



**THE WAKEFIELD PARK TROPHY WINNERS**

**Stephen Cannon, Bernie Cannon, Bruce Pearce, Mat Pearce, Tim Brook, Dylan Thomas**

May 2014 - Inside this edition of the FVANSW Veemag - and more!

- **Johnny Mac's Presidents Report, Gary Ogden's Board Report, and Morgan Freemantle's Tech Report**
- **Mat Coch - Life, The Universe, and Motor Racing!**
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- **Around Australia in Formula Vee**
- **Driver Profile - Look inside and see who!**

FORMULA VEE - CAMS OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



FORMULA VEE RACING ON  RACING TYRES - FROM 



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### FVAA Sealers Sydney Metro Area

### FVAA Sealers Central Coast

### FVAA Sealers ACT

Frank Kleinig	BH 0245777221	Greg Douglass	Mob 0402237507	Morgo	Mob 0431695569
David Cutts	BH 0296272810	Phil Lewis	BH 0245798107	Col Merz	Mob 0412316275
Edan Fleming	Mob 0412477437	Greg Hepburn	Mob 0438169247		
Nathan Sansom	Mob 0405018433				

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

### 2014 FVANSW COMMITTEE CONTACT LIST

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

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

### 2014 NSW RACING CALENDAR

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

### POINTSORE SYSTEM

**State Championship 1600** – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers. **DROP YOUR WORST RACE**

**State Championship 1200** – 30, 27, 25, 23, 22, 21, 20, etc To 1, with 1 for all finishers **DROP YOUR WORST RACE**

**Club Pointscore 1600 and 1200** – As above, for ALL race meetings throughout 2013.

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

The Pointscore system is voted on at the Annual General Meeting

FORMULA VEE RACING ON



RACING TYRES – FROM



**FVANSW PRESIDENT'S REPORT**

By John McDonald

What a great start to a year! The first race meet truly shows who has been itching to get back on the track. 34 cars entered for the weekend, three of these were new models competing for the first time. Andy Goodall's superbly presented Suparvee AGR01, the Cutt's latest sleek Jacer – the F2K14 in its wonderful Volvo/Polestar colours (sorry David), and was great to see Adam Brook back racing in his new Aurora Vixen. There were interstate drivers, Phillip Oakes and Andy Goodall from Vic (Andy bringing half his state along as crew) and Matthew Brode from QLD driving in one of the seemingly endless number of CXC Stingers.

As a sign that NSW Formula Vee is well and truly alive and kicking, there were five different leaders over the weekend representing four different manufacturers, two different winners, with James Horne taking his maiden win in his Polar when it mattered - in the final. I was unable to attend the full meeting so it meant following the progress on Natsoft or a quick phone call here and there to see what was happening. This has led me to creating a FVNSW Twitter account (yes I know I am over 20). For those who are that way inclined you can follow me @FVANSW. I will endeavor to post results as they happen and any photos/news that occurs over a race weekend. I trialed 'tweeting' at the MRA Wakefield round (thanks Tim Brook for your instructions). For those who couldn't make this club round can see the results on Twitter.

What a round the MRA round was. Two practice sessions, qualifying, and four races – and if not for an incident in another class we would have been on the road by 1.30pm Sunday. Congratulations to not only the winners that weekend (see a wrap up of the event in the following pages) but to all of the competitors. There was a lot of track time, a lot of racing, and no real incidents (spinning doesn't count). The twenty Vees that turned up really put on a great show! We also had the novelty of experiencing the new 'Race Control Receivers', a radio and earplug system that allowed each competitor to hear instructions directly from race control. If only I could get them to call the lap numbers as they happen...

Round 2 of the Australian Institute of Motorsport Formula Vee NSW State Championship will be run on the weekend of May 17-18 at SMSP. Entries are still accepted until the 14<sup>th</sup>, so if you haven't entered yet - get in quick!

Thank you to those who have contacted me regarding matters from everyday running of the club to technical issues. I hope my responses have been satisfying. So again, please if there is anything you would like to voice regarding the club or Vees in general, please contact me on 0418 323500 or [president@fvansw.asn.au](mailto:president@fvansw.asn.au).

My thought for the month – When asking for advice from a competitor remember - *"They always want to see you do well – but never better than them!"*

**John McDonald**

## WHAT'S COMING UP IN 2014

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

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

**NOTE – THE CLEMENGER INTERNATIONAL FREIGHT AUSTRALIAN SERIES DATES ARE CONFIRMED**

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



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## FVAA NATIONAL BOARD REPORT By Gary Ogden

Dear FVANSW Members,

During the first quarter of this year, a fair bit of activity has happened at the BOM.

Summary below:

### IMPROVING CAMS RELATIONSHIP

Both our President Mark Mackay and Technical Director Michael Lloyd have been engaging CAMS to improve their response to Formula Vee. CAMS have responded reissuing their commitment to support our category. Look forward to seeing our technical requests (i.e. rule changes and amendments) implemented in a more timely fashion.

### DUNLOP TYRE CONTRACT

Many of you are aware that our tyre contract with Dunlop expires at the end of this year. A lot of time is being spend by the BOM to secure a new tyre contract for 2015 and beyond - looking a various supplier options. This is not a trivial exercise and will take a lot of work by the BOM to get right. Stay tuned for more information as we progress this minefield.

### WADE CAMS

FVAA was notified this year that Wade CAMS where shutting down their business. This meant FVAA needed to find an alternate supplier to perform the Camshaft grinding and sealing duties. While the BOM looks to secure a new supplier and get them listed and approved within our regulations, the BOM has taken stock of some grounded/sealed cams for immediate purchase. To purchase, contact our Treasurer Leigh Porter.

### CERTIFICATE OF COMPLIANCE / LOG BOOK ISSUING

CAMS have made some changes to the way they issue new car log books. The change in process has seen the CAMS head office issue log books without a Certificate of Compliance. This contradicts our rules (or should I say the CAMS rules as it is their rules we run under). Formula Vee rule Preamble states: "Prior to being issued with a log book a Formula Vee must be issued with a Certificate of Compliance from a State Formula Vee Association." Hence, the BOM is working with CAMS to rectify this matter. In the interim, for anyone seeking a new car log book, continue to following the process of obtaining a Certificate of Compliance and watch this space for further updates.

### ENGINE OF THE FUTURE

Thanks to the efforts of Lyall Moyes early this year to complete engine testing of both the counterweighted crankshaft and lightened flywheel, the BOM has agreed to support the introduction of these components into our rules. So the BOM has requested the NTC to propose new rule wording to allow a competitor to choose between either running the current crankshaft flywheel combination or the new counterweighted crankshaft / lightened flywheel combination. This wording will also include a rule implementation timeframe. Once the BOM receives and supports the NTC wording, this will be presented to CAMS to include into our rules.

**SEALING CARD SYSTEM**

Much discussion and work continues around improving our sealing card system. We are one step closer to having a National Sealing Card database in operation. The BOM has agreed in principle to support the use of the database system created by Rod Kowald (SA) to capture all sealing card data and provide a means that all sealers can check if they are eligible to seal a gearbox or engine - which is the intent of the whole system. Rod has been asked to document the workflow process and the use of the system - a report is being prepared for the BOM. The BOM is also looking at sealing card rule amendments to support this improved process and to include better rule enforcement practices, Our State Technical Director (STD) Morgan is currently trialing the database system and is seeing positive results.

**NATIONAL TECHNICAL DIRECTOR (NTD)**

Michael Lloyd has been acting as NTD while we search for his replacement. The good news to report is that we can stop looking as Michael has accepted doing this role to the end of this year - thanks Michael....

Gary Ogden

**2014 CAMS NSW FORMULA VEE SIX ROUND STATE CHAMPIONSHIP CALENDAR**

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



## MAT COCH

### LIFE, THE UNIVERSE, AND MOTOR RACING



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

We always knew Daniel Ricciardo was good but we didn't really know how good. Two years at Toro Rosso after half a season at HRT gave some indication, but outside of a front running car there was no perceivable way for the world to accurately gauge his talent.

But just a handful of races in the sports benchmark team have demonstrated that Dan has what it takes. He's slipped in to Mark Webber's shoes rather comfortably, and given his four-time world champion teammate Sebastian Vettel more than a bit to think about. Truth be told, in four races he's given Seb more of a hard time than Webber managed in four years.

Dan has been part of the Red Bull programme for some time, and is clearly highly thought of, yet while Webber's retirement announcement came as no surprise last year, it was never clear that Ricciardo would simply step in to the newly-vacated seat.

Run by Dr Helmut Marko, a man who enjoyed a fairly lacklustre Formula One career himself, the Red Bull driver development programme is brutal. It's rather ironic that Webber's replacement came from the programme since he himself replaced the original graduate, Christian Klien, when Flavio Briatore used a Renault engine supply to secure Webber the Red Bull seat.

But contrasted to the success of the team and Sebastian Vettel, the systems star pupil, one need only look at the careers which have arguably been ruined by the programme; since Klien there has been Scott Speed, Tonio Liuzzi, Sebastian Bourdais, Sebastien Buemi and Jaimie Alguersuari. All had promise, and at various points in their career, demonstrated superb talent, but fell short for one reason or another. The odds then were against Ricciardo when he began his journey to Formula One, and joining Red Bull only served to raise the stakes. It was never a sure thing that he'd get the nod when Webber confirmed he'd be off driving Volkswagens this year.

Exactly why Red Bull, or more specifically Dr Marko, chose Ricciardo, we'll perhaps never know. He will have had all the data and the feedback from those he'd worked with, but just what gave him that final one percent is anyone's guess. He could have signed Fernando Alonso or Kimi Raikkonen, there was even talk of Jenson Button, but he didn't. We can therefore deduce that Ricciardo is something special.



## MAT COCH

### LIFE, THE UNIVERSE, AND MOTOR RACING



There was a risk that had Red Bull signed the other Toro Rosso driver, Jean-Eric Vergne, that the interest that Mark Webber's success in Formula One had generated in motor sport in this country would fall away. Will Power in the US is doing good things in IndyCar but the series is not the force Formula One is – it is technically not on the same level, and one would struggle to argue Marco Andretti, one of its star drivers, is in the same league as his father, let alone his grandfather. V8 Supercars, a domestic touring car series, is a step down the ladder again, and cannot be compared to an international series in either scale or depth of talent. Perhaps World Endurance Competes, but it is comparatively new and yet to develop the strength in depth it needs to be revered as it was in its previous life.

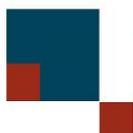
Therefore, to have another Australian ready and able to step in to the breach in Formula One, has the sport has not lost any momentum in Australia; where Mark's face once adorned billboards it's now Dan's, a point which embarrasses him no end.

