



ASSOCIATION OF NEW SOUTH WALES INC.  
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June 2012



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## RECORD NSW 1200 RACERS IN 2012!

- Round 1 FVANSW State Championship/Round 1 Clemenger International Freight Australian Formula Vee Series – Eastern Creek Report and pictures
- Round 2 FVANSW 2012 State Championship – WP Report and pictures
- Competition News and Notices
- 1200's On the Move!
- AP RACING Announcement – look inside!
- Inside Line News and Gossip

**AND MORE!**

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



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Phil Lewis	BH.45 78 4924
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#### Central Coast

Greg Douglass	Mob.0402 237 507
<b>ACT</b>	
Col Merz	Mob.0412 316 275
Morgan Freemantle	Mob.tba

NO engine may be sealed by the same sealer twice in a row. The engine and gearbox sealing sheet and cards must be kept with the car log book and produced on demand.

**The Sealers are Judges of Fact, and their measurements are final. Sealing fees apply.**

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### 2012 RACING CALENDAR

CP/SC/CIFFVAS	March 31/April 1	Eastern Creek
CP/SC	April 28-29	Wakefield Park
CP/SC	June 9-10	Eastern Creek
CP	July 21-22	Wakefield Park
CP/SC	August 11-12	Wakefield Park
CIFFVAS	September 1-2	Morgan Park
CP/SC	September 22-23	Eastern Creek
CIFFVAS	October 13-14	Phillip Island
NT	October 27-28	Wakefield Park

**CP-Club Pointscore, SC – State Championship, CIFFVAS – Australian Series, NT - National Titles**

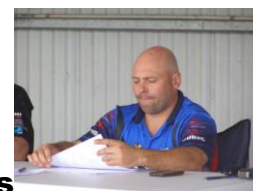
### POINTSORE SYSTEM

**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 2012.

**Division Two** – As above for Division Two drivers only for ALL races throughout 2012.



## FVANSW PRESIDENT'S REPORT **By Dylan Thomas**

It always amazes me how quickly time flies which means its time to do another one of these reports.

Its been a cracker of a start to the season, with near on 40 cars starting the first round, and some awesome racing throughout the pack, but especially the mid pack that must have had at least 15 cars in it. If you haven't seen the Youtube video footage you should go check it out. It was also great to see the return of Corinne Perry (Black). Having last year off with a wedding and a baby hasn't slowed her down, especially running around the top ten of a national field all weekend. Also, was great to see that Pablo is doing the full year leasing the old Nathan Brumby Stinger and doing a great job in it. He even qualified third in it at Round 2 at Wakefield before being found under ride height and being put to the rear of grid. (Sagging Stinger springs? Ed).

It was also great to see somewhat of a mini resurgence of the 1200's class this year with Steve Butcher taking a step back down memory lane returning for the year with his eyes set firmly on that elusive nationals title that he has had in his hands numerous times only to see it slip through his fingers like beach sand. We also have a few new boys to State racing with Bruce Perry and Geoff Bassingthwaite coming to the 1200's from Wakefield Astor, and Stephen Gamarra buying the old Tom Ballard car and painting it in the old JPS colours, which looks sensational.

Round 2 saw a few less starters than normal, particularly at the front of the field with Kinsella, Thomas, Matty Pearce, Timmy Brook, and Tim Hamilton, who all fought at the front last year not running this year. Its given new and old blood opportunity to fight with Daniel at the front. Simon Pace stepped up and was shadowing Daniel at times over the weekend which few have been able to do at Wakefield in recent years, cracking out some of the best times he has ever done at the track. Corinne also had her first podium, and Pablo was up there, as well as Darren Williams. Even Morgan finally pulled his finger out and had a top four finish.

I was a bit saddened not being at this round as it was the first state round I have missed in five years. However, being given the opportunity to run the CXC Evo in a six hour race around Phillip Island I'm sure my choice was obvious.

Round 3 of the State series is set to be really exciting being on the NEW full circuit at Eastern Creek (now Sydney Motorsport Park), with plenty of questions to come out of that round. Are we going to need to use second gear out of the uphill hairpin? And the big news for those interested is that after 17-20 years in the making, the all famous RAYZOR is finally making its race debut...can it win first weekend out of the blocks??? There will also be all new lap records set...who will get them???

The committee has also arranged an excursion (so to speak) to the Nulon Oils factory which I am sure a heap of us will take up as this will be a great experience. Numbers are limited so remember to notify Gary Ogden ASAP to reserve your spot.

