS MRP Rep	Ray Filetti	0404078636

**Committee meetings occurs at the RydeX Club on the second Wednesday of every second month**

### 2018 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

**SEE PAGE 4 OF THIS EDITION OF VEEMAG FOR THE FULL 2018 FVANSW RACING CALENDAR 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 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 pages for use in this non-profit club magazine.



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## **FVANSW PRESIDENT'S REPORT**

**By John McDonald**

Firstly, apologies for the long break between magazines, it is as much my fault as anyone's. Thank you Ray for pushing everyone along to get this edition out.

As there have been some changes following our recent AGM, let me start by shouting out a big thank you to our outgoing committee members – Dylan Thomas, Simon Thompson & Geoff Bennett. Dylan has spent 10 years on the committee, including 5 valuable years as President. I know he will take to his new role as National President with the same enthusiasm we have come to love. Simon has taken another job overseas and I thank him for his work as Competition Secretary. We will also miss following the adventure and progress of his home made car through his on-line videos. (Follow link - <https://www.youtube.com/channel/UCj1P9eBIPZKyT2k9pFEMBJA>) Geoff – thankfully your valuable skills updating our website will still be utilised, even without you filling a committee chair. All three of you have left a positive mark on the long history of this category – thank you for your time and input.

On the positive side I welcome Chris Reynolds, Paul Charlton to our committee for the first time. I forward to their input and fresh ideas. Ray Filetti is also back on, managing to spread himself amongst his other roles as our State Council Delegate, Championship Director, Motor Racing Panel Rep, Magazine Editor and our one-man promotions team and motivational department!

I am sure there will be plenty said elsewhere in this magazine about FVANSW's recent trip to Mallala for the Nationals, from Simon Pace's pole in qualifying to the NSW lock-out of the 1600 podium led by Michael Kinsella, there is a lot to cover. You should be very proud that all five of the NSW drivers that finished the final did so by occupying spots in the top seven, a feat only surpassed by our own canny Stephen Butcher's podium position in both classes! Proud because you should all take heart in where you finish in our local State Championship rounds, for you are racing against some of the best Formula Vee drivers in the country. Which brings me to acknowledge our latest State Champions – Bernie Cannon and Craig Sparke. To string together a championship against that level of competition requires talent, consistency with a bit of luck thrown in. Congratulations to you both.

We have a busy year coming up in 2018 starting with an enduro-style event at Wakefield Park and ending eight months later with FVANSW hosting the FVAA Nationals. Hopefully the endurance race will become a permanent annual fixture, a big thank you Dylan Thomas for running with this. Could our first winner be a father/son or brother combo? It is time to start thinking about your co-driver... Details on this event can also be found elsewhere in this publication. The Nationals will be held over the weekend of November 3 & 4 at SMSP, the first time they have been held on this track since 1994! It has taken a lot of negotiation, but a big thank you to the ARDC for working with us on this and agreeing to support grass roots motorsport. It is important that this event is supported by our members as we have had to guarantee a minimum number of cars. This is your chance to test yourself against drivers from all over the country – on a track we all know very well.

So for now enjoy time with your families, look back over the past year and what you have achieved, set goals for next year. Celebrate the people you have met and toast those friends we have lost.

And here's to a stable year ahead in the world of Formula Vee.

**John McDonald**



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(DON'T FORGET TO CHANGE THE TIRES)





# THE FVANSW ELECTS A NEW COMMITTEE FOR 2018

The 2018 AGM took place on the 28<sup>th</sup> of November, and by the end of the evening, a new FVANSW committee for 2018 had been elected. Fortunately for the FVANSW, the committee retains a large component of continuity for the all the critical positions. We welcome Paul Charlton to the committee – Paul is a highly experienced Mechanical Engineer and businessman who speaks his mind and won't back off. We also welcome Chris Reynolds, who needs absolutely no introduction, other than to say that there isn't one person out there who puts the interest of Formula Vee higher than him (and Robyn).

The FVANSW committee needs more support now than ever to bring badly needed expertise and professionalism to Formula Vee.

HUGE thanks goes to Geoff Bennet and Dylan Thomas for their work in 2017. And best of all, it was great to see the best turnout to an AGM for years, no doubt in advance of a year with big expectations, so expect some big things in 2018 in the biggest and the best Formula Vee state in Australia.

## PRESIDENT



**JOHN MCDONALD**  
COMPETITION SECRETARY

## VICE PRESIDENT



**GARY OGDEN**  
SCRUTINEERING DIRECTOR

## SECRETARY



**BERNIE CANNON**  
TREASURER



**GLENN MOULDS**

## COMMITTEE 1



**PAUL CHARLTON**

**SOCIAL DIRECTOR**  
**LIS PORTER**



**GREG HEPBURN**

## COMMITTEE 2



**RAY FILETTI**

**MAGAZINE EDITOR**  
**RAY FILETTI**



**LEIGH PORTER**

## COMMITTEE 3



**CHRIS REYNOLDS**

**CAMS MR PANEL REP**  
**RAY FILETTI**

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## 2018 NSW FORMULA VEE RACING CALENDAR

Feb 17	Wakefield Park Formula Vee One Hour Enduro – THE DAVID MCHENRY CUP
March 17/18	SMSP GP R1 CAMS NSW Formula Vee State Championship
March 17/18	SMSP GP R1 FVANSW Club Pointscore
April 28/29	SMSP GP R2 CAMS NSW Formula Vee State Championship
April 28/29	SMSP GP R2 CAMS NSW Formula Vee State Championship
June 30	SMSP GP R3 CAMS NSW Formula Vee State Championship
June 30	SMSP GP R3 FVANSW Club Pointscore
July 21/22	Wakefield Park R4 CAMS NSW Formula Vee State Championship
July 21/22	Wakefield Park R4 FVANSW Club Pointscore
Aug 18/19	Wakefield Park R5 FVANSW Club Pointscore
Sep 8/9	Wakefield Park R5 CAMS NSW Formula Vee State Championship
Sep 8/9	Wakefield Park R6 FVANSW Club Pointscore
Nov 3/4	SMSP Formula Vee Nationals
Nov 3/4	SMSP Round 7 FVANSW Club Pointscore
November TBA	FVANSW Presentation Night Ryde Golf Club
November TBA	Ryde Club FVANSW 2016 Annual General Meeting

**NOTE – ROUND 3 OF THE STATE CHAMPIONSHIP IS A ONE-DAY EVENT FOR FORMULA VEE**

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

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## FVAA NATIONAL BOARD REPORT

By Gary Ogden

Hi All,

Below is my December 2016 BOM report.

### 1. 2018 BOM members

As we approach the end of 2017, there are a few changes happening within the BOM ranks. For 2018, we have:

- A new President in Dylan Thomas replacing Mark Mitchell
- At this point in time, Mark Mitchell will remain on as the FVAV BOM delegate
- Rod Lisson is the new FVAWA BOM delegate.
- FVASA are expected to appoint a new BOM delegate and Michael Lloyd will take on the BOM secretary role (non-voting position)
- All other 2017 positions remain in place for 2018

### 2. CAMS Manual

CAMS have decided to review the entire CAMS Manual and make it align to FIA format structure. Our NTC is collaborating with CAMS to get our rules into the new format to it ready for January 2018 publication. There is no intent in the reformatting to change existing rule meaning or intention. If there are any issues identified when the 2018 rule are published, the FVAA will address the matter with CAMS to get immediate clarification / update.

### 3. 2018 Australian Series

The BOM has agreed to a four (4) round 2018 Formula Vee Australian Series. The pointscore will be the same as 2017 with only 3 of the 4 rounds counting.

Dates / rounds are:

Round 1: April 7-8 Lakeside (subject to change - date/venue to be confirm by January)

Round 2: June 9-10 Taillem Bend

Round 3: June 30 July 1 SMSP GP (Ed – this date may change)

Round 4: Sept 15-16 Barbagallo

### 4. FVAA Website

The FVAA website is currently being re-formatted. re-hosted, and updated with new content. Stay tuned for the announcement of when the new website goes live.

### 5. 2018 Formula Vee National Challenge

FVANSW will host the 2018 Formula Vee National Challenge at SMSP GP on November 3-4.

### 6. Yokohama Tyres

All Formula Vee cars in 2018 are required to use only the Yokohama tyre. No Hoosier tyres are permitted in 2018 Formula Vee competition.

### 7. BOM Feedback

If anyone has anything they want escalated or addressed at the BOM, please raise them with any of our FVANSW committee members or with myself ([gary.ogden@bigpond.com](mailto:gary.ogden@bigpond.com) or 0475959639)

Gary Ogden



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## FVAA TECHNICAL RULES UPDATE

Greg Hepburn

G'Day.

The following are Formula Vee Association Proposed changes to the CAMS Manual for Formula Vee which have been requested to be included in the 2018 Manual. As at this point in time CAMS have not meet to grant approval. The current CAMS Manual has been edited by CAMS staff and the FVAA is currently reviewing the rewording of rules to ensure that their intent is not lost.

**Section 2 Definitions, 2.1 General (e)** Components located forward of the H Beam are not to increase the potential for injury to another competitor. Rationale "Adding this requirement to the CAMS Manual for Formula Vee will highlight to the competitor that it is their responsibility to assess the impact of any component that is located forward of the H Beam and its potential to cause harm to other competitors in the case of an on-track incident".

### 3.6 ENGINE

**(d) Connecting Rods (i) General (A)** Re-sizing of connecting rod big end tunnels and replacement of gudgeon bushes is permitted. **(B)** Connecting Rods where the big end cap is retained to the body of the connecting rod with either studs & nuts or bolts are considered to be compliant to the requirements of a Non- Genuine Part. Rationale "Aftermarket connecting rods are available where the big end cap is retained to the connecting rod body via either studs & nuts or bolts. Neither design provides a competitive advantage and both are considered to be acceptable for competition.

**(l) Cylinder Heads (B) 1600cc Engines (l)** only VW 1600 twin port cylinder heads of genuine VW manufacture and bearing the cast-in logo and part number "VW" and "040 101 375.2" or "040 101 375.13" or "311.101.375.G" or replacement heads bearing the cast-in logo and part no. "IS" and "040 101 375.2" or replacement heads manufactured by Auto Linea and bearing the cast-in logo and part number "DIN" and "040 101 355.19" are permitted. Replacement heads bearing the cast in logo and part no. "Empi" and "040.101.375.13" and 14mm, 1/2" reach plug are permitted.