And that is a positive thing. Daniel is a thoroughly likable guy; the smile you see on television never leaves his face, and despite a comparatively meteoric rise to the head of the Formula One class, he has managed to keep his ego in check. Of course the pressures have changed, but he's remained grounded and remains happy to stop and chat, especially about the West Coast Eagles. He's bonza Aussie mate, and that is why in time Australia will grow to embrace him more than it did Webber. Mark was good, he was very good, but he had a cynical, and at times prickly, relationship with the media, and as a result didn't always get the coverage he deserved. Daniel is different. Though perhaps less forthcoming, he is far more laid back, as if he has greater inner confidence than Mark, and that easy going personality comes across well.

Ricciardo's appointment at Red Bull is a positive sign for Australian motor sport. True, he was forced to leave our shores to pursue his goal, but he cut his teeth in this country, and his very presence will inspire another generation, and no matter which way you slice it, that is good for motor sport in this country.

**Mat Coch**

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



Reigning Australian Formula Vee Series champion, Ben Porter

**Round 1 May 31/June 1 – Mallala ENTRIES OUT NOW**

**Round 2 June 21/22 - SMSP GP**

**Round 3 October 4/5 - Phillip Island**

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

**Who can beat Ben Porter?**

**THANKS GOES TO ANDY GOODALL AND THE**



**FOR THEIR SUPPORT OF THE**

**2014 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP**



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

FORMULA VEE RACING ON



RACING TYRES – FROM





## FVANSW TECHNICAL REPORT

By Morgan Freemantle

I've been involved with Vee's for over 10 years which has flown by! It's a great category with a huge history to match. As ever – there are technical issues that face us in the short, intermediate and long term. My role as State Technical Director is, in summary, to actively participate in the resolution of these issues while ensuring sound scrutiny, communication and working to maintain the key objectives of cost, simplicity, minimal modification of parts, component availability and promotion of Formula Vee as the most attractive entry level category.

The season is well and truly underway – with a State and Club round under our belts, it feels like we've been at it for months – but it's only five or so weeks since we hit the track for '14. With two successful meetings completed it's time to make some observations and recommendations from the technical side.

A number of brand new cars debuted at Wakefield Park on 29 March which is fantastic. The presentation and attention to detail on these mighty machines was very encouraging.

A few new drivers have also entered the fray, and a few have returned after a brief (or prolonged) hiatus. It's great to see them racing, enjoying themselves and presenting cars in tip-top shape.

As a competitor, I'm part of the group that experiences the difficulties of keeping a Vee in competition. I'm therefore keen to ensure we all have easy access to equipment and parts that promote parity. The NSW field consists of differences in budgets, purpose and cars. We should all compete fairly and be rewarded for hard work, talent and a good drive. The nature of motorsport is that it is tough – equipment is pushed to its limits (especially on a Vee) and only good preparation will get you results.

### Car Prep

The first two meetings revealed a few inadequacies which we all fall foul of occasionally. Forgetting to torque up that bolt (or wheel nut) or lock off that dizzy etc. have all caught us out at one time or another. Some of these relatively inane oversights result only in embarrassment, however others can lead to an expensive or unsafe situation no-one wants to be involved in. A pre-race check-over should include at least a quick tighten on chassis, mounting and wheel bolts, replacement of those tiring rocker cover gaskets, check your fluids (don't under or over fill) and adjustment of points (if fitted), timing, wheel bearing, tappet clearance etc.

### Certificates of Compliance (CofC) & Sealing Cards:

16 cars have been inspected thoroughly with regard to CofC's and sealing cards. Some of the issues are detailed below. Apart from compliance, the thrust behind the comprehensive check is to feed the National Sealing Director (Rod Kowald) all the data for each CofC so the information can be entered into a national database. This centralised data source is already helping sealers and competitors. It is well progressed with over 2500 entries and only being held back by 'missing' sheets.

Please:

- If you buy or sell a competition engine or gearbox (or a car containing one or both of these) – ensure the Sealing Card and Certificate come or go with it along with a Log Book. These are the “keys” so the car can compete!

- Ensure cases are stamped: Engine and Gearboxes are to have their cases stamped with the Sealing Card number (1<sup>st</sup> seal applied to that case). The Sealing Card System is documented on the FVEE website under Competition – Rules and Technical .
- Have your current documentation at the track and at the ready – the same as you would the log book. The Sealing Cards for the engine and gearbox you are competing with should be on top of the pile. A “gentle” reminder:
- No sealing card, no race (or as CAMS like to put it: “...*Sealing Record Cards for engine and gearbox must be available for inspection at any competition for which the vehicle is entered. Vehicles without, or unable to produce on demand, valid Sealing Record Cards for engine and gearbox are ineligible for Formula Vee competition.*”)
- Yellow copies of CofC’s are to be forwarded to the State Technical Director by the Sealer. If you currently hold a yellow duplicate – please forward this ASAP.
- Get to know the regs – there are links on the website. It’s the competitor’s responsibility to present a compliant racing car.

While the majority of cars are ‘kosher’, there are a few exceptions – which is of concern given the clean bill of health we (NSW) were able to obtain as hosts of the 2012 Nationals. Lyall Moyes’ hard work during the preceding two seasons had paid off so hopefully we can return to this standard.

### Compliance Checking

The Wakefield State Round included a few parc fermé checks including: Weight, Ride Height, Differential Function (5 checked) and Restrictor Plates (5 selected and plates were rotated between competitors). At the AASA meeting Restrictor plates and Carburettor Venturi’s (6) were checked. Of the above checks – one car was found to be under-weight and one under ride height. Please be aware that the penalty to be applied for any breach of the regulations is in the hands of the Stewards of the meeting. It’s important to note that there is no tolerance on scales nor ride height checking tool (the ride height tool is slightly under 40mm). Advice given from the Chief Scrutineer at both the CAMS and AASA sanctioned meetings was that no argument will be entertained with regard to either weight or ride height - regardless of the perceived or actual accuracy. Advice: be conservative and err on the side of caution.

Please also ensure that when directed, you go straight to scrutineering (i.e. not via your pit or garage) – the car is in parc fermé conditions. No-one is to touch the car or driver until directed to do so by a scrutineer or the car has been released from parc fermé.

Checks will continue throughout the season – your assistance, respect and patience is requested and appreciated.

**NEXT RACE - ROUND 2**



**2014 NSW FORMULA VEE STATE CHAMPIONSHIP**  
**SYDNEY MOTOR SPORT PARK MAY 17/18**  
**BE THERE TO SUPPORT YOUR CATEGORY**

### Rule Changes as of 30 April 2014

CAMS recently (30 April 2014) issued Bulletin B14-012 and concurrently updated the Cams Manual of Motorsport for 1<sup>st</sup> Category Racing Cars – Formula Vee.

The bulletin and regulation changes include:

- opening up of part numbers for heads
- top cut of valve seat maximums noted which allows cutting into the combustion chamber to that dimension (this should help reduce the desire/need to fit larger OD valve seat inserts to get flow)
- tappet screw diameter free
- sliding scale deck heights for 1200 engine so heads are able to be re-used
- external oil coolers and fans added to authorised parts (tidying up what already happens)

The addition of acceptable part numbers for 1600 heads and the ability to recover 1200 heads is great news. This, in addition to the 1600 heads imported by the FVAA, should mean we can sustain supply/availability for the short and medium term at a reasonable cost to the competitor.

### Parts Availability

As a member and attendee of the NTC (National Technical Committee) and NSW Sealers group, the most common and debated topics are those surrounding the availability of race-worthy components. These are good forums to discuss and start the process of change in order to sustain the category – however – getting them on the agenda relies on good communication. Recent items raised include:

- 1200 Crankshafts
- 1600 Piston & Barrel Kits
- Axles
- Camshafts

I'm keen to address any concerns or suggestions the FV community has regarding the availability of parts etc. and welcome open discussion. Let me know of anything that comes to mind – three of the issues above have been raised by NSW competitors have proven to be issues nationally. The process has started...

Well that's it until next magazine – good racing.

### Morgan Freemantle



CATCH UP ON ALL THE HISTORIC FORMULA VEE NEWS AT  
<http://www.historicveeaustralia.com/index>

# News

## COMPETITION NEWS AND NOTICES



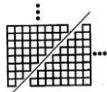
Important Information every member and competitor should know



A 2014 Kick Off General Members Meeting took place at The Garage at SMSP on the evening of March 4. The meeting quickly covered the general business of the FVANSW, and then proceeded to focus on the status of the Engine of the Future, and the Sealing Cards database. Those present obtained an invaluable insight into these important issues. Thanks go to Gary Ogden for organising the evening, and to Morgan Freemantle for travelling up from Canberra to contribute to the meeting.



Last Veemag it was mentioned that stub axles on ball joint front ends have been found by Daniel Kleinig to be cracking. Here is another picture of a cracked ball joint stub axle. Again, please check your stub axles for cracks before the next race meeting. This could be another scrutineering item at the next race meeting (Col, Chris?).



Split grids debuted Wakefield Park, with the 1200 cars lining up behind the last 1600 cars for the three races. By all accounts, the 1200 drivers felt more comfortable with this arrangement. The FVANSW committee will monitor the operation of split grids throughout the year. Feedback from both 1600 and 1200 class drivers will be appreciated.

### STOP PRESS - RACE CONTROL-TO-DRIVER RADIOS ARE NOW MANDATORY AT WAKEFIELD PARK

Wakefield Park Raceway management have mandated the use of Race Control-to-driver radios for all race meetings at the circuit. The first meeting where these radios were used, as leased at a cost or purchased from Wakefield Park, was the Round 2 of the FVANSW Club Pointscore on the 26/27 April. Most of the regular Formula Vee competitors have now experienced the operation and effectiveness of the radios. A more extensive feedback report will soon be provided to all Formula Vee competitors and members.

# News

## COMPETITION NEWS AND NOTICES

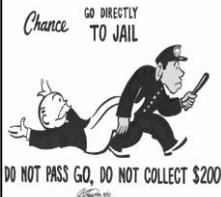


**Important information every member and competitor should know**

Every State Championship competitor should be encouraged to carefully read the State Championship regulations, which comprise enforceable rules for the conduct of the Championship. A couple of things in the regulations include the fitment of AIM and Dunlop stickers, and yellow bands (for 1600 cars) and pink bands (for 1200 cars) on H-beams and roll bars for class identification. The Regulations can be found on the CAMS web site at: <http://docs.cams.com.au/Regulations/NSW/2014%20Appendix%20I%20-%202014%20CAMS%20NSW%20Formula%20Vee%20Championship.pdf>



The ACT's Col Merz and Chris Reynolds kindly assumed post-race scrutineering duties at Round 1 of the 2014 AIM Formula Vee State Championship at Wakefield Park in late March, and proceeded to throw cats and pigeons amongst the competitors by introducing a couple of innovative and imaginative scrutineering challenges throughout the weekend. These challenges included the checking differential operation, and the rotating of restrictor plates across different competitors from race to race. Who would have thought of those? What will Col and Chris come up with next time?