The National Titles are progressing well, but remember to book your accommodation early.....like now!.....as there is very little accommodation down there for that weekend due to the Catholic Schools Association basketball competition.

Catch you at Eastern Creek.

Dylan



**CLEMENGER INTERNATIONAL FREIGHT**  
Automating and Simplifying Freight Management

## **The Clemenger International Freight Formula Vee Australian Series is GO for 2012!**

**Round 1 – Eastern Creek March 31/April 1**

**Round 2 – September Morgan Park September 1/2**

**Round 3 - Phillip Island October 13/14**

**CHECK OUT THE REGULATIONS ON THE FVAA WEB SITE**



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

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## WHAT'S COMING UP FOR 2012?

January 28	CAMS Come and Try Day
February 22	Eastern Creek "Garage" Cafe FVANSW General Meeting
March 31-April 1	Eastern Creek R1 FVANSW State Championship
March 31-April 1	EC R1 Clemenger International Freight Australian Formula Vee Series
April 28-29	Wakefield Park R2 FVANSW State Championship
June 9-10	Eastern Creek R3 FVANSW State Championship
July 21/22	Wakefield Park R4 FVANSW Club Pointscore
August 11-12	Wakefield Park R4 FVANSW State Championship
September 1/2	MP R2 Clemenger International Freight Australian Formula Vee Series
September 22-23	Eastern Creek R5 FVANSW State Championship
October 13-14	PI R3 Clemenger International Freight Australian Formula Vee Series
October 27-28	Wakefield Park FVAA National Titles
November 28	Ryde Club FVANSW Annual General Meeting
December 1	Ryde Club 2012 FVANSW Awards Presentation Night

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



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## NUTS AND BOLTS - Lyall's Technical Update

In this Technical and BoM update, there are a number of issues to be covered.

First and foremost, I would like to say thank you all for your patience, co operation and under standing with the post Qualifying and Race technical inspections. I know that all you want to do after a race is talk B.S. and give the reasons why you did not win, but in a class that is so tightly technically regulated, these checks are very important. Once again, thank you all.

After Eastern Creek Qual, there were a number of cars with number infringements, two cars under ride height and the issue with the carby on Shane Hart's car.

I dealt with the number issue simply by explaining why the numbers were wrong, and I believe everyone understood and I am pleased to say, no one complained. After the meeting, Mick Reinhardt said it was about time someone did something about the numbers as "they had been out of control for years". I was very pleased to hear that from Mick, as I, and many others, have a great deal of respect for Mick and what he has done for Formula Vee.

As I was busy with the numbers and the carby issue, I left the ride height cars to be sorted by the Scrutineers. I learnt later that the drivers had been given a slap on the wrist and no action taken. I do not believe that this was an appropriate action to take, as the cars were allowed to start Race 1 in the position that they had qualified in with cars that did not meet the Formula Vee regulations. This situation should have been handled better by the Scrutineers, but it was a lesson learned and I made a mental note not to let it happen again.

The carby issue on Shane Hart's car is ongoing. I won't go into all the details, suffice it to say that the CAMS judicial wheel turns very slowly. I am in possession of an Email from Jo Coad, Acting Senior Motor Sport Coordinator-Technical which states –quote "the CAMS Eligibility determined that the carburettor in question did not comply with the regulations and therefore is ineligible" end quote.

I am also in possession of a number of Emails from Senior FVAQ officials refuting certain statements that were made at the original Stewards hearing at EC.

I will be attending a Stewards meeting at Sports House at Homebush on Monday 14<sup>th</sup> of May, where I am led to believe a penalty will be determined that is deemed to be appropriate for the use of the "ineligible" carburettor. Watch this space.

On to Wakefield Park and I am very pleased to report that after Qual. only one car was under ride height and every 1600 car passed a carby and restrictor plate check. Remembering my mental note from EC, I took control of the ride height situation and the driver was given a rear of grid start for Race 1. I take no delight when something like this happens and especially in this case as the driver is new to the sport, in a car that he is leasing and therefore has no control over set up, and he Qualified P3, but action had to be taken, and whilst it is unfortunate, I make no apology for taking this action.

Prior to Race 2 on Sunday morning, Leigh Porter, Simon Pace, Craig Conlon and myself drew 5 numbers from a hat and these cars had the carby and one side of the inlet manifold off and checked. The cars were Daniel Reynolds, Dean Cavanagh, Simon Pace, Pablo Martino and Stephen Gamarra. Once again, I am very pleased to say that there were no problems that I could see with their carby's, inlet manifolds or inlet ports. Well done to all concerned.