Replacement heads as sourced directly from a Casting Supplier by FVAA, are identified by part no. 0431013556AA and available from FVAA with unique identifying laser etching are permitted. Actual 2018 introduction date will be identified in the FVAA Technical Manual. Rationale "Replacement VW 1600 twin port cylinder heads that are off an acceptable quality and with flow results comparable to original VW heads has in recent years not been available. Replacement heads that have been available have either been rejected based on quality of castings or have flowed significantly better than original VW heads which if introduced, would require competitors to replace their existing heads in order to remain competitive. EMPI have recently released a direct copy of the Original 040 101 375.13 VW head and although there are some dimensional issues with exhaust stud location (which can be overcome via a revision to the exhaust header flange, where exhaust is free therefore the required revision is compliant) the flow data is very close (less than 0.5 CFM) at high lift and less than 2 CFM greater at mid lift levels.

There are two versions of this head, one with 12mm, 3/4" reach plugs and the second has 14mm, 1/2" reach plugs. Only the 14mm plug version is approved as it is the same specification as the original VW heads. The 12mm plug version may be proposed at a later date based on further flow testing.

**"4 WEIGHTS AND MEASUREMENTS 4.1 VEHICLE .... (g)** Where a timing device is required to be fitted, no part of the timing device can be located greater than 200 mm forward of the lower tube of the H Beam." Rationale "Standardising the location of the Timing Devices used by Formula Vee competitors will ensure competitors of all types of chassis design will have their timing devices in a common location so no particular chassis will have a competitive advantage".



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## FVAA TECHNICAL RULES UPDATE

Greg Hepburn

**ENGINE (ii) Weight** Each crank weight includes flywheel dowels, camshaft drive gear and key, spacer, distributor drive gear, circlip, No. 3 main bearing 1200cc Engine: 8.1kg minimum 1200cc Engine: Original VW 8.1kg minimum Aftermarket 7.9kg minimum

Rationale "An aftermarket crankshaft is now available to competitors that are 100g lighter than the existing minimum weight. The minimum weight of genuine VW 1200cc crankshafts is set so as competitors can balance and knife edge the cranks to maximise performance. The proposed weight only allows minimal conventional balancing of the aftermarket crank. It has been agreed by the National Technical Committee for Formula Vee that the reduced minimum weight will not provide a competitive advantage and compel existing competitors to rebuild their 1200 engines. The intent of this change is to provide competitors with an alternative supply to the 50-year-old VW crankshafts.

**4.3 ENGINE (iv) Connecting Rods Weight** 1200cc Engine: 440g minimum (incl. little end bush, cap, and fasteners but not big end shells) 1600cc Engine: 560g minimum (incl. little end bush, cap and fasteners but not big end shells) (g) Valve Train (h) Lubrication System Sump extension volume: 500cc maximum Rationale "With the revision to connecting rods to allow either studs and nuts or bolts to be used to fasten the big end cap to the connecting rod, the inclusions in this clause needs to be revised to reflect fasteners so as to include both options. "Aftermarket Sump Extensions are readily available but are typically greater than 500cc in capacity. Sup Extensions in excess of 500cc do not provide a competitive advantage and having a maximum capacity for a Sump Extension is not needed."

**"11 Rearward Facing Red Warning Lamp 11.1.** A Rearward Facing Red Warning Lamp is required to be fitted compliant to requirements in the CAMS Manual 1st Category – RACING CARS, clause 2.1 (i) except an LED Red Tail Lamp that has ADR compliance moulded into the lens or housing may be used. All other performance requirements documented in clause 2.1 still apply."

Rationale "ADR approved Brake lights are manufactured to provide a light colour and intensity that meets the Australian Design Rules for passenger vehicles. If LED Brake lights are approved for use in Formula Vee competition then a cost effective, consistent performance lamp specification will be made available to our competitors. Requiring that only lamps with ADR moulded into the housing will ensure consistency".

**Non-Genuine Parts** Add the following into the "NON-GENUINE PARTS TABLE": Torsion Arm Link and Link Pin Stub Axle (Please note that Torsion Arm Link Pins are already on the list)

Crankshafts

Rationale "Torsion Arms Links and Link Pin Stub Axles are now available from aftermarket suppliers and they need to be added to Non-Genuine Parts in order to make aftermarket components compliant to Formula Vee regulations. The available aftermarket components have been assessed by the FVAA National Technical Committee and are considered to provide no competitive advantage over original VW components. In order to allow aftermarket crankshafts to become compliant to Formula Vee regulations, crankshafts need to be added to Non Genuine Parts.

Greg Hepburn

FVANSW Technical Delegate



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# COMPETITION NEWS, NOTICES, AND GOSSIP

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

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

**We can't know everything that's going on in every dark corner of the FVANSW. If you want the Formula Vee world to hear of your great Formula Vee gossip, drop us a line**

**at [president@fvansw.asn.au](mailto:president@fvansw.asn.au)**



To the 1200cc competitors, don't forget, you must run on the new tyres from now on. It is extremely critical that our field numbers are kept up from now on, so the 1200's are more important to Formula Vee than ever. Please make the commitment and get the tyres fitted ASAP and go testing. Here is a tip to help you – try much higher tyre pressures.



2017 was not a great year for driving standards. Several times, Stewards and Clerks of Courses were involved with the aftermath of Formula Vee incidents. As a result, the Clerks of the Courses at all races will be informed that all drivers have been reminded that driving standards must be kept to a safe level, and accordingly, Stewards may choose to impose stiffer penalties in the event of repeated infractions. In addition, the Championship Director may ask the Clerk of the Course to keep an eye out on specific drivers over an entire race weekend. So, if you have been involved with complaints in 2017, it would be wise to keep your nose clean in 2018. And for the umpteenth time, don't forget that everyone has an on-board camera these days – you can't hide!



It was extremely disappointing that a non-compliant component was discovered on a NSW car at an interstate workshop after the 2017 FVANSW competition year had finished. The FVANSW of course takes its responsibilities seriously, and as a result, from now on all competitors should expect greater and more intensive scrutineering throughout 2018 from the front to the back of the field. Any and all non-compliances, without exception, will be referred to the Chief Scrutineer of the race meeting, with the recommendation by the Formula Vee Championship Director that a charge be submitted to the Stewards for their hearing. The Championship Director will inform the Stewards that all competitors had been fully informed of their responsibilities prior to the racing year commencing. If the CAMS Stewards do find a serious charge, expect that they will impose severe financial penalties, as well as a long holiday from Formula Vee racing.



The discovery of the non-compliant component should be a reminder to all competitors that they are 100% responsible for every aspect of compliance of their Formula Vee, again without exception. This includes bought-in components such as engines, gearboxes, and carburettors, from third party builders. So if you do get your engines, gearboxes, and carburettors, built by a third party, make sure that you only go to a highly reputable builder, or at least someone you trust highly to read the rules correctly and do the right thing. The "I didn't know" argument carries no weight.



While still on the subject of non-compliant components, remember one other thing – the competitor is not the arbitrator of the intent of a rule. At a Stewards hearing for a charge of illegally modifying a component and making it non-compliant, the Stewards are likely to call in the Formula Vee technical representative for the race meeting. The Stewards are far more likely to take their advice on the interpretation of a rule, than yours. So if you want clarification on a rule, its best to contact the FVANSW Technical Director before you do anything because its his opinion and interpretation that will carry weight.



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# COMPETITION NEWS, NOTICES, AND GOSSIP



Also, everyone should remember that all carburettor restrictor plates on all Formula Vees are not the property of the owner of the Formula Vee, but are the property of the FVANSW/FVAA, and anyone who machines them is potentially guilty of intentional malicious damage of property. The FVAA will take action against anyone who damages its property, and will refer the incident to CAMS.



At the same time as the non-compliant component had been discovered, some terribly dangerous "modification" work on the Formula Vee chassis was also discovered. Consequently, in parallel to scrutineering in parc ferme, inspections of chassis, suspensions, and bodywork, will take place by the CAMS Scrutineers and FVANSW officials, both within and out of parc ferme. Anything on any car that is considered potentially dangerous will be referred to the Chief Scrutineer of the race meeting, and any charge could result in the log book of the Formula Vee being revoked. Things have changed.



Clearly, whoever undertook this chassis "modification" work was clearly totally incompetent and negligent. Again, if you don't have the tools, skills, or knowhow to modify your chassis for any reason, then only go to a reputable workshop to get work done. Motor racing can be dangerous, so why make it unnecessarily dangerous?



Finally, as shocking as the discovery of the non-compliance of a NSW Formula Vee has been, this is the first time in years that a deliberately modified component (to make it non-compliant) had been discovered on a NSW Formula Vee – as far as we know. While there is some question about where the latest work took place, there have been countless incidents of non-compliant components found in NSW over many years from Formula Vees built outside of NSW. Has anyone been machining axles lately? Or cutting valve seats at funny angles? Or.....



To all you Formula Vee drivers who keep having trouble keeping within the track limits at Turns 5 and 18 at SMSP, despite several years of copping penalties, you won't get any respite in 2018 because the FVANSW committee want the ARDC to continue policing Formula Vee.



2017 was the smallest year of Formula Vee racing in NSW for many (many) years. Thanks to you know who. Our average field size went from 25.6 to 16.1. It will take the goodwill of everyone who has a Formula Vee in their garage to get our numbers back to the great numbers over the last few years.



For those who don't know, pistons in a Formula Vee engine are made from old kangaroos. Also, we in NSW need help on setting chassis up to run on the tyres - Mick, Dylan, and Butchey, proved how much. So could all interstateers please let us know how.



A former FVANSW young driver of the year, Sage Murdoch, looks like he will be taking a step back up when he races both a Prototype and a Formula Vee in 2018. His brother Heath may also be running a CXC Formula Vee in 2018 amongst other categories. Good news.



Simon Thomsen enjoyed his year driving the wheels off his self-made Thomsen Vee. Fifth in the Kleinig Cup and the CXC Cup, and leading one race, was a good result. But Simon has put Formula Vee on hold for a while as he resumes his professional career in Belgium, of all places. We haven't seen the last of his Vee though, as Geoff Bassingthwaighte will be campaigning it in 2018.



There will be one very important VIP at the Formula Vee One Hour Enduro being organised by Dylan Thomas to be run at Wakefield Park in mid-February. Andy Goodall was a great supporter of the FVANSW, and he will be the guest of the FVANSW throughout the weekend. We are all looking forward to catching up with Andy!



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# COMPETITION NEWS, NOTICES, AND GOSSIP



Three FVANSW drivers trekked to Phillip Island for the annual Island Magic race meeting, newly-crowned National Titles winner Mick Kinsella, Garry Hook, and Wayne Hamilton. Although many fewer than the huge FVANSW contingent of last year, at least Mick, Wayne, and Garry got to drive around one of the greatest race circuits in the world, although Garry suffered carby problems all weekend, and Mick did qualify fastest amongst the canny locals on their home turf.