On the subject of scrutineering, competitors are once again and again reminded that they should **GO DIRECTLY TO SCRUTINEERING IMMEDIATELY AT THE END OF A RACE IF POST RACE SCRUTINEERING IS TAKING PLACE**. All competitors will be informed on the pre-grid if post-race scrutineering is to take place. Failure to go directly to scrutineering will result in a reporting to the Chief Scrutineer for failure to attend. The Formula Vee scrutineers will be keeping a close eye on all competitors to make sure that no one forgets to follow all instructions. If you have car problems on the way to post race scrutineering, **STAY IN YOUR CAR AND DO NOT ALLOW ANYONE TO TOUCH YOUR CAR, EVEN IF ITS RAINING!**



The FVAV has announced that the 2014 Formula Vee National Challenge, (also widely known as the National Titles) will take place in conjunction with the annual Phillip Island Magic race meeting on the weekend of the 29/30 of November. The FVAV are still finalising details on the format of the 2014 National Challenge, so stay tuned. No doubt there will be trips to the penguin walks at the nearby beaches.

The CAMS NSW MRP would like feedback from on a number of issues;

- How much do you like the Sydney Motorsport Park new extended “Brabham” circuit?
- Do you prefer traditional “cup” style trophies, or “plaque” style trophies?
- How responsive is CAMS in your dealings with them (licenses, log books, etc)?

Could you email, or tell, any of the committee your views on these questions.



Formula Vee has a chequered history when it comes to attending and filling up the pre grid in a timely fashion after the first call. There always seems to be one or more competitors who swan in at the last moment just as the One Minute board is waved, or later. This can slow up the entire race program, so please avoid any risks and attend the pre-grid immediately when requested by Race Control. Be ready in plenty of time, and make your way to the pre-grid as soon as the preceding category is waved out. With the advent of Race Control-to-Driver radios, the least organised and the prima donnas will lose out and be left behind.



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FORMULA VEE RACING ON



RACING TYRES – FROM



# News

## COMPETITION NEWS AND NOTICES

**STOP  
AND  
THINK****Important Information every member and competitor should know**

Following the comment on painting exhaust systems in the February Veemag, Lyall Moyes has brought to our attention another coating that he has used on his Elfin Historic Vee that Lyall finds is working well. As Lyall says...

*"The coating is a powder type specifically for exhausts and I have used it for three meetings and it looks as good now as it did when it was new. It has been tested on dragster headers with good results, and when that Formula Ford hit me at Wakefield and damaged the exhaust, the coating was too hard to sand blast off, so I just ground back enough to do the repair and had it powdered over the existing coating. I was reading an article about testing various types of exhaust headers on a Chev V8 engine, and as part of the test they did a back to back on the same type of headers both coated and uncoated. I have reproduced the article below. The test was in the US of A so the temps are in degrees F. "As part of our test, we wanted to quantify the benefits of a coated header versus a plain, uncoated, black painted header. A thermal barrier ceramic coating adds considerably to the price of any header, often doubling the price. We tested two otherwise identical Hooker 17/8 inch headers with surprising results. Running on the dyno, we found the power numbers virtually unchanged. Where the coating made a remarkable difference is in the heat transferred by the header. We tested the header temperature immediately after a run, and then one minute after shutdown. The coated headers measured 258 degrees F, dropping to 195 degrees F a minute after shutdown. In contrast, the uncoated header measured a scalding 870 degrees F, retaining 520 degrees F a minute after shutdown. We didn't need a heat gun to tell the difference in the test cell. Our next test loaded the engine to 60 lb/ft of torque at 3500 rpm, simulating a high speed cruise situation. We gauged the surface temp of the header once fully stabilized. Once again, the difference was huge, with the coated header showing 288 degrees F, while the uncoated header recorded 850 degrees F. While the dyno run didn't show much difference in output, an engine breathing air from under the hood will definitely feel the effects of the extra 562 degrees pumping into the engine bay. Taking into account the effects of heat on engine component life and passenger comfort, the coated headers are definitely a winner" I got that article from a well respected American engine specialist magazine, so I don't know if it is copyrighted, but if you want to use it, it would be a great follow on from your last article."*

If you are interested in this coating, see Lyall at the track.

# News

## COMPETITION NEWS AND NOTICES

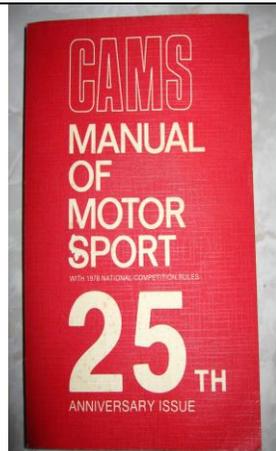
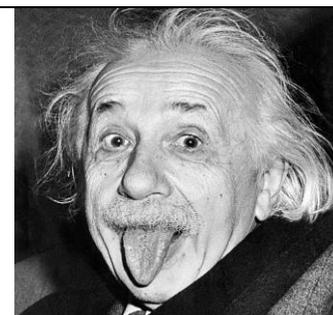


### Important Information every member and competitor should know

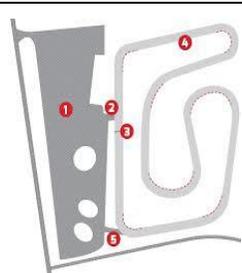
The issue of pre and post-race weighing of cars, and in particular, the accuracy of the scales at the various race tracks, has been moaned and groaned about on several occasions in Veemag in recent years. Following the rare use (because they have rarely worked) of the scales at the Wakefield Park Round 1 of the AIM FVANSW State Championship, it is worth reminding everyone again that it is only the scales at the circuit that matters, and any readings you have attained at the last race meeting, or at the nearby truckstop, have no value. Why not avoid any moaning and groaning by using the scales at the track at the first opportunity before qualifying to set the weight of your car.



The ingenuity of engineers in Formula Vee never ceases to amaze following the discovery of another imaginative but modest driving aid on a Formula Vee somewhere in this great brown land in recent months. While in this latest case, the eligibility of the device is a matter of discussion only, it raises the principle of ensuring that innovative engineering on Formula Vees is not just kept confidential from competitors, but is also unambiguously compliant. So why not avoid the heartache of a post race chinwag with the Stewards of the legality of your latest race-winning device by clearing it with your State Technical rep first?



How many competitors are fully aware how the motor sport judicial system works? Very few probably. Therefore, all competitors are strongly encouraged to read the Tribunals and Judicial Procedures section of the CAMS Manual, and learn how the judicial system operates, and what your rights are within that system. The CAMS judicial system sets motor racing under CAMS apart from the other motor racing organisers, giving every competitor the right to take action within very clear rules to keep Formula Vee racing fair and safe. Competitors need to know that the FVANSW committee has no responsibility whatsoever in the conduct of post-race scrutineering and subsequent hearings. Remember, ultimately its not up to the Committee to do all your work for you. Fortunately, while fairness of Formula Vee racing has not been a problem in Formula Vee racing in NSW for many years, situations can still arise where a competitor may not feel that the competition has been fair, and the CAMS judicial system allows competitors to take action.



Luddenham Raceway in Sydney's south West outskirts on the Northern Road is now well under construction. Check out their Facebook page where you can see how it is laid out on the rolling grassland hills. But Luddenham is not the only race circuit under construction within two hours of the Sydney CBD. The bulldozers have started on the Raymond Terrace circuit, and Wyong Council have now officially partnered with a private developer to construct a 3.6km international standard circuit less than one hour North of Sydney close to the F3 Freeway. A DA for the Wyong circuit is now being prepared, and if no resistance arises, as expected, this circuit should be completed in less than three years.



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# INSIDE LINE

## NEWS AND GOSSIP IN THE FVANSW

We can't know everything that's going on in every dark corner of the FVANSW. If you want the Formula Vee world to hear of your great Formula Vee gossip, drop us a line at [president@fvansw.asn.au](mailto:president@fvansw.asn.au)



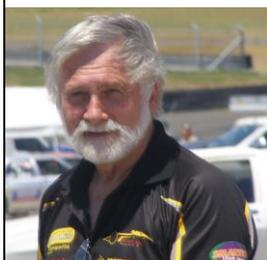
As foretold in the February Veemag, former FVANSW President, and leading Formula Vee and Australian Manufacturers Championship driver, a very fit and lean looking Dylan Thomas, drove one of the Marc GTC Focus V8s in the international Liqui Moly Bathurst 12 Hour GT race. Sponsored by CXC by Global, Dylan was asked to run lap times in the 2min 19, but Dylan did 18,s without trying, which was OK, although each time he dropped into the 17's he got a call over the radio about looking after the car. Dylan played the team role, but never got that hot lap in.

It was also foretold in the February Veemag that Dylan Thomas would not be entering the full 2014 Australian Institute of Motorsport CAMS NSW State Championship due to clashes with his Australian Manufacturers Championship commitments. Things have now changed, with Dylan now considering releasing his Evo X from racing duties, so expect to see Dylan and his blue and orange CXC Global Stinger at every round of the 2014 Australian Institute of Motorsport NSW Formula Vee State Championship, as well as the 2014 Clemenger International Freight Australian Formula Vee Series. The AMC's loss is our great gain.



Some may say that this is becoming the Dylan Thomas issue of Veemag – but Dylan has been on a roll..... Fastest in qualifying by nearly half a second for the Bathurst Motor Festival Production Touring Car events, partnering his Evo X with dad David, who himself qualified a very respectable sixteenth and finished twelfth in the B Driver race. Dylan then won the A Driver race handsomely by nine seconds, with Dylan then partnering David to win the trophy race by a massive thirty four seconds. Congratulations to Dylan and David. 30/10! As Dylan himself said, "Winning at Bathurst is always special."

Next time another driver ruins your race, or your car "just went all diabolical", think of the fact that Dylan Thomas, (this is the last bit on Dylan, promise) competed in the first two Formula Vee race meetings this year with broken bones in his right hand, winning three, second in one, and third in two, of seven races. Dylan understated how much pain he has been under - "no brain, no pain", says Dylan - but his driving talent showed no signs of being understated. Dylan rescheduled surgery on his hand so he could race at the Wakefield Park Club Pointscore round, and is now on the mend.



Former Formula Vee National Titles winner and current Clemenger International Freight Australian Formula Vee Series Champion, Ben Porter, also drove in the Liqui Moly 12 Hour. Ben teamed up with patron Andrew Macpherson, and high profile Garth Walden, in Andrew's hard-raced Porsche 911 GT3 Cup. Ben, Andrew, and Garth, finished in twenty first place after suffering problems through the race. But just as interestingly, at the back of the Porsche's garage, a certain bearded FVANSW Life Member was seen quietly working away his hands covered in fibreglass resin. Was it Ben, Garth, or Andrew who crunched it?