Whilst on Wakefield Park, I do not understand why we run a round of the CAMS State Championship at a circuit that does not provide working scales. Surely that is a proviso to have a Round of the State Championship at your venue. I suppose it could be worse, the first round could have been at Wakefield and here we are with a new weight limit. What happens if the lightweights take 30 or 40 Kg out for the next round at WP?

In order to get a better understanding of this next issue, get onto the National FV website, go to Competition, Rules and Technical, Sealing Card System and be very mindful of the section "In the event of a lost card". When you get an engine or gearbox sealed, the sealer will give you a White Sheet (the original sealing sheet or certificate), possibly a Yellow Copy of that original sealing sheet (some sealers send the yellow directly to me and some give it to the owner to pass on to me) and a White Card (sealing card).

If you are asked to produce the Sealing Card (the white card) at a race meeting, and you do not have it, and you do not have the original Sealing Sheet (or the yellow copy if you have not passed it on to me), then you have no record of the engine or gearbox having been sealed. If you do not have either the Sealing Card or White original Sealing Sheet and you have sent the Yellow copy of the Sealing Sheet to me, that may temporarily get you out of trouble. The fact that the item has seals on it is not good enough and in this situation you can be asked to put the car on the trailer and your meeting is over.

I cannot stress highly enough the importance of the Sealing Card, and I will be checking them at Eastern Creek next, so I ask you all to get your paperwork in order before the meeting. Make sure that your Cards and Sheets are for the engine and gearbox that is in your car, and leave paperwork that is no longer relevant to your car, at home.

The BoM has asked the FVANSW Technical Group to put forward a plan to produce a Video that can be used as a tool for the ongoing training of Sealers, Australia wide.

Whilst it may sound like a simple enough thing to do, in order to get it right and look professional, it will require a lot of planning and work. I have asked all the members of the Technical Group for ideas and I extend that invitation to you all. If you have any ideas, thoughts or experience in video production, call or Email me and we will go from there. It is very important to get it right, both for FV and for NSW.

That's it for this week, but I remind you that I am available if you have any queries at all regarding technical issues.

Lyall

## BOM REPORT BY LYALL MOYES

Elsewhere in this Magazine is an article that is a combined Technical and FVAA (BoM) report, but I have been asked if I could expand on the FVAA component of the report.

At the last BoM teleconference there were a number of issues that were dealt with, including the Shane Hart carby saga, the Action Log that is an ongoing project, a list of checks that can be carried out in Parc Ferme, the engine that was in a car that was purchased from interstate and found to be allegedly “non conforming” in a number of areas, CNC Cylinder Heads and ideas for a National Sealing Database.

The Shane Hart issue has been dealt with in the other report, and the engine in the interstate car cannot be talked about at this stage as the issue is ongoing. I will say that the car came with a sealing card for the engine, so it might be one of those unfortunate cases of “buyer beware”. The engine has been stripped and a report will be prepared as soon as I finish this one.

The CNC heads are an item that was first started by Paul Corcoran and has recently been revived by Frank Kleinig. At face value, it would appear to be a great idea, but there are a number of issues with the concept that may prevent it from going ahead, but I will keep you informed.

The National Sealing Database is something that I am very keen to see get up and running. The basic idea of it is to allow Sealers to enter sealing details from an engine or gearbox, straight on to a Database that will be accessible by all sealers that have the appropriate password. This will simplify the sealing process as there will be no paperwork involved and the Competitor will not have to carry a Sealing Sheet or Card to the track. The Technical Director or Eligibility Officer can simply access the Database and check Sealing records. Too easy!!

Michael Lloyd is working on a “universal” list of checks that can be carried out in Parc Ferme. This list will be distributed to all States and everyone will be on the same page when it comes to post race checks. A great idea.

The Action Log is simply a list of projects that are seen to be vital to the ongoing running of Formula Vee and contains items as diverse as budget forecasts, national Email lists, standardisation of supp. regs, the so called “engine of the future”, the training video that is in the other report, various sealing issues and a Safety Review. Many of these projects are complicated, and as such, have been on going for some time, but the BoM realises the need for expedience and is working to complete these projects as quickly and correctly as possible.