One of the greatest Formula Vee driver combinations ever hit the Winton 300 in early November, with Daniel Reynolds and Matt Stubbs teaming up in Daniel's M3 to cross the line in sixth place. A bit more luck during the pit stops, and Daniel and Matt should have been knocking on the door of a top two placing. Well done



It looks like Formula Vee has inspired a revolution in other categories - there is a rumour going around that a long established wings a slicks class is considering moving to R Spec tyres from the beginning of 2019. Are we becoming like South America? Or worse, New Zealand?

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We have had quite a few father and son (and father and daughter) teams over the years, notable ones being Aub and Phil Revel, Neil and Brett Turner, Greg and Jessica and Tammy Douglass, Frank and Peter Kleinig, and in recent/current times, Aaron and Simon Pace, and Bruce and Mat Pearce. We also have a few on the horizon with Gary Ogden aiming to get his son Corey into racing, and John McDonald saving up his Mako for his son Angus. However, there is another father and son combination coming up much sooner, and because the purchase of a car has been kept confidential, the identity of the father/son will make a good guessing competition. But the answer could be known very soon!



**Cuttsy tinkering, Steve Normoyle, Pete, and Cuttsy on pole**



**Geoff Stone, Phil Parkinson, Greg Stott, and Nigel Hook**

Our very own David "DC" Cutts decided to have some "selfie" time for a change and took his Historic Spectre out to the HSRCA race at SMSP in early November. Three races and three dominant race wins later, DC seemed to have a deservedly enjoyable weekend, although it wasn't that easy to tell! At the same Historic race meeting, which was extremely well supported with 20 Historic Formula Vees, several former Formula Vee drivers and close friends of Formula Vee – Peter Iredale, Geoff Stone, Peter Mohacsi, Doug Angus, Bernie Haehnle, Greg Stott, and Steve Normoyle, also hit the track. Even Lyall Moyes was lurking around! Steve Normoyle debuted his beautifully restored Spectre in what was his first official competitive event in about three decades. Its always great to be at a Historic Formula Vee race meeting.



One year ago in this magazine, we wrote about some things that we predicted with the tyres. Go back and read them and decide for yourself if the predictions were correct. But the biggest thing that has been learned is how different Formula Vee is in NSW. What suits the other states now doesn't suit us. It's clear that things will need to change if it is to grow again, particularly in the State that provides approximately 40% of all Formula Vee competitors in Australia – and almost all of interstate competitors.



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(EDIT ONLY AFTER THEY CHANGE THE TYRES)





# COMPETITION NEWS, NOTICES, AND GOSSIP

## WELL DONE DYLAN AND TIM!

2017 SEASON



Our very own Tim Brook (2013 NSW Formula Vee State Champion) and Dylan Thomas (2014 and 2016 NSW Formula Vee State Champion) attacked the 2017 GT86 Series, Tim on a high after taking out fourth place in 2016 Series, beating many high budget racers and some Superstar drivers.

Dylan purchased the AGI Sport GT86 early in 2017, Dylan moving to the next phase of his career after several highly successful years of Production Touring racing in Mitsubishi Evos. By the end of the 2017 GT86 Series, "Rookie" Dylan gave the FVANSW its second top five placing in two years, Dylan avoiding all the carnage in the 2017 Toyota GT86 Series to take out third place at the end of the year.

Tragically though, Tim Brook's hopes of a top three placing in the Series was decimated by the terrible driving abilities of some of his fellow GT86 drivers at the Bathurst round, Tim finding himself slamming into the wall half way up Mountain Straight, his Toyota clipped from behind at well over 160km/h.

But even with the huge crash that knocked him out of one third of the races, Tim still finished in tenths place, which once again shows how great a driver Tim is.

Tim's Toyota suffered huge front end damage, enough to keep him out of the Series for the remainder of 2017. Fortunately though, it looks like Tim can make it back to the grid for 2018, where we expect Tim to have better luck, and where another top five finish will be beckoning

Wherever in the top two, three, four, or five, that Dylan and Tim both finish in the 2018 GT86 Series, they will have the FVANSW riding with them.



Being a Formula Vee NSW State Champion, Craig Sparke would have needed to call upon all his primary and secondary decision making skills to avoid crashes and keeping his race on track. Unfortunately, Craig's decision-making abilities weren't at their best when he chose to get married and honeymoon at the same time as the 2017 Formula Vee Awards BBQ! At least he has now got the marriage thing out of the way, and there is no chance of a clash in 2018 and 2019! At the very least, we should congratulate Craig and his bride, Bec, for their commitment to eachother.



And while on this subject, Geoff Bassingthwaighte also gave a very poor reason for not attending the Awards BBQ – he was on a Morris Club drive! Morris Club? If it wasn't for the fact that Bruce Pearce drove his Historic-reg "Morrie" 1000 to the BBQ, who would have thought that there was a Morris anywhere that had not rusted away!



And while still on poor excuses, our long-suffering Treasurer, Leigh Porter, says he won't be entering the first Formula Vee event of the year because he has booked, and paid for, a trip to India at that time. What some people will do to get out of a race!



Wait for some big news in 2018 which involves a well-known Formula Vee team supporting another Formula Vee team, including some international racing. Watch this space.



And there is also some more big news coming which involves a slightly successful young driver stepping out of his trusty old hack and appearing in a new (to him) car and doing some interstate travelling.



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## COMPETITION NEWS, NOTICES, AND GOSSIP



Photo Courtesy Melody Watt



Our very own cherished and adored Col Merz has been crowned the 2017 ACT Hillclimb Champion!

Run this year over eight rounds at Fairbairn, the ACT Hillclimb Championship is divided into club specific classes ranging from your standard daily drive (Class 1/2) through to Formula Libre (Class 5).

Typically, a Formula Vee is in Type 5, a 1200 in 751 to 1300cc and a 1600 in the 1301 to 2000cc class.

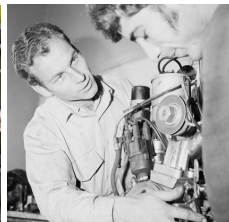
Points are awarded for runs completed, placing within your class, and a bonus point if you break a class record.

There were about 140 competitors in the competition this year.

Col drove a Jacer 99 to win the Championship. Peter McDonald also flew the Formula Vee flag in the 2017 ACT Hillclimb Championship, finishing up in fourth place in his 1200cc Kestrel.

Well done Col and Peter!

### BERNIE HAEHNLE (FINALLY) BECOMES A LIFE MEMBER OF THE FVANSW



It may have taken a long time, but at the 2017 Awards Ceremony, the FVANSW proudly made Bernie Haehnle a Life Member of the FVANSW, as well as an FVANSW Living Legend.

Bernie Haehnle won countless Formula Vee races in the 1970's, 1980's, and 1990's. Then, when Channel 7 started broadcasting AMSCAR race meetings four times each year from Amaroo Park in the late 1970's, he quickly became the face of Formula Vee to hundreds of thousands of motor racing fans across Australia.

Bernie's Teutonic personality, his exciting racing style, and his dramatic and frequent come-from-behind wins, were highlights of almost every race meeting. Soon Channel 7 was following him across Australia as Bernie raced at Touring Car support races in every State, almost all of which Bernie won.

Bernie put so much into Formula Vee, and Formula Vee gained so much from Bernie's racing, that he is considered by many as the greatest Formula Vee driver ever.



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## 2017 FORMULA VEE ASSOCIATION OF NEW SOUTH WALES AWARDS WINNERS

### NSW Formula Vee State Championship 1600

#### Kleinig Cup

Third	James Horne
Second	Dylan Thomas
First	Craig Sparke

#### 1600 Club Pointscore – CXC Cup

10th	William Pym
9 <sup>th</sup>	Darren Williams
8 <sup>th</sup>	Mathew Pearce
7 <sup>th</sup>	Stephen Butcher
6 <sup>th</sup>	Aaron Pace
5 <sup>th</sup>	Simon Thomsen
4 <sup>th</sup>	James Horne
3 <sup>rd</sup>	John McDonald
2 <sup>nd</sup>	Craig Sparke
1 <sup>st</sup>	Dylan Thomas

### CAMS NSW Formula Vee State Championship 1200

#### 1200 Shield

Third	Bruce Pearce
Second	Michael Gale
First	Bernie Cannon

#### 1200 Club Pointscore

3 <sup>rd</sup>	Geoff Bassingthwaighte
2 <sup>nd</sup>	Michael Gale
1 <sup>st</sup>	Bernie Cannon

#### Division 2 – Division 2 Shield Trophies kindly donated by Bruce and Laura Colby

3 <sup>rd</sup>	Lachlan O'Hara
2 <sup>nd</sup>	Bernie Cannon
1 <sup>st</sup>	Simon Thomsen

#### Gary Power Rookie of the Year Award

The Garry Power Rookie of the Year award is to be awarded to a competitor who has achieved the highest finishing position in his first year of Formula Vee competition

**Lachlan O'Hara**

#### Alan Birmingham Memorial Shield

The Alan Birmingham Memorial Shield is to be awarded to any FVANSW non-committee member who has contributed most to the organisation and good spirit within the FVANSW during the year.

**Ray Filetti**

#### Clubman Award

The Clubman Award is to be awarded to the member who has contributed most to the FVANSW both on and off the track during the year.

**Simon Thomsen**

#### Concept Pit Crew

The Pit Crew of the Year Award is awarded to any member or non-member whose enthusiastic and diligent efforts at the race circuits throughout the year has most embodied the spirit of the loyal pit-crew, by contributing most to maintaining one, or more, cars in racetrack-worthy, competitive, safe, and legal, condition.

**Craig Thomsen**

#### Hot Shot Award

Awarded to a driver of less than 21 years of age who achieves the highest position

**Lachlan O'Hara**

#### President's Award

The President's Award goes to a person or an organisation who is felt by the FVANSW President to embody the spirit of Formula Vee.

**Simon Thomsen**



**Lachlan O'Hara picked up a bucket-load of trophies**



**FVANSW Life Member, Bruce Colbey (left), honouring our latest FVANSW Life Member, Bernie Haehnle**



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## FORMULA VEE ASSOCIATION OF NSW LEGENDS



### BERNIE HAEHNLE

One of Formula Vee's greatest drivers, Damon Beck, once said of Bernie Haehnle that he was by far the greatest ever Formula Vee driver.