# INSIDE LINE

## NEWS AND GOSSIP IN THE FVANSW

CXC Global and The Australian Institute of Motorsport have been instrumental in pursuing the promotion of Formula Vee to the wider motorsport community over the last year by arranging the publication of a race report into Auto Action following each round of the AIM FVANSW State Championship. The AA article for the most recent AIM round at Wakefield Park highlighted James Horne's fabulous performance. Thanks to Dylan Thomas, (the points round winner at WP), and Andy Goodall of the Australian Institute of Motorsport for their time and efforts to produce the articles.

the tight hairpin at the end of the long main straight.

Advertising Feature

**FORMULA VEE**

### HORNE'S TIME TO SHINE

THE FIRST round of the 2014 Australian Institute of Motorsport NSW Formula Vee Championship was a thrilling affair.

A massive 34 entries started the weekend and the close quarter racing that the Vees always deliver meant that the crowd was not disappointed.

James Horne showed solid form all weekend and ended up taking his first ever win when it mattered, in the trophy race. James sits only three points off the championship lead, which is currently held by Dylan Thomas.

Thomas took pole and won the first two races before he and Michael Kinsella came together while dicing for the lead on the final lap. Simon Pace was on the podium in all three races and sits third in the points score.

Current Formula Vee Champion Tim Brook was fourth for the round in the beautifully presented new Jacer, which is only slightly off the outright pace and still trying to dial in the new rear geometry. Also debuting a new design was category sponsor Australian Institute of Motorsport in the well-presented Super Vee; however, a lazy valve spring damaged a valve on Friday hindering the car's outright performance for the weekend.

The experienced campaigners of Kinsella, Darren Williams and Mr. Stinger himself, Stephen Butcher, sit fifth, sixth and seventh, respectively. Current Division 2 leader Brodie Tilbrook is next with Geoff Bennett and Morgan Freemantle rounding out the top-10.

Current 1200 champion Simon Thomsen showed his skill by qualifying fifth, however, in his first serious race in the bigger pond he was muscled out of the top-10. In a display of the quality of the field all five of the new guys struggled to make it into the top 15, despite showing good times.

Craig Sparke was the stand out, qualifying 10th, but fell back during the racing. The 1200s were dominated by Matt Pearce in the Lepton, with Stephen Cannon in second and Steven Wood third.

**CHAMPIONSHIP RESULTS**

POS	DRIVER	RACE 1	RACE 2	RACE 3	ROUND	C-UP HDG	WORLD RACE	C-IMP TOTAL
01	Dylan Thomas	30	30	25	85	85	25	60
02	James Horne	23	27	30	80	80	23	57
03	Simon Pace	25	25	27	77	77	25	52
04	Timothy Brook	27	22	23	72	72	22	50
05	Michael Kinsella	20	23	22	65	65	20	45
06	Darren Williams	22	21	20	63	63	20	43
07	Stephen Butcher	21	20	19	60	60	19	41
08	Brodie Tilbrook	18	18	21	57	57	18	39
09	Geoff Bennett	17	19	18	54	54	17	37
10	Morgan Freemantle	19	17	16	52	52	16	36

**AIM Super Vee makes its debut**

James Horne leads the pack

[www.fvansw.asn.au](http://www.fvansw.asn.au)

[www.aim.andygoodalltraining.com.au](http://www.aim.andygoodalltraining.com.au)

The annual Wakefield Park 300 took place again on the 1<sup>st</sup> and 2<sup>nd</sup> of March this year, and the FVANSW was well represented by four top Vee drivers: Morgan Freemantle teamed up with former multi State Champion Daniel Reynolds in a Mazda MX5, while reigning State Champion Tim Brook teamed up with current State Championship leader Dylan Thomas in Dylan's Evo X. Tim's and Morgan's race reports appear elsewhere in this Veemag. But what was also interesting was the number of current or former Vee drivers scattered throughout the grid, including Anthony D'Anna (FVAV), Nick Leontsinis (FVAQ), and Mark McKay (FVAQ).



It was mentioned a few months ago that former FVANSW Secretary, Daniel Pauperis, was soon to become a dad for the first time. The good news is that Daniel's partner, Jade, gave birth to a healthy baby girl on the 22nd of April. Daniel proved again that he is a racer first and foremost though by taking the week before the birth off to fully race pre his Historic Group S Porsche 944 ready for a race meeting the week after the birth. Congratulations to Daniel and Jade.



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# INSIDE LINE

## NEWS AND GOSSIP IN THE FVANSW



The Australian Capital Territory Formula Vee boys - Bruce Perry, Geoff Bassingthwaighte, Morgan Freemantle, Col Merz, Chris Reynolds, and Lyndon and Brodie Tilbrook, displayed a number of Formula Vees at the 2014 Annual Wheels show. The Formula Vees grabbed more than their fair share of interest, with a number of interested person attending the Wakefield Park race meeting soon after the show. Thanks go to all the ACT boys for their efforts.

Lady Formula Vee drivers, sisters Maddison and Lauren Gray, have not gone unnoticed with their competitive performances in the 1200 and 1600 classes. Hopefully Maddison's and Lauren's enthusiasm will herald a return to the heyday of ladies in motor racing, which included a period of time throughout the 1990's and 2000's in NSW when up to seven lady Formula Vee drivers – Michelle Callaghan, Nerida Schwalbach, Sue Stickney, Tracey Taylor, Tammie Douglass, Jessica Douglass, and Belinda and Leanne Ferrier - regularly raced in the various NSW Formula Vee competitions. Congratulations to Lauren and Maddison for keeping the fight up to the boys.



Formula Vee drivers make some of the best TV motorsport commentators. Following the footsteps of one of the greatest Formula Vee drivers of all time (who will remain unnamed), formula FVANSW driver, Jon Collins, led the Nationally televised SBS Speedweek commentary team for the Sandown round of the Formula 3 Gold Star Australian Drivers Championship in early April. Jon should have been at the wheel of one of the F3's rather than behind the microphone, but at least his commentary was as good as he usually races. Incidentally, his mum, former Vee driver, Sue, raced her Radical at the same meeting, and drove respectably at the fast and unfamiliar Sandown circuit

# INSIDE LINE

## NEWS AND GOSSIP IN THE FVANSW



As predicted in the last Veemag, Dame Nellie Melba did return to motor racing behind the wheel of a certain sky blue coloured Jacer at Wakefield Park. Garry Hook flew down from North Queensland to drive his Jacer, which is now being looked after by Chris Reynolds. Unfortunately, Garry did not have the most reliable of weekends with his Jacer, but things are surely destined to turn around soon, and this turnaround is certain to be followed by the sort of racing Garry demonstrated when he thrillingly led races at the SMSP North circuit wheel to wheel with Tim Brook, Simon Pace, and Dylan Thomas.

For those who were stumped in the last issue of Veemag, Dame Nellie Melba was an Australian operatic soprano who was one of the world's most famous singers of the late Victorian Era and the early 20th century. She was also the first Australian to achieve international recognition as a classical musician. But she is probably best known for having retired from performing countless times, only to return to time and time again. A bit like Johnny Farnham. Hence the very Australian term, "Doing a Dame Nellie Melba".



FVANSW committee man, and leading 1200 competitor, Bernie Cannon, must be the most committed competitor in Formula Vee. His total annual share of bad luck just one race into this year. Bernie broke a crankshaft in qualifying for Round 1, heralded by the obligatory nasty noise. His weekend was over early. But Bernie made it to the Club Pointscore Round just three weeks later after rebuilding the spare "VTS Motorsport" (that is Colin Contessa) engine, fitting into the Kingfisher, and going back down to Wakefield the Monday before Round 2 for running in. Son Stephen had the VTS engine in the Nimbus for six months, but it got killed after the fanbelt got thrown. Please look at the dashboard next time!

Leigh Porter, this time with his hands acetone-cleaned from polyester resin, thankfully returned to the circuit at Round 1 of the 2014 AIM NSW Formula Vee State Championship following his painful crash at Bathurst last year, although, as Leigh put it, it was an unspectacular return due to gearbox woes, possibly due to misdiagnosing the severity of the damage to his Jacers' gearbox sustained at Bathurst, and also due to miscalculating his car's weight after a bare chassis rebuild. Leigh is hoping for a better result next time.



A week or two after each AIM State Championship round, Youtube videos of the Sunday races are edited and loaded up to the internet. The videos of the recent Wakefield Park State Championship round will be classics!

A free subscription of Veemag goes to the first person who can work out which FVANSW competitor belongs to this registration number?



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

**FVANSW.ASN.AU**

# INSIDE LINE SNIPPETS

Former Formula Vee driver, Zane Al Said, co-drove a VW Scirocco at the Wakefield Park MRA round Mini Enduro. Zane finished seventh.

Recent FVANSW State Champion, Daniel Reynolds, was the winner of the same Enduro in his MX5.

Former FVANSW State Champion, Adam "Mr AP Racing" Proctor raced his brand new Stohr F1000 in the Formula Racing Cars category at the Wakefield Park State Championship round in late March. Adam took his new car to fourth, first, and first, against cars with twice the engine size. Anyone want to buy a brand new race winning Stohr F1000?

In the same Formula Racing Car races at Wakefield Park, former FVANSW member, Lawrence Katsidis, raced his Dallara 396, finishing eighth, sixth, and seventh.

At the Shannons Nationals round in late April at Mallala, Adam drove his fast Stohr Sports Racer in the first round of the Australian Sports Racer Series, Adam also being the category manager. Adam finished third, fourth, and second. Adam is now second in the pointscore.

At the same Shannons Nationals, 2005 Formula Vee National Title winner, Ryan Simpson, continued his continuous run of wins in the Australian V8 Touring Car Series, making it twelve in a row in his ex-Craig Lowndes Triple Eight Engineering Falcon after winning all three races.

Former Formula Vee driver, Chris Reeves, teamed up with Adam Proctor to race Chris's Toyota GT86 in the Production Touring races at the Bathurst Motor Festival. Chris placed 25<sup>th</sup> in the A, Adam placed 24<sup>th</sup> in the B, and they combined in the final to finish 19<sup>th</sup>.

## PHOTO OF THE MONTH



This month's Photo Of The Month takes a different direction to the regular Formula Vee-centric photos of members in embarrassing positions. Rather, as a celebration of motorsport in general, we commemorate one of the greatest racing car drivers of all time, Ayrton Senna, this month being 20 years since his fateful passing, by showing this never-seen-in-public-before picture taken by an FVANSW member of Senna leading the 1985 San Marino Grand Prix at Imola on lap seven on the downhill run from the Curva Piratella to the Acqua Minerale chicane. Rest in Peace Ayrton Senna.