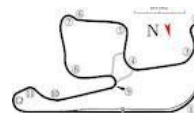
That’s all there is for this report, but suffice it to say, I will do my best to keep you informed.

Lyall.





**NEXT RACE**



## ROUND 1 2012 CAMS NSW FORMULA VEE MOTOR RACING CHAMPIONSHIP

**EASTERN CREEK LONG CIRCUIT JUNE 9/10**

# **Be there to support your category**

### **Competition News and Notices**

- With competition pressures on so many Formula Vee competitors reaching astronomic proportions in recent years, it has become obvious that aerodynamics have been one area where some competitors have made efforts to reduce aero drag and gain some useful power. You may not know that not only do Formula Vee rules apply to your coachwork, but First Category and General rules also apply to your Formula Vee. So when you read the Formula Vee rules in the CAMS Manual, also read through all the other relevant areas of the CAMS Manual. There are even FIA rules that are not detailed in the CAMS Manual that apply to your Formula Vee, but even the Stewards have trouble getting their hands on every international document!
- While on the subject of competition pressures, it is also advised that if a competitor has a bright spark idea, such as cockpit controlled fan belt last lap removal cable (yes, its been done before), then before you self-interpret the rules and then risk the club scrutineers disagreeing with your interpretation at post-race scrutineering at great potential ultimate cost, you should get an opinion on your interpretation from the club technical director. Don't forget, the club technical directors act first and foremost in the interests of all club members.
- Our illustrious technical director, Lyall Moyes, has been making big efforts to whip the FVANSW into shape. Lyall started his program of whipping at our first championship round at Eastern Creek the National Series round in late March by bringing to many competitors attention their non compliant race numbers. There are two sets of rules on numbers, Formula Vee specific rules detailed in the Technical Manual, and the general First Category rules in the CAMS Manual. You must fully comply with one set of rules. Unfortunately, a number of competitors still hadn't updated their numbers by our next round at Wakefield Park, including thickness of the borders, location, and the font of the numbers. Please make every effort to comply with every aspect of the number rules.
- Recently, a competitor was found in post-race scrutineering to have an unsealed component on their Formula Vee. The component in question was purchased from a third party, most likely in good faith with the belief that the component was fully compliant with our rules. Unfortunately, this competitor has now gone through the entire lengthy and public CAMS judiciary process. Every competitor must be fully aware that you are totally responsible for the technical compliance of every aspect of your Formula Vee when it is presented to post race scrutineering in parc ferme. If you intend to purchase an unsealed performance-critical component, such as flywheels, carburetors, or other induction components, from a third party, particularly a supplier not familiar

with Formula Vee rules, it is advised that you have the component checked out and cleared by a club sealer before you pay out your hard earned money.

- Don't forget that our new minimum weight rules are now gazetted and are now being applied at race meetings around Australia, which are 500kg for 1600's and 485 kg for 1200's. Something to remember is that the weight of your car is measured as raced immediately after a race on post race scrutineering. Therefore, if you lose a nosecone in a race, which as we all know happens occasionally in Formula Vee, your car must still comply with the weight rules when it is weighed after a race, with or without nosecone. So it may be a good idea to set the weight of your car above the minimum weight by the weight of your nosecone. Naturally, a lighter nosecone will mean you will exceed the minimum weight by less.
- On the subject of weights, scales are like any scientific measuring instrument, and so their manufacturers always specify a range of accuracy that is applicable only when within certain, usually very narrow, conditions, such as temperature and pressure. This range of accuracy means that you could get different readings, perhaps by as much as 5 kg, when you have your car weighed several times. That's why scrutineers weigh your car twice if initially found to be below the minimum weight. So please take this range of accuracy into account when you set the weight of your car at the track before a race meeting.
- And while still on the subject of scales, the issue of the scales at Wakefield Park has been a sore point for several years. The CAMS Motor Racing Panel has made every effort to convince Wakefield Park management to ensure their scales are maintained, calibrated, and fully operational at every race meeting. Unfortunately, the scales have not operated as we require. CAMS is still pursuing this issue. The FVANSW committee will, however, ensure that the weighing of Formula Vees at the 2012 Wakefield Park National Titles will be carried out in accordance with CAMS and Formula Vee requirements.
- A tip. Check your brake balance bar before each race meeting to make sure it is clean, with no signs of corrosion and the bearing slides freely. Better still, the bearing should be regularly cleaned, lubricated, and the operation of the entire balanced bar, cable, and brake pedal, is carefully checked.
- The trophy presentation ceremonies at the end of each race meeting are an opportunity for every member and supporter of Formula Vee at the race circuit to honour the success of the podium winners and to celebrate our fabulous racing car category. Please make every effort to attend the trophy presentations, whether you are a competitor, pit crew, mum or dad or wife or brother or girlfriend or son or daughter or.....
- Lyall Moyes made it clear in his last report that members should respect parc ferme conditions. Respecting parc ferme conditions means keeping well away from post race scrutineering if you are not directly associated with a Formula Vee being scrutineered. Directly associated means being a competitor or official pit crew, not mum or dad or mate or other competitor. Also, only the competitor can represent the vehicle being scrutineered unless another person is requested by the scrutineers.
- So far throughout the two rounds of our State Championship at Eastern Creek and Wakefield Park, our smart and safe, yet fast, racing has resulted in only one minor Safety Car intervention (simply due to a Formula Vee not capable of being restarted after a minor spin). Our high standard of racing over the last year is making our colleagues in all the other categories at Eastern