Many of us may know Bernie from Channel 7's coverages of Amaroo Park and the Australian Touring Car Championship support races all over Australia from the late 1970's to the early 1990's when Bernie would win Formula Vee race after Formula Vee race in his Rennmax Mk 1, Bernie time and again pulling a rabbit out of a hat to make an unbelievable pass on the last lap or the last corner to win. The great Channel 7 commentator, Mike Raymond, soon made the very Germanic Bernie one of Australia's best known racing car drivers. Bernie was the face of Formula Vee.

Bernie had been so much the face of Formula Vee that few of us knew that Bernie's motor racing career started many years before Formula Vee, first rallying a VW in the 1960's. During a trip to the Porsche factory intended to bring back a Porsche for rallying, Porsche assisted him in bringing a Formcar Formula Vee to Australia. Bernie's Formula Vee career had commenced. Racing near the front in the Formcar wasn't enough, so in no time Bernie purchased a more competitive Rennmax Mk1, which he raced until the early 1970's. He then moved to Formula Ford, and then on to sedans, racing a number of Mazdas throughout the 1970's, including at Bathurst, with many class wins.

But in the early 1980's, Bernie returned to Formula Vee and purchased another Rennmax Mk1. From his humble workshops on busy Lane Cove Road, thousands of passers-by in cars or in busses every day would see Bernie working away late into the night, either on VW Beetles and Kombis, but mostly they would see him working on his Rennmax. Everyone in Sydney knew of Bernie before Channel 7 made him famous!

By the mid-1980's, Bernie had become so popular amongst motor racing fans all over Australia from his Channel 7 coverage, that Toledo Tools gave him his big break. There were no interstate motorways back then, only heavily trafficked roads barely better than bush tracks. After thousands of miles of travelling to Adelaide, or Surfers Paradise, or Calder, and countless race wins, again so often coming from behind on the last lap or the last corner, in 1987 Channel 7 chose Bernie to carry their first on-board camera on an open wheeler car. Open wheel motor racing TV coverage changed forever after that. For the first time, the public could see, close up, steering and suspensions working hard, and wheels hitting wheels. But they could also see Bernie's racecraft close up - the smooth control of the steering wheel, and the clever positioning of his Rennmax. But nothing was more Bernie Haehnle than his famous right-left-right braking moves into Stop-Go at Amaroo Park that gave him so many last corner wins. As Mike Raymond said, Bernie turned come-from-behind winning into an art form!

After around 25 years of Formula Vee racing, and amongst perhaps hundreds of Formula Vee race wins, Bernie's Series wins include the forerunner to the Formula Vee Nationals in 1970, and the 1969, 1970, 1984, 1985, and 1986, Formula Vee Association of NSW Club Championships. No Formula Vee driver has exceeded Bernie's winning record, and no Formula Vee driver has exceeded his profile amongst the public. Bernie's successes and personality has brought more new drivers to Formula Vee than any other since Formula Vee commenced in the mid 1960's.

To this day, Bernie still races his Rennmax Mk1 in Historic race meetings with as much speed as he did nearly 50 years ago. He is still the greatest ever Formula Vee driver.



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## THE 2017 "FAUXMULA VEE" ASSOCIATION OF NEW SOUTH WALES (UNOFFICIAL) RACING AWARDS

Beyond the race wins and fastest laps, there are performances throughout the field which go unnoticed. The Formula Vee Racing Awards acknowledges some of those unnoticed performances. But behind each Formula Vee Racing Award winner, every Formula Vee driver has come close at some point, so no one should feel overlooked. The Formula Vee Racing Awards do not represent the views of the FVANSW Committee.

### Unluckiest Driver of the Year

Mat was the early leader in the State Championship, and then the wheels fell off his campaign – literally! Flying wheels and broken steering may have derailed his ambitions, but his early dominance showed he hasn't lost one km/h of speed in over ten years of great Formula Vee driving.



**Mat Pearce**

**Special mention – Simon Pace (Mallala) and James Horne (all of 2017)**

### Best Drive of the Year

Leigh has been through a lot in recent years, with two huge crashes setting him back, but not knocking him out. Leigh's storming drive at the first race meeting of 2017 to keep his lead and win, with Dylan closing at a rapid pace, was the best drive of the year. Never before has the entire pit lane cheered so loud!



**Leigh Porter**

**Special Mention – Bernie** for his 1.12.4766 lap at WP in October, and **Aaron Lee** for his competitive debut race

### Classiest Drive of the Year

Dylan won this award last year for the last race of the year, but this year Dylan wins it with his first race of the year, fighting back to take second place behind Leigh after engine problems dropped him back in the field.



**Dylan Thomas**

**Special Mention – Dylan Thomas** for clean sweeping wins and fastest laps at the last two rounds.

### Biggest Hidden Talent of the Year

Rookie Thomas Charlton recorded some great lap times this year, all of which have gone largely unnoticed. With many issues being resolved with his Gebert, expect Thomas to add consistency to his speed in 2018.



**Thomas Charlton**

**Special mention – Simon Duffy**

### Most Missed Driver of the Year

Daniel Stein, with his dad Dave and the remainder of the Stein family, put lots of time and hard work into his racing over many years, and it got Daniel to the front of Formula Vee racing in NSW and Australia. But for all too brief a time before he retired. Wouldn't it be great to have him back!



**Daniel Stein**

**Special mention – Al Harrison, Ryan Reynolds**

### Most Improved Driver of the Year – John McDonald

We always knew that John could drive, but being time poor restrained his success. A fresh start with a new car and greater support, thrust John to the front of the pack, well, maybe not immediately, but after some teething problems, like dirty fuel, was resolved. His drive at the National to start the weekend in 15<sup>th</sup> and finish 6<sup>th</sup> tells it all.



**Johnny Mac**

**Special mention – Aaron Pace**, who really did race at the very front.

**Driver of the Year – Craig Sparke** Competing against great drivers like Dylan, James, Darren, Simon, Aaron, John, Simon, Mat – OK, everyone - on a much smaller budget, and beating them with his natural talent, makes Craig Sparke the Driver of the Year.



**Craig Sparke**

**Special mention – Dylan Thomas and Michael Gale**





# THE FVANSW PHOTOS OF THE MONTH



One of the FVANSW's greatest members, Frank Kleinig, has been fighting back since being struck down by a stroke last year.

But it was no exaggeration to say that the best moment of 2017 was to see his face at the HSRCA Historics race meeting at Sydney Motorsport Park in early November. It was clear that the sparkle in Frank's eyes were as strong as ever.

Accompanying Frank in this photo is 1991 FVANSW Club Champion, Norm Johnstone, one of the most competitive, and nicest, Formula Vee Champions ever.

Two FVANSW heroes in one great photo.



FVANSW President, John McDonald was driving down the Sturt Highway in the middle of nowhere, (otherwise known as the Australian Outback), on the way to Formula Vee Nationals at Mallala, and, there stopped on the side of the Sturt Highway, is the FVANSW's Vice President, Gary Ogden's Formula Vee trailer with one side jacked up off the ground.

And who else would be sitting astride of the rear axle, but of course Gary himself getting his hands dirty repairing the wheel bearing on his trailer.

Confirming with Gary that everything was going to be all right suited John perfectly, because it gave him an excuse to laugh the remaining 750km to Mallala and it meant not having to get his hands dirty.

John beat Gary to Mallala by 4:28.53.4766 hours.



A blast from the past - Mark Penkliss in a slightly compromised position on the circuit after a touch between him and Doug Angus at the top of Bitupave at Amaroo in the mid 1970's. Fortunately, three rolls in the air and an upside down landing later, Mark got himself out from under his car, and ran to safety with only some bruises.



**JOIN THE DISCUSSION  
 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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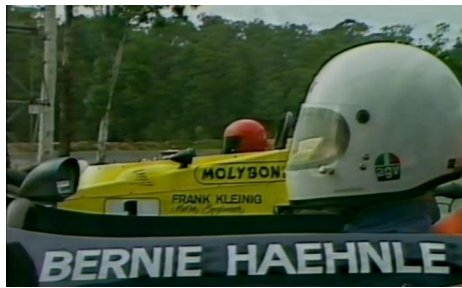
# FRANK KLEINIG AND BERNIE HAEHNLE THANKS FOR THE MEMORIES

In this Vee News, Bernie Haehnle has just been awarded a Life Membership of the FVANSW, and we were blessed to see Frank Kleinig at the recent HSRCA race meeting. Having Bernie and Frank together in one edition of Vee News was a good opportunity to reflect on how Frank and Bernie have given so much joy to Formula Vee, and motorsport, enthusiasts, over their 20 years of racing against each other.

Alain Prost and Ayrton Senna came just part of the way to the rivalry that Frank Kleinig and Bernie Haehnle gave us.

These rare archived colour photos of Frank and Bernie racing nose to tail for an entire 10 lap race at Amaroo Park in 1983 have just been uncovered, and are shown here for the first time. Bernie had pole, but it was Frank who led every lap, except the last, and it was Bernie, in typical style, who sneaked past Frank at the last corner to win. This is how Frank and Bernie raced against each other for 20 years.

To Frank and Bernie, thanks for the great racing you have both given to all of us.



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# THE FVANSW CLEAN SWEEPS THE FORMULA VEE NATIONALS – AGAIN!



**Dylan Thomas (2<sup>nd</sup> place), Michael Kinsella (1<sup>st</sup> place) and Stephen Butcher (3<sup>rd</sup> place), and Wade Maclean, winner of the 1200cc Nationals**

It has been said previously that Formula Vee Association of NSW competitors have been the class of all Formula Vee drivers across Australia for several years. The 2017 1600cc Formula Vee National Titles at Mallala in early November proved that once again, with Formula Vee Association of NSW drivers filling five of the top ten places. With some improved reliability for one other competitor, and had a serious collision not taken place with another, this should have been seven out of ten. And this was from a depleted field of NSW Formula Vees compared to previous years!

Mick Kinsella finally nabbed that elusive 1600cc National Titles after years of racing and travelling and engine building, while Dylan Thomas and Stephen Butcher came close to winning their first Nationals Titles (Ed - that's 1600cc Nationals, Butchey), being only about half a second and a second behind Mick respectively.

Mat Pearce filled sixth place, while John McDonald filled seventh place, John being the hardest charger of all 1600cc drivers after starting the first heat on Saturday in fifteenth place.

Great driving by Blaine Grills and Curtis Porter (an honorary NSWelshman) spoiled NSW's celebrations by taking out fourth and fifth.

Bad luck to Gary Ogden, who DNF'ed the final with engine problems, and to Simon Pace, who was an early favourite to win the National Title only for a frightening collision with Stephen Butcher's Stinger on Saturday forcing him and his damaged Checkmate out for the weekend.