**THE FVANSW ATTACKS THE VALVOLINE WAKEFIELD 300****TAKE 2(014)****Morgan Freemantle & Daniel Reynolds - Supported by****and PowerKart Raceway**

It wasn't long after the 2013 Wakefield 300 that Daniel Reynolds was in the market for his own MX-5 tin-top (not to be confused with a real racing car). Being disappointed with a DNF in the lease car, he thought it was better to break his own – less paperwork, phone-calls and sleepless nights (or so he thought). After deputising Matt Stubbs (VIC 2013 Vee Champ) for the '13 Winton 300 in November, and falling agonisingly short of fuel (and the class win), it was time to make amends and see the chequered flag.

Renowned for paying his entry fees and expenses, oh.... and outright speed?, Morgan Freemantle was approached to get the car to the compulsory driver change and pit-stop with four wheels still attached. After last years race he said he'd do it again in a heartbeat - bring on Friday morning practice!

Not having driven the car before, Freemantle was nominated to familiarise himself in the first practice session. The track was wet with standing water and continuing drizzle. A hard setup, old tyres and a rusty driver, spelt 'wash me' for the Reynolds pit-crew. After a few slides, spins and a healthy dose of tail wagging – it was time to bring out the chamois and make some changes.

Session 2 was an immediate improvement. New inters, four clicks softer on the rear shocks and calmer heads behind the wheel brought the 1.28's from the 1<sup>st</sup> session down into the 12's on a drying track. There was grip – it pointed and the power went down.

1.09's were the order in Session 3 which was split between the drivers with only a few damp patches remaining. Reynolds handed over the car after 15 minutes, used slicks were fitted, rear shocks taken up two clicks, gear-linkage adjustment made and the Mazda was back out on a busying circuit.

**Morgan and Daniel next to their hot MX5**

Session 4 results were off for both drivers – the car had to be dragged around the circuit. Excessive roll and pitch change in corners and the tell-tale 'she's pulling to the right' driver whinge warranted some further investigation. Working from back to front – it was established that the front-right spring perch had worked loose at their was a 9mm difference in height to the left.

Saturday morning was a replica of Friday – showers –cool and wet. After a run on the inters the call for a set of new wets was made. What a sensation – despite the sitting water, these could be leaned on pretty hard. Wet conditions netted a 1.26.8 and 1.24.4 in P1 & P2 – only good enough for 37<sup>th</sup> and 32<sup>nd</sup> respectively. Of the 85 entries, only 67 cars had made it through to the end of P2. Reynolds had the pace and was set for group 2 qualifying.

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Tricky qualifying conditions and insolent drivers were testing team Principal Chris Reynolds' patience. The choice of tyres and car setup was ultimately made with the 'just do something now' call from the back of the garage. Robyn had spoken. Swiftly, Daniel was out, catching the 'better' of the wet conditions, posting an impressive 1.20.1, despite a stop for tyre pressure adjustments and checks when the Engine idiot (warning?) light came on. This bumped the Mazda up to 17<sup>th</sup> outright.

After qualifying, it was time to get ready for the following day's 300k enduro. Analysis of the tyre-to-weather situation, learning how to use an ECU scanner, diagnosing and fixing a MAF sensor fault (carby cleaner works great on fuel injected cars!), brake pad changes, driver and class nominations, driver's briefing, cleaning, tyre scraping and learning the automotive dictionary of TLA's (Three Letter Acronyms) were just some of the tasks to be completed. The return home for some hard earned shut-eye was a little sombre - race day couldn't come soon enough.



**An animated Reynolds under a Safety Car...”....What the .....Keep up with the Safety Car”**

With over eighty entries, Wakefield Park had made the prudent decision to run two endurance races – An “A Main” race and a “B Main”. These were split based on team time nominations with grid positions made from Qualifying results. The A Main was the feature race and ran with classes A (1.03-1.05), B (1.05-1.07) & C (1.07-1.09) while the remainder (D: 1.09-1.11, E: 1.11-1.13 & F: 1.13+) as the B Main to be run earlier in the morning. Sandbagging was difficult - if you ran faster than your nominated class lap time three times you were handed an eight lap penalty. Luckily the Class C bracket was a 1.07 – 1.09 – which suited the maroon Mazda.

Waking up to blue skies and a dry track on Sunday morning meant the potential of a relatively stock MX-5 could be reached consistently. Targa Racing (amazingly they were still talking to us even after we'd bent their car last year) had helped us iron out a few of the bugs. Good preparation and a decent night's sleep suggested the package was in good shape for a decent result.

Race start came quickly after the obligatory warm up where bedding brakes, scrubbing tyres and getting an eye-in on the 'new' drier track flew by. It was a noticeable difference being on the grid with 36 cars of the A Main race compared to the previous years 47 starters of all classes. This year's Mazda on with slicks was capable of lap times 2-3 seconds quicker than last years, but it looked to be dwarfed by the machinery surrounding it. There were only two naturally aspirated MX-5's in the field.

Freemantle trundled out on the formation lap and waited patiently on the grid while Reynolds signed autographs and took selfies with mum. The real work was about to start in the cockpit. As the hysteria settled, the green flag was given and we were off to the rolling start. Holding off the Evo 9 to the left was going to be difficult. The start was smooth – a few dices but no places given until the straight when the turbo cars proved their strengths – most of which were short lived.

The race pace came within three laps and Freemantle swapped places with the BMW in front numerous times only to be eaten on the straight. Before long, cars started falling off – a few Beamers prior to lap eight and others dropping time from ailments, damage and excursions beyond the black stuff. Loosing positions from 17<sup>th</sup> at the start down to 25<sup>th</sup> on lap 25, it was clear the dry weather pace of the A Main was much better than that demonstrated in the wet. Never mind – persistence will pay off – positions were steadily regained to 15<sup>th</sup> on lap 49. The compulsory 5 minute pit stop on lap 60, for fuel and the driver change, resulted in a net position out of the pits of 21<sup>st</sup> with half the field still to make pit stops. Things were looking promising.

Reynolds immediately demonstrated his confidence in the car and his love of the circuit and began circulating in the low 1.08's and dropping towards the mid 7's occasionally. Progression through the pack ensued and by lap 90 the little Mazda was in 11<sup>th</sup> outright and making ground on the three cars in front. There were a few testing times and a rub of LH guard with a mirror-less Future Racer but nothing a panel-beater couldn't fix. Consistent low 8's saw Reynolds gain 10<sup>th</sup>, then 9<sup>th</sup> and then – putting in high 7's – 8<sup>th</sup> with a long brake pedal on lap 126.

By lap the final lap (137) for the leader, the Reynolds/Freemantle combo were on lap 132 and three laps ahead of the next class C competitor. Crossing the line was a great way to finish to a great race. A big trophy and appearance on the podium topped off a fantastic weekend.

 <p><b>MILESTONE RECOGNITION</b></p> <p>This certificate is presented to</p> <p><b>Formula Vee Assn. of NSW Inc.</b></p> <p>Acknowledgment and appreciation of 40 years affiliation with Confederation of Australian Motor Sport (CAMS)</p> <p><i>Andrew Papadopoulos</i> Andrew Papadopoulos CAMS President</p> <p><i>Eugene Arocca</i> Eugene Arocca Chief Executive Officer</p> <p><small>Confederation of Australian Motor Sport Ltd 851 Canoonong Rd. Malvern East VIC 3145 Australia Phone: +61 3 9593 7777   www.cams.com.au</small></p> <p><b>FORMULA VEE ASSOCIATION OF NEW SOUTH WALES - 40 YEARS OF CONTINUOUS AFFILIATION WITH CAMS</b></p>	 <p><b>FORMULA VEE NSW POLO T-SHIRTS NOW AVAILABLE \$35 EACH (SOME MORE THAN OTHERS). BE QUICK – ALMOST SOLD OUT!</b></p>
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# RACE REPORT ROUND 1

2014  **NSW FORMULA VEE STATE CHAMPIONSHIP**  
**MARCH 29/30 WAKEFIELD PARK**

Words and photos by Riccardo Benvenuti of Priceless Images

## THOMAS TAKES OUT THE ROUND, HORNE TAKES OUT HIS MAIDEN RACE WIN, MAT PEARCE RETURNS TO WINNING



Dylan Thomas leads the pointscore after Round 1 James Horne took out his maiden victory in the trophy race

The 2013 NSW Formula Vee Champion Tim Brook rolled out in qualifying in a brand new Jacer F2K14 in its blue livery and a well deserved number #1 on the car. His speed from the start was impressive, banking some fast laps. Simon Pace and Dylan Thomas also showed some speed with the latter claiming pole with a time of 1.09:2402 while Pace joined him on the front row.

The grid for Race 1 was set with twenty nine cars forming at the start – finish line in readiness.

As the light went out, Thomas took command of the race while Pace, Brook, James Horne, and Stephen Butcher put on a great show for the small crowd. Michael Kinsella had a small lose on lap 2 relegating him to mid pack. On lap eleven, Gary Hook spun at the end of the straight, stalling his Jacer causing the Safety Car to come out.

When racing recommenced Thomas took off in the lead building a healthy gap and winning the race by over seven seconds - in Formula Vee world that is unheard of. Brook cemented second place just edging out Pace at the finish.

Race 2 was a similar affair to the first with the usual protagonists at the front. Brook had a great start leading early on. Eventually he was overtaken by Horne, Pace, and a slow starting Thomas. Kinsella's speed in the first race came to the fore setting the fastest lap and dicing up front. By the fourteenth lap Thomas found his way to the front and made it two wins from two starts.

Horne finished a strong second while the consistent Pace netted another 3rd.

The gap between the three leaders at the end was only 0.5 of a second.

Race 3 was again a battle between the same protagonists.

At final count there were eight lead changes by four different drivers. A classic Formula Vee race.



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

FORMULA VEE RACING ON



RACING TYRES – FROM



Pace set the early tempo closely followed by Thomas, Horne, Kinsella and Brook.

On lap 10 Thomas took control of the race and by all counts it looked like it was going to be a 3peat of wins.

A determined Horne overtook Thomas on the last lap winning the race by a very small margin from Pace and Thomas rounding up 3rd place.

Dylan Thomas started the year in near perfect fashion with two wins and third.