Creek look rather unfortunate with their numerous Safety Cars under their fixed timed races resulting on lots of lost racing time, while we maximize the number of raced laps under our allocation of fixed lap races. So let's keep using our brains when we race so we race over the longest possible distance in the shortest possible time.

- Finally, a very senior member of the FVANSW recently could not work out why he could not get his Formula Vee engine to start, with no sign of ignition spark or power to the starter motor. So after several hours of wire tracing, changing switches and ignition components, he realized he had been operating the rain light switch. Lesson? It doesn't matter how smart you think you are, familiarity breeds contempt, and don't take your experience and knowledge for granted. The unnamed member will remain unnamed.

## FORMULA VEE 1200'S ON THE MOVE IN NSW IN 2012

Numbers of Formula Vee 1200's have been steadily moving upwards on recent years, and reached record numbers at Round 1 at Eastern Creek when one interstater, Rod Kowald, two local "fringe" 1200 drivers, Bruce Perry and Geoff Bassingthwaite, and when 1600 star Stephen Butcher jumped out of the outright 1600 class, and joined the enthusiastic local 1200 regulars, Michael Gale, Stephen Cannon, and Bernie Cannon.



**Bruce Perry Spectre**



**Geoff Bassingthwaite Avanti**



**Michael Gale Mako**

The 1200's are the living history of Formula Vee, and now as a second class of Formula Vee alongside the 1600's, are showing their potential as a low-cost entry into Formula Vee as many engine parts are more available after being freed up by conversions.



**Rod Kowald Panther (SA)**



**Stephen Cannon Nimbus**



**Stephen Butcher Stinger**

The enthusiasm and commitment of the 1200 drivers to the 1200 class, along with the ongoing support of informal 1200 Category Manager, Colin Contessa, and the publicity generated by Stephen Butcher's return to the 1200 class and his demonstrations of his exciting driving style, will hopefully continue the increasing numbers of 1200 cars in open Formula Vee racing.



**Bernie Cannon Kingfisher****Bruce leads Michael leads Bernie at Eastern Creek**

If you know of someone with a 1200 Formula Vee sitting idly in their garage, let's twist their arms hard enough and encourage them to get their 1200 onto our race tracks, whether it be open racing or Historic racing.

### **CHECK OUT THE COMPLETE POINTSCORES FOR;**

- **OPEN STATE CHAMPIONSHIP POINTSCORE**
  - **1200 STATE CHAMPIONSHIP POINTSCORE**
    - **FVANSW CLUB POINTSCORE FOR 1200 FORMULA VEE**
      - **FVANSW CLUB POINTSCORE FOR 1600 FORMULA VEE**
        - **FVANSW DIVISION TWO POINTSCORE FOR ALL DIVISION TWO DRIVERS**

AT

**[WWW.FVANSW.ASN.AU](http://WWW.FVANSW.ASN.AU)**

**(points not shown due to computer formatting problems)**



Dean Perkins has been hanging around Formula Vee for around 25 years, first as Jason Cutts' long haired school mate, and more lately as Velocity News erstwhile resident photographer. Following his persisting efforts, Dean is now a fully accredited CAMS photographer, and he can be seen in his pink vest with his foot-long lens pointing at the Vees as they race around many circuits around Australia. Dean's photos are available to Vee competitors, see at <http://www.raceshots.com.au/>

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**Inside Line – News and Gossip from around the FVANSW**

Our illustrious Technical Director and FVAA Board Member, Lyall Moyes, has taken the plunge and regained his CAMS licence after successfully negotiating the lunchtime Observed Licence Test at the Friday practice day before Eastern Creek in March. Lyall was kindly loaned the David Cutts Spectre (the only Historic Formula Vee with a Gold Certificate of Description) for the OLT, which Lyall drove with care and with speed. We can't wait for Lyall to race with us in the future, but please, this time, make sure your vision is clear!