In the 1200cc class, Wade Maclean came from behind to win back-to-back 1200cc National Titles, beating out Mark Pickett from WA and Stephen Butcher from NSW, who, in typical style, brought two Formula Vees to Mallala. Commiserations go to Bruce Pearce, who dropped out of the Nationals early in the weekend after brake problems became terminal.

One thing is for certain, if you want the best chance to win a 1600cc National Titles or a National Series, you have to learn to race like a NSWelshman, and set your car up like they do in NSW, and if you want to win a 1200cc National Titles, change your name to Wade.



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# THE FVANSW HONOURS MORE FVANSW LEGENDS



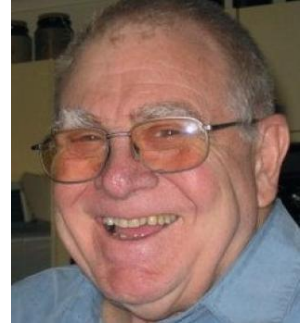
**Damon Beck**



**Frank Kleinig**



**David Cutts**



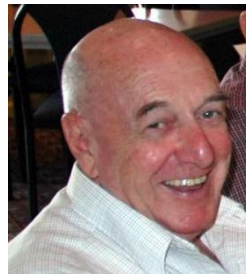
**John Moxon**



**Ken Taylor**



**Bob Miur**



**Ken Goodwin**



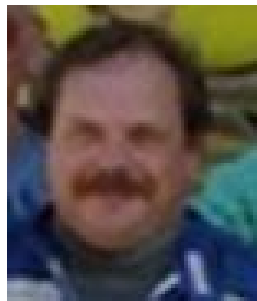
**Stephen Butcher**



**Terry Quartly**



**Bernhard Haehnle**



**McCombie**



**Paul McDonald**



**Jason Cutts**

The FVANSW has, in recent years, honoured some of our great drivers and members from throughout the 53 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.

There are hundreds of FVANSW Legends that deserve recognition for the Formula Vee racing successes, and the profile they have given to the FVANSW which has helped the FVANSW to exist for the 53 years. Their hard work, dedication, and contribution, should all be an inspiration to all young racing drivers who want to pursue a career in motorsport.

Behind the helmets, there are real human beings. With the years passing, our history is becoming something that needs to be recorded and remembered.

More FVANSW Legends will be revealed in future issues of FVANSW Veenews if there are any.



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## FVANSW LEGENDS GARY OGDEN



Gary Ogden didn't really have much of a motor racing background when he appeared in the ranks of Formula Vee drivers in the very early 1990's, effectively out of nowhere, driving one of Frank's Makos. By about the end of his very first racing lap though, Gary had forged himself a reputation as being the most hair-raising tail-sliding Formula Vee racer, with his softly-sprung Mako mostly pointing in the wrong direction to every corner. But this didn't slow Gary down. Before long, with the help of Frank and Daniel Kleinig, and from his close knit family, (including the greatest pit crew of all time, his brother Grant), he was winning races.

Gary's first series achievement was the 1993 Division 2 Pointscore. Countless race wins later, Gary earned the 2000 NSW Formula Vee State Championship, and less than a year after that, the 2001 National Title was his after a thrilling race in Queensland. A few of Gary's other modest achievements include;

- the first ever Bathurst lap record for a Formula Vee in the modern era, with a 2:57:2534
- winning the last ever Formula Vee race at Amaroo Park in 1997
- winning the first ever 1600cc Formula Vee race at Eastern Creek in 2002
- Moral winner of the 1999 Nationals in Perth, being the first 100% legal car to cross the Finish line. (He had both legal inlet manifold gaskets and a sealed gearbox)

Gary has served for many years on the FVANSW Committee, as well as being the NSW representative on the FVAA BoM for many years.

Gary's commitment to entry-level racing has never dimmed, with his Ogden-family designed and built Corsica, which does point in the same direction as the corners, racing at the front from the time it turned a wheel, and which it is still doing several years later.

Gary is one of those people who will never retire, or ever slow down.



## FVANSW LEGENDS FRANK BURKE 1945-2017



We lost Frank Burke in May 2017.

Frank was not only a tough competitor to everyone he raced against, but he was also a great friend to everyone he raced against.

As another great Formula Vee driver, Louise Roy, wrote, "Frank's outstanding career as a racing driver is not well known, as he tended to downplay his amazing achievements in life. I knew Frank well as a fellow Formula Vee competitor. Wise and irreverent, eloquent and tenacious, he could always think on his feet, and come up with the right words for any occasion. Its hard to sum someone up in a few words, but here are some that describe him; an animal lover who served as CEO of Animal Welfare; comedian: talented entrepreneur; eternal optimist".

Like so many Formula Vee drivers and supporters, Frank's Formula Vee achievements pale into insignificance compered to his other personal and professional ones.



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## FVANSW LEGENDS DOUG ANGUS



Those that didn't know Doug Angus well may have considered him a bit humourless and serious. When not behind the wheel of a Formula Vee, nothing could have been further from the truth.

Doug started his Formula Vee racing career in 1974 in a Mk1 Mako, a career which reached the heights of multiple Nationals wins, and State championships in two states.

Doug was working at Bangalow Motors in the far North of NSW, during his holidays and days off from the Royal Australian Air Force where he was a qualified Flight Engineer. Bangalow Motors owner, Arthur Thomas, owned a Mk1 Mako, and another driver had been racing it for Arthur, and during this time, Doug had been doing regular repair work on it.

This inspired Doug to start building his own Formula Vee, but as is always the case, the building time was taking far longer than anticipated. Doug had already booked himself into an Observed Licence Test, but his work commitments meant his Formula Vee wasn't ready. Arthur Thomas came to Doug's rescue and offered the use of the Bangalow Motors Mako to do the OLT.

Doug's talent shone through at the OLT when not only did he obtain his racing licence first time, but he won the port-test race ahead of much more powerful cars. Arthur could see that Doug deserved support, and so the Bangalow Motors Mako became Doug's car in the upcoming race at Oran Park.

Doug's Formula Vee career took off from that point.

Doug eventually completed the Nimbus kit for Arthur, which he then bought for himself when he moved to Melbourne after getting out of the RAAF.

Doug has raced, and won, in several Formula Vees, including the Bangalow Motors Mako and Nimbus, then a Ranger, an Elfin NG, and a Jabiru (in which he had a huge crash at Queensland Raceway in 2001). Like most great Formula Vee drivers, Doug also tried his racing skills in higher categories, including a Mazda RX3, and a Lotus Europa Twin Cam.

But few Formula Vee drivers have exceeded Doug's Formula Vee winning record, which includes;

- 1976, 1977, 1981, and 1982 Formula Vee Nationals.
- 1976 FVANSW Division 2 Pointscore
- 1977 FVANSW Division 1 Pointscore
- 1981 Amaroo Park Coca Cola Bottlers Formula Vee Series
- 1982 and 1983 Formula Vee Association of Victoria Pointscore

Amongst his countless race wins, State Series wins, and Nationals wins, Doug is most proud of being awarded the FVANSW Gary Power Award in 1975 for his contributions to the FVANSW, something he still has not forgotten.

Doug may not have been humourless and serious when not behind the wheel, but all his competitors knew him as nothing less than humourless and serious when he was.



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# DAVID McHENRY

## 1950 – 2017



Mark McHenry in "The Old Girl" Jacer



David



Mark in the first McHenry Polar

After several years of bravely fighting his cancer, we lost David McHenry in July.

To his family, David was a great husband, dad, uncle, grandfather. And from the moment he and Mark showed up at Amaroo in the early 1990's with the Avanti, David became a great friend to everyone in Formula Vee.

There was nothing that David would not do for anyone at any time, if he possibly could. He could even get the tiny screw that holds in the contact breaker in a distributor to screw in, with his hands shaking from the chemo, when all the experts around him could not.

We all know he was a great engine and car builder, with his cars and motors clocking up many race wins. His legacy in Formula Vee may still live on soon in the form of a new Polar that is well on the way to completion.

Everyone in Formula Vee will remember David Mac fondly.

## THE McHENRY POLARS

David and Mark McHenry bought the rights to the Polar in 2004, and from that time, the superbly-built McHenry Polars have been raced by some of the greatest Formula Vee drivers. Each one of them raced at or near the front, and for a time, were the only car to square up to the dominant Jacers. This was more than a bit ironic seeing that David McHenry was the Father-in-Law of Jason Cutts, who is one-third of the Jacer enterprise! The McHenry Polars that raced in NSW have now found homes in other states, but the incredibly aerodynamic bodywork of the Polar should again be seen on NSW racetracks, if the efforts of two great former drivers sees the light of day in the next few months. Watch this space.



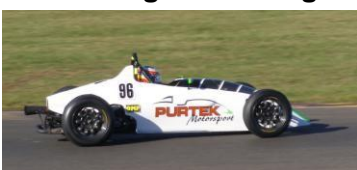
Leigh Hemmings



Darren Mason



Mark McHenry



Chris Purvis



Mitch Abrahall



James Horne



Tim Brook



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## SPECIAL FEATURE

# THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000



### The NSW Formula Vee 1600cc prototype car (before it was converted)

As its 50<sup>th</sup> year approached, average Formula Vee fields in NSW were as large as they had ever been. Formula Vee, and in particular, the FVANSW, through the commitment and passion of its members over its 50 years, had proved wrong the convention that Australia was only interested in sedan racing. Things were looking good.

But the world is rapidly changing. Formula Vee is entering a new era, and major decisions about its future will need to be made someday. Can lessons be learned from history?

There was a period of time in the late 1990's and early 2000's where events of earthquake proportions struck Formula Vee that could have either cast Formula Vee into the history books before its fourth decade had been completed, or ensured that Formula Vee would see its 50<sup>th</sup> year. There are fewer people in Formula Vee now who remember this period than have forgotten it, and there are dozens of Formula Vee competitors who have joined Formula Vee since who never knew this period existed.

But these events shaped the modern Formula Vee that we have all largely known throughout the 21<sup>st</sup> Century of Formula Vee racing.

By the mid 1990's, Formula Vee was in its 30<sup>th</sup> year of existence. All Formula Vees were still required to use link pin front suspension, a steering box, a 28mm carburettor, and drum brakes. The bloodline of these components could be directly traced back to the 1930's, as did some of the parts being used!

As the 1990's progressed, concerns raised not only on the availability and quality of critical components, but that the image and perception of a Formula Vee was not adequately contemporary.

Although the relatively low cost then of racing one still ensured that fields were adequate, the outlook was one of steady decline.