Race	1600	1200
1	1 <sup>st</sup> 68 Dylan Thomas CXC Team Stinger Stinger 2 <sup>nd</sup> 1 Tim Brook Jacer/ CXC Global Racing Jacer 3 <sup>rd</sup> 50 Simon Pace Pace Drilling Mako Mkiii	1 <sup>st</sup> 37 Mat Pearce Pearce Plumbing Lepton 2 <sup>nd</sup> 9 Steven Wood Classic Vee Racing Spirit 3 <sup>rd</sup> 90 Stephen Cannon Bernie Cannon Accounting
2	1st 68 Dylan Thomas CXC Team Stinger Stinger 2nd 88 James Horne House Of Tickets Polar 3rd 50 Simon Pace Pace Drilling Mako Mkiii	1 <sup>st</sup> 37 Mat Pearce Pearce Plumbing Lepton 2 <sup>nd</sup> 90 Stephen Cannon Bernie Cannon Accounting 3 <sup>rd</sup> 9 Steven Wood Classic Vee Racing Spirit
3	1st 88 James Horne House Of Tickets Polar 2nd 50 Simon Pace Pace Drilling Mako Mkiii 3rd 68 Dylan Thomas CXC Team Stinger Stinger	1 <sup>st</sup> 37 Mat Pearce Pearce Plumbing Lepton 2 <sup>nd</sup> 90 Stephen Cannon Bernie Cannon Accounting 3 <sup>rd</sup> 9 Steven Wood Classic Vee Racing Spirit

## HIGHLIGHTS OF ROUND 1 OF THE AUSTRALIAN INSTITUTE OF MOTORSPORT FORMULA VEE STATE CHAMPIONSHIP

- The great performances by all the Rookies – Mathew Bode, Jacob Andrews, Craig Sparke, Richard Jefford
- James Horne’s first race win
- The AIM Team’s professionalism, and the AGR01’s beautiful workmanship
- Adam Brook’s return in his great looking new Aurora
- Daniel Stein’s fast driving with his new One Stop battery Shop Sabre
- Mick Kinsella’s return to State Championship racing
- Leigh McGarvie’s and Tom Ballard’s (hopefully permanent) reappearance in their Jacers
- Phil Oakes travelling all the way from Victoria to race with us in his The Coffee Clique Sabre
- Leigh Porter’s return to racing following his nasty Bathurst shunt last year
- 2013 1200 Champion’s Simon Thomsen’s fast performances in his CXC 1600 Stinger
- Garry Hook’s commitment travelling from his home in North Queensland to race with his mates
- Geoff Bennett’s great top ten driving throughout the weekend



**Adam Brook’s great looking new Aurora Formula Vee**

# BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

## ROUND 1 WAKEFIELD PARK

Photos by Riccardo Benvenuti of Priceless Images



Tim Brook enters, and then flings, the F2K14 around Turn 2 ahead of Pace, Williams, and Horne



Geoff Bennett dives down the inside of Morgan Freemantle Rookie Craig Sparke leads a pack



Hookey is still pushing his Jacer all the way to Cairns



Geoff Bennett raced in the top ten all weekend



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES - FROM



# BEHIND THE SCENES AT THE



## ROUND 1 WAKEFIELD PARK

Photos by Riccardo Benvenuti of Priceless Images



Jacob Andrew's racing career got off to a great start



Andy Goodall waits below the CXC sign



Alan Harrison and his great Harrison Formula Vee



Bruce Perry and his air conditioned Astec



Dylan leads Steven Wood and, Stephen Cannon



Simon Pace got close all weekend

# BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

## ROUND 1 WAKEFIELD PARK

Photos by Riccardo Benvenuti of Priceless Images



Butchey ahead of Bruce and Brodie



Bruce Pearce improved through the weekend



Simon Pace leads the pack off the line



Craig Sparke had a great debut



Tom Ballard makes a welcome return in his Jacer



Thanks to Phil Oakes for racing with us



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON DUNLOP

RACING TYRES – FROM



## TEAM AUSTRALIAN INSTITUTE OF MOTORSPORT DEBUTS THE AGR01 FORMULA VEE



**Team AIM with the AGR01**

Well it was an interesting time leading up to what was the debut of AGR01.

Rd 1 of the NSW state series at Wakefield Park was never going to be an easy task for the team at the Australian Institute of Motorsport (AIM)

We had many teething problems with the race transporter several weeks before the round so our focus changed from the race car and the testing program to sorting out the truck's management system for both the engine and transmission which talk to each other through a CAN Bus system. Anyway without sounding like I'm making excuses we struggled with getting the testing program completed for AGR01 in time for its debut. Whilst the chassis package of the car wasn't too bad the engine struggled all weekend.



**Team AIM hard at work on the AGR01**



**The AGR01 debuted fittingly with the Jacer F2K14**



**AUSTRALIAN INSTITUTE OF MOTORSPORT**

FORMULA VEE RACING ON



RACING TYRES – FROM



Getting to the circuit meant driving through the night from Melbourne. A big thank you needs to go out to the management of Wakefield for their hospitality in accommodating the students and trainers over the weekend. The team was the talk of the paddock and I'm very proud of the way my students presented themselves.



**Andy Goodall at the wheel of the AGR01**



**Andy passing down the inside of the main straight**

Back to the car, Friday was all about running in some new components and for me learning the track. I can't remember the last time I drove around Wakefield but I've done plenty of laps in the simulator. It's a pity the simulator was nothing like the real thing. Early on in the second session on Friday a valve spring went soft and our problems began. We had a rocker go over the valve and hold an exhaust valve open at high RPM. From then on it was just going to be a matter of circulating for the weekend and doing the best we could. Whilst we made running repairs the engine had less than 50 HP for the rest of the weekend. My goal was to stay out of other competitor's way and have a bit of fun with the 1200 boys and learn more about the car. We learnt that AGR01 did not take a liking to some of the bumpy corner entries at Wakefield. We also learnt that in greasy conditions the car was a handful from mid corner to exit.

Race 1 saw no more valve issues, just a lack of power. Around lap 8 I lost the dash and data logger due to a battery failure. The joys of a new car I suppose. The car then started to develop a misfire due to a lack of voltage but we still managed to get it home. As luck had it, it cut out in pit lane on the way to Park Fermé.

Race 2 saw us get on top of the battery issues with a new battery fitted. It was going to be a matter of driving around and get data for the students. Apart for the missing 20 HP it wasn't bad and I was starting to get comfortable with the circuit.

Race 3 saw the performance die even further but I was still able to hang with the 1200s not wanting to effect their result I waved them by and tagged on to the back of them for a while seeing where the car was good and bad on the circuit. With a few laps to go to the end of the race I saw the leaders fast approaching so it was easier to drive down pit lane and park it and stay out of other competitors way than effect the result of the race.

Whilst our results weren't good for the car they were great for the team and the students. Thanks to everyone that made us feel so welcome.

**Andy Goodall**

**RACE REPORT****ROUND 2 2014**
 FORMULA VEE ASSOCIATION OF NEW SOUTH WALES INC.  
 PO Box 7690 Norwest BC Baulkham Hills 2153
**CLUB POINTSCORE****APRIL 26/27 WAKEFIELD PARK**
**THOMAS EXTENDS HIS CLUB POINTSCORE LEAD  
 BERNIE CLOSES THE GAP**


The second Formula Vee race meeting of the year in New South Wales took place in late April, this being the non-state championship Round 2 of the Formula Vee Association of New South Wales Club Pointscore for 1600 cars, 1200 cars, and Division 2 drivers.

A great non-championship field of over twenty Formula Vees rolled up for Round 2 of the FVANSW Club Pointscore at Wakefield Park, 200 km from Sydney down the Hume Highway towards Melbourne just outside the quaint and historic country town of Goulburn, home to the highest security prison in Australia.

The Formula Vee races, which were combined with Round 2 of the Motor Racing Australia series organised by the Australian Auto Sport Alliance, were relaxingly spread out over Saturday morning and Sunday morning.

An early highlight for the race meeting was the return of the young and talented Simon Duffy, another of the enthusiastic Australian Capital Territory crew after a two year break, Simon returning in the newly-purchased ex-Richard Nairn Jacer. Simon was joined on the grid by another former great Formula Vee driver, Lyall Moyes, this time at the wheel of his Historic spec Spectre, the first welcoming of a Historic spec car in the Open category following Lyall's recent encouragement to integrate the two classes at Open level.

FVANSW President. John McDonald, also made a reappearance in his trusty Mako 3 following a sabbatical necessary to rebuild the Mako's engine following his blow up at Sydney Motorsport Park late last year. "Mr Music" Gary Meyer also made another of his highly anticipated long-awaited returns to Formula Vee racing in his Jacer. One unexpected but most welcome surprise was the appearance of 1200 class Championship leader, Mat Pearce, at the wheel of his 1600 cc Jacer, which his Dad OC Bruce, campaigned at the first AIM Championship round.

A number of 2014 Rookies also readied themselves for racing duties at this non-championship round, Richard Jefford racing for the first time in his ex-Tim Brook LE100, while Craig Sparke continued his impressive debut at the Championship opener at Wakefield Park just a few weeks before.

Many of the bedrock Formula Vee regulars - Bernie Cannon, Stephen Butcher, Geoff Bassingthwaite, (phew!), Leigh Porter, Alan Harrison, Tim Brook, Stephen Cannon, Dylan Thomas, Bruce Perry, Morgan Freemantle, the "Most Improved for 2013" Brodie Tilbrook, Leigh Porter, James Horne, Dylan Thomas, and Geoff Bennett – appeared on the entry list to make one of the most enthusiastic and competitive non-championship Formula Vee events for many years.



Simon Duffy in his new Jacer with brilliant paint scheme



Richard Jefford debuts in the LE100

**Qualifying**

With Autumn now more than half passed, the morning was characteristically Goulburn-cold, but this time by uncharacteristically cold North Westerly winds and not the Antarctic blizzards usually expected across the New South Wales Southern Highlands. Just ten minutes after the Formula Vees departed the grid, Team Stinger had locked out the front row, but this time with "Mr Stinger" Stephen Butcher leading the grid with his best Wakefield Park lap time ever of 1.08.527, with a margin of 0.0253 seconds back to Club Pointscore leader Dylan Thomas, Dylan at the wheel of his Number 4 lease car, which he is meant to be sorting. James Horne, Tim Brook, Geoff Bennett, and Mat Pearce, back in the driver's seat of his 1600 Jacer, were all within one second of Butcher. Brodie Tilbrook, Craig Sparke, and John McDonald, were in the next one-second bracket. Bruce Perry, Alan Harrison, Leigh Porter, Simon Duffy, Rookie Richard Jefford, Geoff Bassingthwaite, and Gary Meyers, completed the line up of the 1600 cars, while Stephen Cannon, Bernie Cannon, and Lyall Moyes, completed the 1200 field.



Morgan Freemantle slides around the last corner



The rebuilt Leigh Porter in his rebuilt Jacer

**Saturday Races**

The Formula Vees were called up to the pre-grid for Race 1 by the Clerk of the Course over the new Race Control-to-Driver radios only minutes after Qualifying was completed, making for a very stressful start to what should have been a relaxing weekend of racing.