There will be some exciting news when the entry list is released for the upcoming Eastern Creek round of the NSW Formula Vee State Championship. Expect a very unexpected name to be driving a red, white, and blue car, and a strange person driving a strange car. Entries close on the 25<sup>th</sup> of May.



Formula Vee drivers continue to set the highest standards on race circuits around Australia in other categories. At the Australian GT Endurance Championship round in April, our own much loved President, Dylan Thomas, raced his Evo 7 in the first round of the Australian Production Car Endurance Championship in partnership with his co driver, Mr CXC, David Thomas. Dylan and David qualified in a fabulous fifth place, and with high

hopes they started the six hour long race, only to have valuable time stolen from them by a failed hub on the Evo, still finishing a competitive eleventh despite the lost time. Winner of the six hour race was former Nationals winner, Ryan Simpson, who combined with Jim Pollicina in Pollicina's powerful Evo 10. Meanwhile at the same race meeting, former Nationals winners Ben Porter and Daniel Rheinhardt, both entered the first round of the Radical Cup in different cars at Phillip Island in April, and during the weekend traded smashing the Radicals lap record, including both smashing the lap record in the same race! Finally, former Formula Vee great, Ian Chivas, took his Sillegate Group Saloon Car to Mallala for Round 2 of the championship, and he left with a ninth placing and an eleventh placing. Well done boys, you all have done Formula Vee proud!

And in a performance worthy of its own paragraph, Dylan Thomas returned to Phillip Island in late May to attack the Australian Manufacturers Championship and left with one awesome wet weather victory and one second place, ahead of name drivers such as Gary Holt, Des Wall, and Stuart Kostera, in their latest model Evos and BMW's. In the Saturday one hour race, Dylan and his team gamboled on an early change to his set up after rain arrived. Dylan's victories took place in front of influential drivers and team managers from Touring Car Masters, Sports Sedans, Australian GT, and Porsche GT3 Cup Challenge. Dylan's performance must rank him as one of Australia's top production car drivers!

Rumours continue to abound of two hyper-Formula Vees under construction in workshops somewhere in Sydney. Both Vees no doubt have in mind to take on the successes in recent years of the Sabres and the Checkmate. Hopefully both cars will make their debuts in time for the Wakefield Park Nationals in October.

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)

## RACE A



## SPORTS RACER!



### ***Supports NSW Formula Vee in 2012***

AP Racing, importer and preparer of Stohr Sports Racers, is supporting the NSW Formula Vee Championship in 2012. Former Formula Vee State and National Series Champion, Adam Proctor, is offering two exciting Test Drives in the latest spec AP Racing Stohr Sports Racers. One test drive will go to the winner of the NSW State Championship. The criteria for the selection of the other driver will be announced at the first round of our State Championship at Eastern Creek Raceway on 31<sup>st</sup> March

2012. "Formula Vee has given me so much from the start of my car racing career, right through to today, and now I want to give something back" says Adam.



## THE NSW MOTOR RACING CHAMPIONSHIPS HAS A WEB SITE!

Log into [www.nswracer.com.au](http://www.nswracer.com.au), and you will now see all the info on all the categories that race in the NSW Motor Racing Championship, some of the big category and track news, links to all the category and circuit web sites, and all the latest NSW Motor Racing Championship results. nswracer.com.au IS THE PLACE where everyone can go to follow all the NSW Motor Racing Championships action. For more information on nswracer.com.au, contact the CAMS NSW Motor Race Panel Chairman, Mike Barry, at [mwbarry@optusnet.com.au](mailto:mwbarry@optusnet.com.au)

## RACE REPORT

### ROUND 1 2012 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP MARCH 31/APRIL 1 EASTERN CREEK



#### Butcher returns to the 1200 winners circle Ben Porter knocks Reynolds off the 1600 pedestal

The first round of the NSW CAMS Formula Vee 2012 Motor Racing Championships at Eastern Creek on the 31<sup>st</sup> March/1<sup>st</sup> April saw the largest field of 34 Vees in NSW in two years thanks to it being combined with the first round of the Clemenger International Freight Australian Formula Vee Series. The eleven enthusiastic interstate Formula Vee drivers came to race with the highest quality Formula Vee racing championship in the world, and departed with their pride intact, but only one trophy in their cabinet!