In what was a total surprise, CAMS announced in mid-1997 that they were commencing a process of reviewing all club-level racing categories. CAMS called it "Beyond 2000". CAMS State Councils were not part of this review, and were kept in the dark as to why this review was taking place, and what the terms of reference were. However, it was clear that CAMS were determined to modernize club level categories, including Formula Vee, and make them more relevant in the fast changing modern world full of anti-pollution laws and cars with fuel injection.

As the second half of 1997 passed, we were told that the Beyond 2000 Report was now complete, and would be released in early 1998.

A few in Formula Vee had much to lose and were nervous, believing that no change was necessary and that Formula Vee could continue and thrive for another 30 years without any change from its 1200cc engine, link pin front end, 28mm carburettor, and drum brakes.



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## THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000

Others in Formula Vee looked forward to this once-in-a-lifetime opportunity to modernize Formula Vee. Some of these people had commenced work on a modern specification Formula Vee just a couple of years previously, and had already prepared possible rules using a 1600cc twin port engine, and a disc brake ball joint H-beam. This group had called themselves Formula 16, and met several times in the North West of Sydney. They were ready.

But the completely unexpected phone call came in January 1998 for the President of the FVANSW to please urgently attend the offices of the CAMS CEO that same afternoon in Western Sydney for a confidential private viewing of the Beyond 2000 Report before CAMS were to officially release the report to the media the next day. Even the FVAA would not have seen the report at this time.

By the end of the viewing a few hours later, it was clear that CAMS wanted Formula Vee to move forward. CAMS would require Formula Vee to carry out an internal review of its specification, and justify why its specification did not need to change to meet the needs of the modern world. CAMS concluded the Beyond 2000 Report by stating that if Formula Vee could not justify its current specification but refused to evolve, then CAMS would not issue log books for any new Formula Vees. If this occurred, it was certain that Formula Vee would fade away possibly before the end of its fourth decade.

And the CAMS CEO also made it clear that CAMS would not let their Beyond 2000 Report fade away.

The FVANSW President, knowing the range of attitudes within Formula Vee across Australia, from the radical reformers to the arch conservatives, replied to the CAMS CEO that CAMS should be ready for a backlash from many within Formula Vee, but also that there were perhaps more who would look forward to a modernized Formula Vee.

The backlash commenced soon after word spread of the report. Some members in Victoria, New South Wales, and Queensland joined forces who, over the next few years, would fight every change proposed for Formula Vee, from inside, as well as from outside, the Formula Vee community.

It was the Formula Vee Association of Australia that were tasked to provide CAMS with the review of the category. In the beginning, the FVAA did not know how to respond to this crisis. A lengthy period of time passed from the beginning of 1998 to 1999 before the FVAA eventually diverted their attentions to the Beyond 2000 Report.

However, during this long period of inaction by the FVAA, the FVANSW, and an independent group of Formula Vee members in South Australia, took the initiative. The FVANSW started planning for the "standard" specification of Formula Vee that many of them had proposed a few years earlier, while the South Australian group felt that a specification with a greater level of performance was necessary.

With confidence high, an FVANSW member returned from ASV Spares in Villawood on a Saturday morning in early 2000 with a 1600cc engine, a ball joint front H-beam, a long gearbox, disc rotors with four wheel studs, and calipers for all four wheels, all purchased for \$600. A Sand Rail steering rack was also soon on its way from the US.

But with action now being undertaken independently by these two groups, in early 2000 the FVAA were forced to take control of rapidly moving developments, and it was agreed that the two largest states, Victoria and New South Wales, would construct official FVAA prototypes, two cars with widely ranging specifications – the Victorian car would be the high-power spec, and the New South Wales car would be the "standard" spec.



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## THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000

The task of constructing a “high power” specification Formula Vee was not well received by certain members in the FVAV, but it was Mick Rheinhardt who assumed the responsibility – out of his own pocket – and built a 1600cc VW engine with twin Dellorto carburetors, amongst other things, which he then fitted to one of his AVWPC Sabres.

In parallel, one member of the FVANSW contributed his Jacer (chassis number 1, which was also the 1997 Nationals winning car) to be used as the FVANSW prototype. David Cutts soon commenced construction of what was effectively a standard VW 1600cc engine. Other members chopped the towers on the ball joint front end, and helped with the assembly of the ball joint H beam, the steering rack, and the four wheel disc brakes.

It was agreed that the torque of the 1600cc engine would be adequate to ensure that only one set of gearbox and diff ratios would be needed, so a long box was fitted to the prototype. No more gearbox swaps, no more fiddly brake drum adjustments, fast camber adjustment, and fast sway bar swaps!



**Ian Chivas and Clem Fama in their Formula First Jacers**

And the ball joint H beam and long rear axles gave a better looking wider track, and the four stud rotors allowed modern alloy wheels rather than the steel rims from the 1930's. The cast alloy inlet manifolds on the twin port heads that now protruded out of the bodywork also helped make the car look far more contemporary.

Some of the key people who contributed to the time, money, parts, and labour, that was required to convert the Jacer, were David Cutts, Ken Smith, Gary Ogden, Lyall Moyes, Steven Tunbridge, Paul Corcoran, Phil Lewis, and Greg Hepburn. Richard Holz of Veeforce supplied the rear brake caliper adapters.

Greg in particular, was a critical member of the FVANSW project group, directly dealing with Graeme Emerton of CAMS on the progress of Formula Vee through the Beyond 2000 process, Graeme championing the evolution of Formula Vee within CAMS.

In mid-2000, as the FVANSW prototype Jacer was approaching completion, a meeting of the FVANSW general membership agreed that a new name for the 1600cc car was necessary as it could not be called a Formula Vee. From a long list of names, the membership selected “Formula First”.

The name Formula First was first used in Great Britain in the very early 1990's for an entry level open wheel race car that used a Ford Fiesta CVH engine and five speed gearbox behind the driver, but in the same east/west configuration found in the Fiesta. The cars were designed and constructed by Van Diemen, and commenced with great fanfare, attracting many young drivers to a nationally televised series in its first year. (These cars are still being raced in Scandinavia, under the name Formula Basic).

This same name was adopted sometime in the 1990's by Formula Vee in New Zealand to name their unique new specification of Formula Vee, which had gone through a similar process of evolution. The FVANSW obtained approval from Dennis Martin of Formula Vee in New Zealand to use the name.



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## THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000

In early 2000, the group of South Australian breakaway members flew to Sydney, where a day-long meeting took place with the FVANSW Committee to discuss the rules for the “new” Formula Vee in detail. The South Australians felt that more performance was required than would be provided by a “standard” 1600cc engine. They had settled on the use of an Engel 110 camshaft, and twin carburetors, with each carburetor located directly above the head on after-market manifolds. All other aspects of the FVANSW and SA plans would be identical.



**Sean Atherton and the TRE and Mark McHenry in the Jacer**

The South Australian group had taken the Formula First name on board with great enthusiasm, and produced an impressive logo which was then adopted by the Formula First group in the USA. (Ed - How Formula First began in the USA is another story for another time).

However, the NSW members were suspicious that the South Australian members were not intending to compromise on their specification, and so the FVANSW continued with the construction of the “standard” specification Formula First.

In the months that passed after this meeting, it became clear that CAMS would not allow externally mounted carburetors on safety grounds. This proved to be the end of the South Australian breakaway “Formula First” group. Fortunately though, before the South Australians disbanded their efforts, they convinced ROH Wheels to produce the fabulous looking Venturo three piece wheels for Formula First that in following years were not only instrumental in making the Formula Firsts look incredible, but were the main source of suitable four stud wheels for several years. This was a great legacy.

By the time of the Formula Vee Nationals at Oran Park in November 2000, the construction of the Victorian specification Formula Vee was complete, although it basically comprised a standard Formula Vee – link pin suspension, steering box, and drum brakes – but with the high performance engine. The FVANSW “standard” specification car, however, was not quite complete, with bushes in the H-beam for the new sway bar still to be machined to the required tolerances.

Both cars were displayed at the 2000 Nationals, but while the FVANSW prototype was parked in a carport for the weekend, with its short horizontal and in-line steering arms glowing in bright orange, it was the Victorian Sabre hit the track during the Friday practice sessions. With its twin carburetors, and high compressions heads, it sounded closer to a Formula One car than a 1200cc Formula Vee! And it accelerated out of corners like a Formula One car! Unfortunately, it developed a problem which meant it was parked early. The car, or at least the engine, never saw the light of day again, at least in the Sabre in public.

In the following days, the bushes in the front suspension of the FVANSW prototype were completed, and it was taken to Eastern Creek where David Cutts drove it, although some problems with the bushes limited its handling. By early 2001, the front suspension was in working order, and the “Formula First” was ready for hard driving.



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## THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000

Throughout 2001, it was taken to the Friday practice of every race meeting in NSW. Every Formula Vee driver was invited to drive the car to sample the torque and revs of the 1600cc engine, the progressive feel of the four wheel disc brakes, and the precision of the ball joint front suspension and steering rack. By the end of 2001, the FVANSW prototype Formula First had covered over a thousand kilometres of racing laps by approximately 25 different drivers. The response was overwhelming – the greater power and precision was exactly what a racer would want, and the more available and lower cost and greater quality parts are exactly what an owner would want.

In the background throughout this entire time, the backlash was still being felt within the FVANSW, the FVAV, the FVAQ, the FVAA, and within CAMS. Some were working away at stopping the FVANSW at progressing the new specification of Formula Vee. Some distasteful things also happened during this period which won't be detailed, but does involve the name "Mirko Squizani" and scrambling over the rights to use the Formula First name. On the other side, an article was "inadvertently" published in Auto Action announcing that Formula Vee was going to 1600's, when it wasn't. Not yet, anyway.

Although much time and money had been expended on the FVAV and FVANSW prototype cars, the adoption of a new specification by CAMS was still not a certainty. Despite the FVANSW prototype being highly effective, nearly four years had passed since the Beyond 2000 Report was released, and it was fading from CAMS corporate memory. Graeme Emerton pushed the process within CAMS, and it was only late in 2001 that CAMS agreed to allow in NSW, for 2002, 1600cc-engined cars of the Formula First specification to be raced in CAMS-sanctioned events.

One condition in allowing the new specification to proceed was that Formula Vee would investigate fuel injection, which, if practical, would be considered for adoption in future years. This commitment remains unfulfilled to this day.

The green light for the modern "Formula First" specification triggered the construction of a dozen 1600cc engines in workshops all over Sydney and Newcastle. Jacer also undertook the construction of two brand new cars, one for themselves, and one for Mark McHenry. All were designed to take a ball joint front suspension, and used a lever and shaft mechanism to actuate the inboard front dampers.