But after six laps of max-stress sprint racing around the tight Wakefield Park circuit, less than ten seconds separated the first ten Formula Vees over the line. Dylan Thomas crossed first, and extended his lead in the FVANSW Club Pointscore, ahead of the on-form James Horne in his House of Tickets Polar who was less than 0.15 seconds behind. In an ominous sign to the other drivers, Tim Brook steered the Jacer F2K14 to third place less than 0.7 seconds behind Thomas, while Mat Pearce returned to the top level of 1600cc racing by taking out fourth place in his Jacer. Stephen Butcher then took his Stinger to fifth place and with the fastest lap of the race.



**Lyall Moyes in the Gold CoD Elfin NG**



**Gary Meyer back at the wheel of his Jacer**

Bernie Cannon led the 1200's over line, ahead of Stephen Cannon, Bruce Pearce, and Lyall Moyes.

Race 2 saw James Horne rocket to the finish line first for his second win of the year, only fractions of a second ahead of the other twenty Formula Vees, with Thomas, Brook, Pearce, and Butcher, trailing in James' exhaust. Butcher excelled himself twice in one day with another PB. The Rookies looked even faster than in Race 1, with Craig Sparke again leading Richard Jefford by a slim margin.



**Simon Duffy leads Leigh Porter**



**Brodie Tilbrook got closer after a slow start**

Alan Harrison led Geoff Bassingthwaighte over the line for thirteenth place, while Bernie Cannon's two Saturday 1200 wins made huge gains into Stephen Cannon's Club Pointscore lead.

**Sunday Races**

If Saturday morning was cool, Sunday morning was cold, with winter arriving at Goulburn four weeks early to welcome Formula Vee for Race 3.

Although James Horne, as Race 2 winner the day before, led off the line to lead lap 1, the leading pack nose-to-tailed themselves lap after lap towards the finish, at least until James Horne plunged off the track at the end of the straight, allowing Tim Brook to record the first win for the stunning Jacer F2K14.



**Reigning State Champion, Tim Brook, steers the beautiful new Jacer F2K14 to its first ever win in Race 3**

Dylan Thomas smoked his way around the circuit (with locking rears) to take second place ahead of Pearce, while “Legend” Stephen Butcher excelled himself with his fastest ever race time around Wakefield Park after 20 years of trying. John McDonald also excelled himself with fifth place in his ironic Mako 3, just seconds ahead of the rapidly improving Brodie Tilbrook, whose Sabre wasn’t responding in its usual Wakefield Park character.

Geoff Bennett continued to quietly make up places in his Jacer and race in the top ten, as did Bruce Perry and Morgan Freemantle. Craig Sparke continued his non-Rookie-like drives to take tenth place, ahead of Alan Harrison and Richard Jefford, with a smilingly-suicidal pole-sitter James Horner recovering his dust-covered rocketship Polar to twelfth place.



**James Horne leads off the line for Race 3**



**Bruce Perry on the inside of a dusty James Horne**

Simon Duffy’s, no doubt temporary, struggles with his new Jacer continued into the Sunday morning, although he worked hard to keep ahead of an also-struggling Leigh Porter, Geoff Bassingthwaighe, and Gary Meyer, in their brace of Jacers.

Bernie Cannon continued his sweep of wins across the weekend in his Kingfisher, but only by three tenths ahead of Stephen Cannon in the Nimbus, with Bruce Pearce in his Lepton, and Lyall Moyes in his Historic Elfin NG, only seconds further behind.

The final race of the weekend was heavily delayed by a two door Hyundai that started its race with three doors. So an hour after the due race start time, the huge grid of Formula Vees departed in a cloud of exhaust and tyre smoke for the last time, with Tim Brook taking the now-consummated Jacer F2K14 to lead the first lap.

Accompanied by an excited track commentator and a hillside of spectators, the race proceeded to the waved flag, with Dylan Thomas in his CXC Stinger the first of a snake of Formula Vees to cross the line, with Mat Pearce (Jacer), Tim Brook (Jacer), Stephen Butcher (Stinger), and Mr Fastest Lap, Geoff Bennett (Jacer) all less than one second behind Thomas. Brodie Tilbrook held his sixth starting place in his Contour Video Cameras Sabre, with the subdued James Horne and his Polar making up five places in seven laps to finish seventh.



Alan Harrison in his Harrison Vee



James Horne in his Polar not far ahead of Bruce Perry

Morgan Freemantle (Jacer), John McDonald (ironic Mako 3), and Craig Sparke (Jacer), raced themselves for seven laps to complete the top ten over the line with only a 0.6 second margin between them. Bruce Perry (Astec) also raced Alan Harrison (Harrison Vee) for seven laps, with less than 0.2 seconds between them at the finish, while Leigh Porter (Jacer) and Richard Jefferson (LE100) were another pair of dancing partners, their margin even smaller at 0.12 seconds.



Morgan, John, and Craig, are welcomed to...



Bernie Cannon took three out of four wins

Simon Duffy (Jacer) continued with his struggles, to take fifteenth place over the line, with Geoff Bassingthwaite (Jacer) and Gary Meyers (Jacer) simply struggling to keep up with Simon.

Stephen Cannon finally scored his first 1200 class win of the weekend in his Nimbus, although Bernie still made good points to take second in his Kingfisher. Lyall Moyes earned a moral third place trophy in his Historic Elfin, while former 1200 State Champion, the beloved Bruce Pearce wilted as the race progressed, with his Lepton taking the final position.

So one of the best Club Pointscore race meetings in memory finishes, marked by the highest standard of Formula Vee racing.

## AROUND AUSTRALIA IN FORMULA VEE

	<p>Round 1 of the Tasmanian Super Series at Symmons Plains in early March saw Matt Holmes take out pole ahead of Liam Caplice, James Curran, Nino Bocchino, Brody Murfet, Lindsey Murfet, Ridsen Knightly, and Richard Gray. Matt took out all four races with Nino taking out three seconds and a third, Liam taking out a second and a third, with James and Richard each taking out a third.</p>
	<p>The first round of the VMRC took place at Winton in early March, with Heath Collinson taking out pole ahead of twenty four other Formula Vees. Mitch Quiddington took out Race 1 ahead of Heath and Matt Stubbs, with Ken Filbey taking out the 1200's ahead of Steve Wood from NSW. Heath took out Race 2 ahead of James Dean and Dion Gretrix, with Ken Filbey again taking out the 1200's. Matt and Mitch followed Heath over the line in Race 3, with Ken again the 1200 winner. Race 4 saw Matt Stubbs taking out the win ahead of Heath and Mitch, while Ken clean-swept the 1200's for the weekend.</p>
	<p>The first round of the SA State Motor Racing Championships in mid March at Mallala saw eight Formula Vees lined up for qualifying. Ben Forgan poled the session ahead of Rob Surman, then Bob Fursenko, Blaine Grilles from Victoria, then Michael Lloyd leading the other 1200's of Rob Kowald, Jay Thompson, and Andrew Mutch. Ben, Rob, and Blaine, podiumed all three races ahead of Andrew, with Michael and Rod sharing the 1200 wins,</p>
	<p>In early April, eight Formula Vees lined up for the second round of the Tasmanian Super Series at Baskerville outside of Hobart, with Richard Gray taking out pole ahead of Laim Caplice, Brody Murfet, Lindsay Murfet, Wade Mclean, Ridsen Knightley, John Pooley, and Nino Bocchino. Race 1 was led by Caplice, Murfet, then Nino, after Gray was excluded. Races 2, 3, and 4, were all won by Gray, with Caplice and Murfet following him over the line each time.</p>
	<p>At the second round of the Queensland Drivers Championship at Queensland Raceway in mid April, sixteen cars lined up for qualifying, with Paul Manteit taking out pole, and then winning the next three races, with Ross Loudon, Greg Wood, and Mike Smith, fighting for the minor podium places. Former NSW Champion, Ken Taylor raced near the front. Luke Spalding took out the final race of the weekend on the Clubman circuit, ahead of Cam Kerr and Ian Gray</p>
	<p>At the Victorian State Circuit Racing Championships round at Phillip Island in mid April, a twenty three Formula Vees lined up for qualifying. Mitch Quiddington took out Race 1 from Heath Collinson and Matt Stubbs, with Ken Filbey the 1200 class winner, while Race 2 was won by Matt Stubbs from Heath and Mitch. Ken took out the 1200 class again. Race 3 was abandoned after an incident under the Safety Car. Morgan Lynch was unhurt.</p>
	<p>On the same weekend as Mallala, a great field of twenty Vees lined up at Barbagallo for the Nightmasters Race Meeting with David Campbell and David Caisley taking out the 1600 and 1200 poles. Rod Lisson took out two 1600 race wins to Bruce Welshes one, with Brett Scarey and David Campbell sharing the remaining podium places, while David Caisley took out all three 1200 races, with Austin Pearson, Aidan Read, Peter Jojart, and Rhys Lilley, shared the podium positions throughout the weekend.</p>

  
**A NOTE FROM IRELAND**



**Colm Blackburn leads a pack in his Leastone**



**Kevin Grogan in his Leastone**

Formula Vee came to Ireland in the mid 1970's and, like Formula Ford, was created to provide a low cost form of single seater racing. However, since then Formula Ford has become more and more expensive, with less people competing, while Formula Vee has still remained within reach of the average person. Formula Vee can now boast the highest popularity with over 50 members in the Association, and about 30-40 of those regularly competing.

The Formula Vee National Championship consists of races in Ireland (Mondello National and Mondello International), Northern Ireland (Kirkistown and Bishopscourt) and the UK. The Phoenix Park event is a two day non-championship event, with spectator attendance typically over 100,000, and some events are expected to be televised across Ireland and the U.K. during the season.

A championship was also created to cater for the seasoned fun racer (B championship) as well as one for the novice driver (C championship).

There are approximately ten race meetings per year, of which nine are championship events. Each race meeting usually consists of qualifying and one race on day one, with two races taking place the next day on a double header weekend. For 2014, there will be a separate race for fun drivers and novices (B & C points will be scored in this race) in the morning, with a race for all drivers (National points to be awarded in this race) in the afternoon. Points are awarded to drivers according to their placing. These points are used to determine championship rankings throughout the season.



**Colm Blackburn fighting Stephen Morrin**



**Jack Byrne ahead of Gary Owens**

## FORMULA VEE DRIVER PROFILE – Geoff Bassingthwaighte



Geoff Bassingthwaighte is one of the true gentlemen in Formula Vee, both on and off the track. Geoff started Formula Vee racing in his trusty Avanti, but soon graduated to the ex-Zane Al Said/Scott Blake Jacer, where he has found the extra speed to his liking.

**What is your job?** Ex Public Servant, now retired. Is “retired” a job? I’m told I will be very busy now and wonder how I ever had time to go to work and the first 2 weeks seems to support that view.

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

I wanted a racing car (a real racing car, not a sedan) to play at the local hillclimb. Formula Vee seemed to fit the bill. Col Merz found me a car – the Avanti. Then I was convinced to enter for an Astor meeting at Wakefield, met Bernie, Steve and Michael and with a little persuasion I decided to enter the State Championship to support the 1200 class and now I have a 1600.