By the end of the weekend, and after some excellent racing and unbelievably close finishes, Ben Porter took the points lead in the 2012 NSW Formula Vee State Championship and also the Clemenger International Freight Australian Formula Vee Series, and Daniel Reynolds experienced his first loss of a State Championship race in two years!

Ben Porter not only took the outright lead of NSW Formula Vee State Championship, but also the outright lead of the Clemenger International Freight Formula Vee Australian Series, and along the way inflicted Daniel Reynolds and Sabre's first race loss in the NSW State Championship in two years. Daniel however locked in second place in the championship points by the end of the weekend, with our international star, Mat Stubbs, taking the third step on the podium. Stephen Butcher showed his



enduring class by re-joining the 1200 class and clean-sweeping the weekend ahead of Bernie Cannon and Michael Gale.

All the interstate stars put in strong performances, while the locals contributed to some incredible NASCAR-style nose-to-tail “pack” racing, but with a few right hand corners.

Commiserations to Rodney French after bumping his Jabiru early in the weekend, to Garry Hook who had more reliability problems (think of a problem and Garry had it), and to Dylan Thomas who suffered gearbox problems which knocked him out of the weekend after Race 1.

Highlights were the spectacular grid of 34 Vees including six 1200 cars, every driver's great attitude which resulted in no safety cars, the class of the interstaters, Stephen Gamarra's great rookie performance, rookie 1200 drivers Geoff Bassingthwaite's and Bruce Perry's obvious abilities in their first open race, and to Garry Hook's never-give-up determination despite his reliability problems.

The full pointscore can be found at the Formula Vee web site.

### Pictures from Eastern Creek



Deano leading Dylan Thomas in qualifying



Leigh Hemmings holding off Corrine



Robyn Reynolds fraternising with the enemy (Greg Beacham).



Gary Ogden leading the wild bunch.





Pablo was Pablo again at Eastern Creek



Bruce Perry wheel to wheel with Michael Gale

### More pictures from Eastern Creek



Stubbs, Porter, and Reynolds, going downhill



Stephen Gamarra awesome racing in awesome livery



Lachie Higgins in his Sabre



Leigh Porter scared Mick off the circuit?



Craig Conlon returned with a bang in his rebuilt Jacer



Butchey waving to his fan

**FORMULA VEE NSW POLO T-SHIRTS  
NOW AVAILABLE \$35 EACH ALL SIZES.  
BE QUICK – ALMOST SOLD OUT!**

**And yet more pictures from Eastern Creek**



Bernie and Michael scrapped over second place all weekend



Morgo in his new Jacer had teething problems



Rodney French bringing up dust after Turn 12



Tim Hamilton driving around Deano at Turn 2





Can't be Hooky. He must be in the paddock with problems!

Darren Williams flat through Turn 11 in qualifying

Thanks to all the interstateers who raced with us at Eastern Creek.  
See you at Morgan Park!



Mat Stubbs (NZ)



Shane Hart (Q)



Stephen Jones (Vic)



Shane Purvis (Vic)



Rod Kowald (SA)



Tim Hamilton (Q)



Heath Collinson (Vic)



Phil Oakes (Vic)



Greg Wood (Vic)



Jack Flood (Vic)



Mike Smith (Q)



## FORMULA VEE'ERS RECENT OTHER EXPLOITS

Its always good to see how the guys you are racing against go when they are tested in bigger ponds.

In the early part of this year we have seen past and present Formula Vee drivers excel on the circuit in other categories, and so its good to highlight that to our members to show that if you can run in the top ten of Formula Vee you could probably do a good job in whatever other category you head into.

At the recent Phillip Island Australian Production Car 6 Hour, past multiple National and State Champion, Ryan Simpson, shook the world of Production Car racing when he absolutely smashed the field with the fastest lap in qualifying by over a a second on a 1 min 45.38.

In the race, Ryan flat spotted a tyre so was required to do an extra pit stop, but he came flying back through the field, lapping at times 2 seconds a lap faster, to take the lead with only a few laps to go, and then go on and win the race. In the process he smashed the official lap record by nearly a full second on a 1min 46.16.