Meanwhile, the FVANSW prototype Formula First required absolutely no modifications to comply with the Formula First rules, although the front damper mounts on the H-beam and the stub axle were subsequently modified. For the first years of Formula First, cars could use a 1600cc engine, but still retain all other components from their Formula Vee, such as the link pin front, drum brakes, and steering box.

The first track tests of the two new Jacers took place in hot conditions at Oran Park in early 2002 on a Sunday. The crowd that turned up to observe the two new Jacer Formula Firsts was a surprise, and didn't all include supporters of the new rules. The new Jacers passed all their commissioning tests with no problems, as you would expect with all the new components being so similar to the old components.

CAMS had made it clear that they didn't want a huge performance difference between the 1200cc-engined cars and the new 1600cc-engined cars. So it had always been an intention to install restrictor plates in the carburetors to both equalize the performance of the 1600cc engines, but also limit their power to ensure that the gap between the 1200cc-engined cars and the 1600cc-engined cars was not too great. Before the first race meeting, restrictor plate testing took place at Eastern Creek, with the prototype Formula First Jacer, the Mark McHenry Jacer, and the factory Jacer. CAMS were present with radar guns and sophisticated timing equipment. Following the tests, a 34mm restrictor plate was selected, which remains to this day.

As the first race meeting approached, to comply with CAMS NCR's, Graeme Emerton came up with the name "Monoposto" to describe the racing series where the traditional 1200cc Formula Vees would race in conjunction with the Formula Firsts, which were officially log booked by CAMS as being Formula Libres.



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## THE STORY OF HOW FORMULA VEE SURVIVED BEYOND 2000

At the beginning of the Qualifying session for the first Monoposto race meeting of the year at Eastern Creek on the 9<sup>th</sup> and 10<sup>th</sup> of March, 2002, ten Formula Firsts were on the dummy grid, waiting for the boom gate to be lifted. They belonged to Gary Ogden (Mako), David Cutts (Jacer), Mark McHenry (Jacer), Ian Chivas (Jacer), Clem Fama (Jacer), Ray Filetti (the prototype Jacer), Sean Atherton (TRE), Russell Newell (LE100), and Richard Warland (Polar), and Darren Mason (Polar). The engines for Joe Zarantonello's Mako and Ken Smith's Jacer missed completion by hours, and so they disappointingly missed out on participating.

Later on that day of the 9<sup>th</sup> of March, Gary Ogden went on to win the first ever Formula First 1600 race.

By the end of the first, and only, year of the Monoposto Series, David Cutts became the one and only Monoposto State Champion after one of the closest years of racing, and one of the even closer races when David Cutts won the championship by passing the necessary number of cars on the last lap of the last race after being knocked off the track at the beginning of the final race.

The success of the Formula First cars as 2002 progressed was enough to convince CAMS that the FVAA should adopt the FVANSW Formula First rules, and so in the 2003 CAMS Manual, a Formula Vee could be either a 1600cc engine car, or a 1200cc engine car, anywhere across Australia. Ball joint front suspension, steering racks, four wheel disc brakes were all allowed.

### MONOPOSTO - RACE 1

Event R6 5 Laps  
Scheduled Start 15:28

Page# 1 Issue# 1  
Start Sat Mar 9 15:52  
Elapsed Time 9:16

Pos	Car	Entrant	Driver	Vehicle	Cap	CL	Laps	Race Time	Fastest... Lap
1	71	G OGDEN	Gary Ogden	Mako	1598	5	5	9:16.0353	3 1:49.2485R
2	76	J. CUTTS	David Cutts	Jacer F2002	1584	5	5	9:16.1047	3 1:49.4019r
3	47	C FAMA	Clem Fama	Jacer 9916	1192	5	5	9:31.3527	5 1:52.5769r
4	6	CHIVAS MOTORSPORT	Ian Chivas	Jacer Libra	1600	5	5	9:31.3705	2 1:52.3874r
5	67	M. MCHENRY	Mark McHenry	TBA	1600	5	5	9:32.7700	3 1:52.2109r
6	17	S ATHERTON	Shaun Atherton	TRE Mk1	1600	5	5	9:45.4542	3 1:52.1821r
7	35	KINSELLA ENGINEERING	Michael Kinsella	Hornet	1198	5	5	9:48.8760	3 1:55.4106r
8	2	DOUGLASS RACING TEAM	Greg Douglass	Polar	1192	5	5	9:48.8872	3 1:55.5846r
9	1	SOFTWARECRAFT	Ben Porter	Jacer 99	1192	5	5	9:48.9047	3 1:53.7086r
10	9	B COLBEY	Beuce Colbey	Spectre	1192	5	5	9:49.2642	2 1:55.2634r
11	10	DOUGLASS RACING	Jessica Douglass	Avanti	1192	5	5	9:49.9095	5 1:55.3496r
12	28	L MCGARVIE	Leigh McGarvie	Jaser 98	1192	5	5	9:49.9314	4 1:54.7731r
13	18	METROPOLITAN FUEL DISTRIBUTORS	Adam Proctor	Manta HT	1192	5	5	9:50.3337	5 1:55.0776r
14	55	FORMTECH COMPETITION	Aaron Lewis	Formtech Spectre	1192	5	5	10:07.6839	2 1:57.9371r
15	49	G LINGARD	Guy Lingard	BeeCee Jabiru	1192	5	5	10:07.7616	4 1:58.2713r
16	97	C VILLALON	Cristian Villalon	Kestrel KC3-1	1200	5	5	10:09.0478	4 1:58.2861r
17	51	VINTAGE AUTO RACING	Simon Morillas	Jacer FV98	1200	5	5	10:16.6856	2 1:56.3706r
18	24	JOHN ENGLISH	Dereck Crook	Elfin NG	1200	5	5	10:23.7360	4 2:01.3746r
19	33	D PRITCHETT	Darren Pritchett	Spectre	1200	5	5	10:23.7462	4 2:01.2518r
20	56	R STOTT	Ryan Stott	Avanti	1200	5	5	10:30.3153	5 2:00.7045r
21	42	G MOULDS	Glenn Moulds	Renmax Mk2	1192	5	5	11:14.3444	4 2:08.6182r
22	77	L'EQUIVE VIEILLE	Richard Warland	Polar PV95W	1600	4	4	10:51.6695	2 2:25.8996r
DNF	21	R FILETTI	Ray Filetti	Jacer 95/01	1600	4	4	7:37.4936	3 1:52.0351r
DNF	11	SION BOWKER RACING	Sion Bowker	Spectre	1192	2	2	4:57.3335	1 2:20.5790r
DNS	31	HAWKSOM RACING	Ken Smith	Jacer F2K2	1600				
DNS	64	KARISMA MOTORSPORT	Joe Zarantonello	Mako 84	1600				
DNS	81	RUSSELL NEWELL RACING	Russell Newell	Elfin NG LE1000	1600				
DNS	99	D MASON	Darren Mason	Sabre	1600				

### The first ever Monoposto 1600 and 1200 race results – Eastern Creek, March 9 2002

Once this certainty had arrived, many new cars were being built, mainly in NSW and Victoria. WA, SA, and Tasmania, took time to allow 1600's to race, and to this day, the 1200's still dominate in Tasmania. But the 1600's have not only extended the life of Formula Vee in general, but have extended the life of the 1200 cars by giving them many more years of racing in which to participate.

Formula Vee is now well into its sixth decade of existence in Australia after it kicked off in Sydney in 1965. It is certain that if the FVANSW Formula First concept and rules had not eventuated in Formula Vee racing, Formula Vee would not have seen its sixth decade, nor the incredible Sabre 02's and Jacer F2k's.



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## FVANSW FORMULA VEE DRIVER PROFILE **AARON LEE**



Aaron Lee seemingly came from nowhere in early 2017, having announced on Facebook that he had just purchased Bruce Perry's Jacer. Many months of waiting later, Aaron finally appeared with his now-bright orange car on the entry list of a race meeting, and by the end of his first practice sessions he showed how talent can transfer from RC cars to real cars, qualifying and racing in the top ten. Aaron appeared only twice in his first year, but we eagerly wait to see him race over a full season.

### **What is your job?**

What is your job? Audio Technician, Design and program Loudspeaker systems.

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

My Father had been involved in motorsport work many years and I have had the opportunity to race Go karts for much of my Junior life. I have always wanted to race cars and Formula Vee was the category that I could afford. Why Vee racing. Cost effective, Close motor racing. The Community within Vee racing.

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

At present I'd have to say Craig Sparke. He has not only given me a heap of time to ask questions and answered the best he could he has gone over and beyond to help me out since I have started in Vee racing. Even when things are not going his way he will still great you with a smile and help out.

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

This is a tough one. I have total respect for many drivers past and present. But my favourite of all time would have to be my dad. Growing up looked up to him and always wanted to do what he did. Race and win.

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

I really like the community, cost effective racing, close racing, and nothing beats running side by side in an open wheeler.

### **What are your motor racing plans?**

Race for the rest of my life. Or as long as I can. I'd love to race many different cars. But the more realistic I am I don't have the budget to compete in a faster or higher up series. My ultimate goal is to do my best to win a Championship or two and drive as many weapons as I can.

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

I have a few best racing moments. Up the top would be finishing 2nd in the Gold cup go kart event at Kembla Grange. I was racing cadets and only been on track for a year I think. My dad had the video camera and although recording, he was tearing up and cheering me on. Watching it back now is such an inspiration for me. My most unusual? Probably racing radio control cars. Spending stupid amounts of money. Racing in Thailand at the world championships in 2014. Winning an Australian championship and a NSW state championship plus many in between.

### **What road car do you drive?**

I actually sold my road car to by the Vee. I used to own a Mitsubishi EVO 7. Nice car it was too! Now its just the company car. 2016 Holden SV6 wagon.



## FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2017 POINTS SCORES

### SUMMARY OF 2017 FVANSW RACING RESULTS

ROUND	POLES	WINS	FASTEST LAPS	1200			1600		
				POLES	WINS	FASTEST LAPS	POLES	WINS	FASTEST LAPS
1	B Cannon	G Bsngthwte	G Bsngthwte	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas
		B Cannon	B Cannon		M Pearce	D Thomas			
		B Cannon	G Bsngthwte		L Porter	D Thomas			
		B Cannon	B Cannon		D Thomas	D Thomas			
2	M Gale	M Gale	M Gale	J Horne	M Pearce	M Pearce	M Pearce	M Pearce	M Pearce
		B Cannon	B Cannon		D Thomas	J Horne			
		M Gale	M Gale		D Thomas	C Sparke			
3	B Cannon	B Cannon	B Cannon	J Horne	A Pace	A Pace	A Pace	A Pace	A Pace
		B Cannon	G Bsngthwte		D Thomas	J Horne			
		B Cannon	B Cannon		D Thomas	D Thomas			
4	M Gale	L Murfet	L Murfet	D Thomas	M Kinsella	M Kinsella	M Kinsella	M Kinsella	M Kinsella
		L Murfet	B Pearce		M Kinsella	J Horne			
		B Cannon	B Cannon		M Kinsella	M Kinsella			
5	M Gale	M Gale	M Gale	C Sparke	S Butcher	A Pace	A Pace	S Butcher	A Pace
		B Cannon	B Cannon		M Pearce	J Mcdonald			
		M Gale	M Gale		M Pearce	A Pace			
6	M Gale	M Gale	B Cannon	C Sparke	C Sparke	S Butcher	S Butcher	C Sparke	S Butcher
		B Pearce	M Gale		C Sparke	J Horne			
		M Gale	M Gale		D Thomas	C Sparke			
7*				S Pace	D Thomas	S Pace	S Pace	D Thomas	S Pace
					S Pace	C Sparke			
					S Pace	S Pace			
8	M Gale	M Gale	M Gale	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas
		M Gale	M Gale		D Thomas	D Thomas			
		M Gale	B Pearce		D Thomas	D Thomas			
9	S Butcher	P Mcdonald	B Cannon	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas	D Thomas
		S Butcher	S Butcher		D Thomas	D Thomas			
		S Butcher	S Butcher		D Thomas	D Thomas			
<b>Totals</b>	M Gale 5 B Cannon 1 S Butcher 1	M Gale 9 B Cannon 9 S Butcher 2 L Murfet 2 G Bsngthwte 1 B Pearce 1 P Mcdonald 1	B Cannon 10 M Gale 8 G Basnghtwte 3 B Pearce 2 L Murfet 1	D Thomas 4 Horne 2 C Sparke 2 S Pace 1	D Thomas 14 M Pearce 4 M Kinsella 3 C Sparke 2 S Pace 2 L Porter 1 S Butcher 1 A Pace 1	D Thomas 11 J Horne 4 C Sparke 3 A Pace 3 M Kinsella 2 S Pace 2 M Pearce 1 J Mcdonald 1 S Butcher 1			

- No 1200cc-engined Formula Vees were in the race meeting, the first time in the 53 year history of Formula Vee



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**FORMULA VEE ASSOCIATION OF  
NEW SOUTH WALES 2017  
POINTScores**

**FINAL 2017 FVANSW DIVISION 2 POINTSCORE**

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
		T	T	T	T	T	T	T	T	T	
1	Simon Thomsen	27	87	87	84	90	90	108	82	60	715
2	Bernie Cannon	100	69	71	67	73	47	66	62	25	580
3	Lachlan OHara		75	52	77	27	50	65	69		415
4	Thomas Charlton	21	66	47	48	71		66	22		341
5	Wayne Hamilton				66	76	73	93			308
6	Sage Murdoch	120							79		199
7	Michael Cooke		84		60		54				198
8	Aaron Lee							102	85		187
9	Simon Duffy			57				112			169
10	Andrew Murdoch	79							65		144
11	Peter McDonald	22								84	106
12	Greg Johnston	90									90
13	Stephen Cannon	23									23

**GET ALL YOUR RACING SUPPLIES**

**GARY'S MOTORSPORT TYRES**

Gary's supplies a wide range of motor racing equipment, including apparel (specialising in Sparco) and Dunlop Formula Vee racing tyres.



**GARY'S MOTORSPORT TYRES FOR ALL YOUR MOTORSPORT NEEDS INCLUDING CAMS-SPEC ROLL BAR PADDING AND NECK RESTRAINTS**



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(BUY ONLY AFTER THEY CHANGE THE TYRES)





**FORMULA VEE ASSOCIATION OF  
NEW SOUTH WALES 2017  
POINTS**

**FINAL 2017 FVANSW 1600 CLUB POINTSCORE**

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
		T	T	T	T	T	T	T	T	T	
1	Dylan Thomas	87	85	85	52		71	114	90		674
2	Craig Sparke		65	64	75	77	87	104	71		543
3	John McDonald	72	66	49	48	66	69		65		514
4	James Horne		81	47	48	77	72	95	68		488
5	Simon Thomsen	23	60	55	50	64	60	69	53		480
6	Aaron Pace			82	61	70	66	91	40		410
7	Stephen Butcher	64	43	40	69	50	27	85			378
8	Mathew Pearce	57	77	65		80	19		73		371
9	Darren Williams			67	42	39	71	58	76		353
10	William Pym			45	51	53	53	66	30		298
11	Lachlan OHara		53	29	42	18	33	41	46		262
12	Simon Pace			71	66			94			231
13	Thomas Charlton	19	49	26	25	50		43	13		225
14	Wayne Hamilton				37	53	48	59			197
15	Geoff Bennett							61	53		191
16	Leigh Porter	105		50	13						168
17	Michael Kinsella		61		90						151
18	Sage Murdoch	97							51		148
19	Michael Cooke		58		38		37				133
20	Aaron Lee							67	54		121
21	Simon Duffy			37				71			108
22	Andrew Murdoch	63							41		104
23	Bernie Cannon								38		60
24	Garry Hook				53						53




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## FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2017 POINTS SCORES

### FINAL 2017 FVANSW 1200 CLUB POINTSCORE

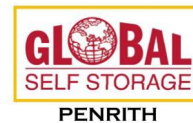
Pos	Driver	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
		T	T	T	T	T	T	T	T	T	
1	Bernie Cannon	117	84	90	87	82	50	90			600
2	Michael Gale		87		50	87	87		90		401
3	Geoff Bassingthwaighte	111	50	54	23	77			25	52	392
4	Bruce Pearce			77	84		84		81		326
5	Peter McDonald	23								84	107
6	Greg Johnston	97									97
7	Stephen Butcher									60	60
8	Stephen Cannon	25									25

### FINAL 2017 FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	Sub- Total	Worst Race	Pts
		T	T	T	T	T	T	T			
1	Bernie Cannon	84	90	87	82	50	90		483	0	483
2	Michael Gale	87		50	87	87		90	401	0	401
3	Bruce Pearce		77	84		84		81	326	0	326
4	Geoff Bassingthwaighte	50	54	23	77			25	229	0	229



**THE FVANSW HAVE BEEN PROUDLY  
SUPPORTED IN RECENT YEARS BY**



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**FORMULA VEE ASSOCIATION OF  
NEW SOUTH WALES 2017  
POINTS**

**FINAL 2017 FVANSW OPEN STATE CHAMPIONSHIP**

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	Sub- Total	Worst Race	Pts	
		T	T	T	T	T	T	T				
1	Craig Sparke	62	64	75	77	87	77	71	513	14	499	
2	Dylan Thomas	85	85	52		71	84	90	467	0	467	
3	James Horne	81	47	48	77	72	70	68	463	0	463	
4	Aaron Pace		82	61	70	66	68	40	387	0	387	
5	Simon Thomsen	60	55	50	64	60	56	53	398	14	384	
6	John McDonald	66	49	48	66	69		65	363	0	363	
7	Darren Williams		67	42	39	71	38	76	333	0	333	
8	Mathew Pearce	77	65		80	19		73	314	0	314	
9	Stephen Butcher	43	40	69	50	27	63		292	0	292	
10	William Pym		45	51	50	53	49	30	278	0	278	
11	Bernie Cannon	48	39	35	47	27	41	32	269	0	269	
12	Lachlan OHara	53	29	42	18	33	26	46	247	0	247	
13	Simon Pace		71	66			82		219	0	219	
14	Michael Gale	49		19	49	45		41	203	0	203	
15	Thomas Charlton	41	24	25	44		26	12	172	0	172	
16	Wayne Hamilton			32	51	46	42		171	0	171	
17	Michael Kinsella	61		90					151	0	151	
18	Bruce Pearce		33	34		44		35	146	0	146	
19	Michael Cooke	58		38		37			133	0	133	
20	Geoff Bassingthwaighte	30	24	10	44			8	116	0	116	
21	Aaron Lee						49	54	103	0	103	
22	Geoff Bennett						40	51	91	0	91	
23	Simon Duffy		37				52		89	0	89	
24	Leigh Porter		50	13					63	0	63	
25	Garry Hook		17	17	19	53			53	0	53	
26	Sage Murdoch						15	17	19	51	0	51
27	Andrew Murdoch						11	12	16	39	0	39



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# FORMULA VEE SALE



## Formula Vee For Sale

Jacer - 2005 National Titles winning car. Ex McHenry, Simpson, Stott, and Oldfield. New Double adjustable Spax dampers on the front. Four into two into one exhaust. Mychron dash. Complete rebuild almost complete. Chassis fully stripped, checked for cracks, and painted gloss black. New floor. Body fully refurbished. Will be like a new car. Spare nose. Will require new tyres and belts for CAMS racing. \$16,000.

Ring 0404078636



## Jacer F2K4 - \$19,000

I'm the second owner & the car is always well maintained & will run close with the leading pack (NSW) maybe better with someone younger than me. It has:

- a fresh VW Performance engine (2 meetings old) with balanced crank; lightened flywheel
- A new fully rebuilt gear box (1 meeting old)
- Complete rebuilt/reconditioned carby - VWPA (1 meeting old).
- AIM data logger (inc. Lambda)
- All the paperwork to make it legal to run in F/Vee

Would be an ideal car for someone looking to enter the class who's looking for a competitive car with nothing to spend to go racing & be competitive. Note: selling with V-force wheels (not those pictured).

[garrydavid@hotmail.com](mailto:garrydavid@hotmail.com) or 0405 661 877



Sabre 02 by Borland Racing, AVWP engine and gearbox, best of everything, no expense spared, Motec dash, good car to race in the 2018 NSW Cams championship. Loads of spares included, consisting of 2 spare nose cones, 1 spare bonnet, spare gearbox (sealed and sealing card) 1600 twin port engine (still original) axles, axle tubes, H beam, tools, axles bell rubbers, air cleaner/spark arrestor, axle nuts, wheel nuts, car stands, and lots more.

\$35000 Call David 0418824488



Aurora Competition Cars have two cars available for lease for the 2018 NSW Formula Vee Championship, Hill Climbs, and Private Test Days.

Both the 1600 Aurora and 1200 Spectre have been completely rebuilt in preparation for the coming season, and are available on a round by round basis or exclusively for the entire season.

To discuss testing or to arrange an inspection, contact Adam on 0422144216 or visit [www.facebook.com/auroracompetitoncars](http://www.facebook.com/auroracompetitoncars).