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

Daniel Reynolds – so smooth and has such amazing feel for the car – great to watch him after a practice go about making such small changes to the car and then next time out seeing that they made the difference he expected.

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

Frank Matich – see I am old enough to know who he is and how good he was. Before you did a Bradbury any race driver aspired to do a Matich, - pole position, fastest race lap, lead every lap and win which he did regularly.

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

The competition and the camaraderie. I’m not sure if there are any other categories where the guy who just beat you is the one helping you to get ready for the next race to make sure we can all have fun together.

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

Keep playing for as long as I enjoy it. Try to get to some different tracks (both circuit and hillclimb) and improve my driving and setup to run consistently in the mid pack with the 1600’s. and to get closer to Col Merz’s times at Fairbairn Park. At least I know how fast my Jacer can go around there, I just need to be able to do it now. This is all about having fun and bringing the car home with minimal damage.

### **What road car do you drive?** 2006 Hyundai Tiburon – daily drive/tow car etc. Perhaps time for a change.

Thanks to all the Canberra guys for all the assistance so far, and a special thanks to Col Merz for keeping me on the track.

## FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2014 POINTSCORES

### FVANSW 1600 STATE CHAMPIONSHIP

Driver Name	FV 2014 NSW State Championship Round 1				Sub Total	Worst Race	Total
	Race 1	Race 2	Race 3	Total			
1) Dylan Thomas	30	30	25	85	85	25	60
2) James Horne	23	27	30	80	80	23	57
3) Simon Pace	25	25	27	77	77	25	52
4) Timothy Brook	27	22	23	72	72	22	50
5) Michael Kinsella	20	23	22	65	65	20	45
6) Darren Williams	22	21	20	63	63	20	43
7) Stephen Butcher	21	20	19	60	60	19	41
8) Brodie Tilbrook	18	18	21	57	57	18	39
9) Geoff Bennett	17	19	18	54	54	17	37
10) Morgan Freemantle	19	17	16	52	52	16	36
11) Simon Thomsen	16	16	15	47	47	15	32
12) Daniel Stein	13	6	17	36	36	6	30
13) Bruce Perry	14	15	13	42	42	13	29
14) Craig Sparke	15	13	12	40	40	12	28
15) Garry Hook	0	14	14	28	28	0	28
16) Allan Harrison	0	12	9	21	21	0	21
17) Mathew Pearce	11	9	7	27	27	7	20
18) Jacob Andrews	10	10	10	30	30	10	20
19) Matthew Bode	9	7	11	27	27	7	20
20) Leigh McGarvie	0	11	6	17	17	0	17
21) Richard Jefford	7	8	8	23	23	7	16
22) Andy Goodall	8	5	0	13	13	0	13
23) Adam Brook	12	0	0	12	12	0	12
24) Stephen Cannon	4	4	5	13	13	4	9
25) Steven Wood	5	3	3	11	11	3	8
26) Peter McDonald	3	2	4	9	9	2	7
27) Bruce Pearce	6	1	0	7	7	0	7

### FVANSW 1600 CLUB POINTSCORE

Driver Name	FV 2014 NSW State Championship Rd 1				WP Club Pointscore R2					Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Race 4	Total	
1) Dylan Thomas	30	30	25	<b>85</b>	30	27	27	30	<b>114</b>	<b>199</b>
2) Timothy Brook	27	22	23	<b>72</b>	25	25	30	25	<b>105</b>	<b>177</b>
3) James Horne	23	27	30	<b>80</b>	27	30	15	20	<b>92</b>	<b>172</b>
4) Stephen Butcher	21	20	19	<b>60</b>	22	22	23	23	<b>90</b>	<b>150</b>
5) Geoff Bennett	17	19	18	<b>54</b>	21	20	20	22	<b>83</b>	<b>137</b>
6) Morgan Freemantle	19	17	16	<b>52</b>	20	17	19	19	<b>75</b>	<b>127</b>
7) Brodie Tilbrook	18	18	21	<b>57</b>	0	18	21	21	<b>60</b>	<b>117</b>
8) Bruce Perry	14	15	13	<b>42</b>	17	19	18	16	<b>70</b>	<b>112</b>
9) Craig Sparke	15	13	12	<b>40</b>	18	16	17	17	<b>68</b>	<b>108</b>
10) Mathew Pearce	0	0	0	<b>0</b>	23	23	25	27	<b>98</b>	<b>98</b>
11) John McDonald	0	0	0	<b>0</b>	19	21	22	18	<b>80</b>	<b>80</b>
11) Richard Jefford	8	9	8	<b>25</b>	13	15	14	13	<b>55</b>	<b>80</b>
13) Allan Harrison	0	12	9	<b>21</b>	12	14	16	15	<b>57</b>	<b>78</b>
14) Simon Pace	25	25	27	<b>77</b>	0	0	0	0	<b>0</b>	<b>77</b>
15) Michael Kinsella	20	23	22	<b>65</b>	0	0	0	0	<b>0</b>	<b>65</b>
16) Darren Williams	22	21	20	<b>63</b>	0	0	0	0	<b>0</b>	<b>63</b>
17) Leigh Porter	0	0	0	<b>0</b>	16	12	12	14	<b>54</b>	<b>54</b>
18) Simon Duffy	0	0	0	<b>0</b>	15	11	13	12	<b>51</b>	<b>51</b>
19) Simon Thomsen	16	16	15	<b>47</b>	0	0	0	0	<b>0</b>	<b>47</b>
20) Geoff Basingthwaighte	0	0	0	<b>0</b>	11	13	11	11	<b>46</b>	<b>46</b>
21) Gary Meyers	0	0	0	<b>0</b>	14	10	10	10	<b>44</b>	<b>44</b>
22) Daniel Stein	13	7	17	<b>37</b>	0	0	0	0	<b>0</b>	<b>37</b>
23) Jacob Andrews	11	10	10	<b>31</b>	0	0	0	0	<b>0</b>	<b>31</b>
24) Matthew Bode	10	8	11	<b>29</b>	0	0	0	0	<b>0</b>	<b>29</b>
25) Garry Hook	0	14	14	<b>28</b>	0	0	0	0	<b>0</b>	<b>28</b>
26) Leigh McGarvie	0	11	7	<b>18</b>	0	0	0	0	<b>0</b>	<b>18</b>
27) Andy Goodall	9	6	0	<b>15</b>	0	0	0	0	<b>0</b>	<b>15</b>
28) Adam Brook	12	0	0	<b>12</b>	0	0	0	0	<b>0</b>	<b>12</b>
28) Bruce Pearce	7	5	0	<b>12</b>	0	0	0	0	<b>0</b>	<b>12</b>

### FVANSW 1200 STATE CHAMPIONSHIP

Driver Name	2014 NSW State Championship Round 1				Sub Total	Worst Race	Total
	Race 1	Race 2	Race 3	Total			
1) Mathew Pearce	30	30	30	<b>90</b>	<b>90</b>	<b>30</b>	<b>60</b>
2) Stephen Cannon	25	27	27	<b>79</b>	<b>79</b>	<b>25</b>	<b>54</b>
3) Steven Wood	27	25	23	<b>75</b>	<b>75</b>	<b>23</b>	<b>52</b>
4) Peter McDonald	23	23	25	<b>71</b>	<b>71</b>	<b>23</b>	<b>48</b>

### FVANSW DIVISION 2 POINTSCORE

Driver Name	FV 2014 NSW State Championship Round 1				Wakefield Park Club Pointscore Round					Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Race 4	Total	
1) Geoff Bennett	27	30	27	<b>84</b>	30	30	27	30	<b>117</b>	<b>201</b>
2) Brodie Tilbrook	30	27	30	<b>87</b>	0	27	30	27	<b>84</b>	<b>171</b>
3) Craig Sparke	23	23	22	<b>68</b>	27	25	25	25	<b>102</b>	<b>170</b>
4) Richard Jefford	17	20	18	<b>55</b>	22	23	22	22	<b>89</b>	<b>144</b>
5) Allan Harrison	0	22	19	<b>41</b>	21	22	23	23	<b>89</b>	<b>130</b>
6) Stephen Cannon	14	16	17	<b>47</b>	18	18	17	18	<b>71</b>	<b>118</b>
7) Bruce Pearce	16	13	0	<b>29</b>	17	16	16	16	<b>65</b>	<b>94</b>
8) Simon Duffy	0	0	0	<b>0</b>	25	19	21	21	<b>86</b>	<b>86</b>
9) Geoff Bassingthwaighte	0	0	0	<b>0</b>	20	21	20	20	<b>81</b>	<b>81</b>
10) Gary Meyers	0	0	0	<b>0</b>	23	17	19	19	<b>78</b>	<b>78</b>
11) Bernie Cannon	0	0	0	<b>0</b>	19	20	18	17	<b>74</b>	<b>74</b>
12) Simon Thomsen	25	25	23	<b>73</b>	0	0	0	0	<b>0</b>	<b>73</b>
13) Daniel Stein	22	18	25	<b>65</b>	0	0	0	0	<b>0</b>	<b>65</b>
14) Jacob Andrews	20	21	20	<b>61</b>	0	0	0	0	<b>0</b>	<b>61</b>
15) Matthew Bode	19	19	21	<b>59</b>	0	0	0	0	<b>0</b>	<b>59</b>
16) Steven Wood	15	15	15	<b>45</b>	0	0	0	0	<b>0</b>	<b>45</b>
17) Peter McDonald	13	14	16	<b>43</b>	0	0	0	0	<b>0</b>	<b>43</b>
18) Andy Goodall	18	17	0	<b>35</b>	0	0	0	0	<b>0</b>	<b>35</b>
19) Adam Brook	21	0	0	<b>21</b>	0	0	0	0	<b>0</b>	<b>21</b>

### EVANSW 1200 CLUB POINTSCORE

Driver Name	2014 NSW State Championship Rd1				WP Club Pointscore Rd 2					Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Race 4	Total	
1) Stephen Cannon	25	27	27	<b>79</b>	27	27	27	30	<b>111</b>	<b>190</b>
2) Bernie Cannon	0	0	0	<b>0</b>	30	30	30	27	<b>117</b>	<b>117</b>
3) Bruce Pearce	0	0	0	<b>0</b>	25	25	25	25	<b>100</b>	<b>100</b>
4) Mathew Pearce	30	30	30	<b>90</b>	0	0	0	0	<b>0</b>	<b>90</b>
5) Steven Wood	27	25	23	<b>75</b>	0	0	0	0	<b>0</b>	<b>75</b>
6) Peter McDonald	23	23	25	<b>71</b>	0	0	0	0	<b>0</b>	<b>71</b>

## FORMULA VEE SALE



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



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



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