Ryan also dominated a Formula Ford round at Bathurst ealier in the year, as a well as dominating a Suzuki Swift round at the end of last year, to show his versatility.



At the same 6 Hour race weekend at Phillip Island, the Radicals had a pair of 50 minute enduros with a couple of other Formula Vee Champions running in different cars. On the Saturday in Qualifying 1, Daniel Rheinhardt was the fastest, and Ben Porter was fastest in Qualifying 2 by over a second. In the first mini enduro, Daniel broke the lap record by half a second, with a 1min 34.19, with he and Benny being the only drivers to lap in the 1 min 34's.

In the second mini Enduro on the Sunday, Ben had his turn at the lap record setting a time of 1min 33.59, being the only driver on the 1min 33's.

Unfortunately, as both drivers were listed as "Pro" they were required to stop for an extra minute, taking them out of outright victory chances.

Also at the latest round of the Australian Manufacturers Championship at Phillip Island, the 2007 and 2009 Nationals Runner Up, Dylan Thomas, took out a win in the first 1 Hour race in wet conditions, at times lapping 4 to 6 seconds faster than the rest of the field. With that race set to start in dry conditions, all cars appeared to go out with a dry set up. The rain came down from the formation lap making for a tricky opening stint.

At the first stop, putting a medium compound on the right side and softening the car up, Dylan lost over 40 seconds due to the extra time in the pits, but with the extra grip he was able to come back through the field taking both the Stuart Kostera Team Mitsubishi Ralliart Evo X and the Gary Holt Evo X around the outside in Turn 2 at the same time to take the lead with nine laps to go and then win.

## RACE REPORT

### ROUND 2 2012 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP WAKEFIELD PARK APRIL 28/29



**Butcher returns to the 1200 winners circle**

**Reynolds jumps back on the 1600 pedestal**

Formula Vee returned to Wakefield Park in late April for the first time in 2012 for the second round of the World's greatest Formula Vee Championships.

The good field of 21 Vees started the weekend, and through the incredible talent, ability, and attitude of NSW Formula Vee drivers, all finished the weekend, including Garry Hook!

The usual excellent racing and close finishes (relatively, considering it was a certain driver's home track) took place, and the one Safety Car only took place because a carburettor flooded.

While Daniel Reynolds predictably stamped his Sabre's authority on to his favourite circuit with his regular clean-sweep of pole and three victories, his record was not 100% perfect following Simon Pace's rise to the very top ranks of Formula Vee drivers which saw him lead several laps of the races throughout the weekend. By the end of the weekend, Daniel Reynolds regained his points lead from first round leader Ben Porter, with Simon Pace, Darren Williams, Dean Cavanagh, Corrine Perry, Leigh Hemmings, and Morgan Freemantle jumping Ben in the open Championship pointscore, with Leigh Porter and Craig Conlon rounding out the top ten. Stephen Butcher took out the three 1200 races at near lap record pace, although this included a race back through the 1200 pack in Race 2, with Michael Gale, Bruce Perry, Geoff Bassingthwaite, Stephen Cannon, and then Bernie Cannon now making up the 1200 pointscore after Wakefield Park.

Commiserations to, yes, Garry Hook who had more reliability problems (a blown gearbox and a dry tank, of all things).

Highlights were the Stephen Gamarra's second great rookie performance (although this included a damaged nose cone), rookie 1200 drivers Geoff Bassingthwaite's and Bruce Perry's now-proven talents, Rodney French's recovery after his Eastern Creek crash, Dean Cavanagh's spin after the finish line in Race 3.

The full pointscore can be found at the Formula Vee web site.

### Pictures from Wakefield Park



Leigh Porter stares down his opponents



Rodney French back in good form in his Jabiru



Nice shade of blue, Craig!



Bruce Perry up to racing speed





Stephen Cannon with THOSE numbers



Geoff Bassingthwaite being chased by Simon Pace

## More pictures from Wakefield Park



Simon stole the race lead a few times



Rookies Geoff Bassingthwaite and Bruce Perry side by side!



Morgan finally returned to his former glory



Pablo had a few Stinger problems, but made progress





Stephen Gamarra went fast again!



Leigh needed youth pills by the last race

## And even more pictures from Wakefield Park



Darren's Jacer always looks superb



Bernie and Michael were also side by side all weekend



Anthony Mitchell improving in his Sabre 1600



Corinne was hot on and off the circuit!





Daniel with another trophy



Simon singing "That's Amore"



Dean wondering where everyone went!

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