



PO Box 7690 Norwest BC Baulkham Hills 2153

**FORMULA VEE ASSOCIATION OF NSW MAGAZINE  
APRIL 2019**



**BUTCHER 1-2-3 AT RD 1 OF THE 2019 MRC!**

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- The FVANSW State Title Returns after 25 Years – The Alan Harrison Cup!
- The David McHenry Cup One Hour Enduro also Returns, but with some changes.
- The 2019 FVANSW Racing Pointscore (So Far)

**FVAA Sealers Sydney Metro Area**

Greg Douglass Mob 0402237507  
 Nathan Sansom Mob 0405018433  
 Edan Fleming Mob 0412477437  
 Paul Corcoran Mob 0429816046

**FVAA Sealers Central Coast**

Morgo Mob 0431695569  
 Phil Lewis BH 0245798107  
 Greg Hepburn Mob 0438169247  
 Col Merz Mob 0412316275

**FVAA Sealers ACT**

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

**2019 FVANSW COMMITTEE CONTACT LIST**

President	Greg Hepburn		Race Entries	Leigh Porter	0417439390
Vice President	John Mcdonald	0418323500	Committee	Paul Charlton	
Secretary	Bernie Cannon	0408214080	Committee	Keith Brough	
Treasurer	Leigh Porter	0417439390	Committee	Chris Reynolds	
Tech Director	Greg Hepburn		FVAA Board Member	Greg Hepburn	
Comp Secretary	William Pym		CAMS MRP Rep	John Mcdonald	0418323500

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

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# **PRESIDENTS REPORT**

**By Greg Hepburn**

Hi All,

It is great to see the huge effort members are putting into our Association, and all is very much appreciated.

The eleventh hour invitation of Formula Vee to the Symmons Plains V8 round could not be passed up for the advertising benefits of showing Australia that Formula Vee still exists. Promotion of the category gets harder each year, and prime time TV coverage on Foxtel could not be passed up. The coverage is being paid by each State contributing \$500, and the FVAA picking up the remainder. To put on a good strong representation requires a large grid, and we look like getting a full grid made up of 9 NSW cars, 1 from WA, and the remainder from Tassie. Logistically WA could not arrange their usual truck load of cars for the round, but will be there in full strength for the 3 OZ Series rounds midyear.

Meanwhile back in NSW, we have the second round of our State Championship on the same weekend (6<sup>th</sup> and 7<sup>th</sup> of April). Our committee decided that as it was too late to change our championship and withdraw from that round, therefore we should proceed with it. The ARDC has been very supportive of NSW Formula Vee in the past, and it would have a poor show of us to leave them one category down on short notice.

A rally around and we appear to have at least 11 entries, and I know of 5 others that would have entered but for personal, medical, and car repair reasons. Special thanks to Ray Filetti for putting a couple of his cars back together and loaning them out.

A reminder that the Association is offering to pay the late fee, and offer temporary membership, for the weekend if anybody else does put in a late entry in.

I am super impressed by the support from our members for the two events, and it shows we can maintain something that we can build on in the years to come, and get back to the strength we had a couple of years ago.

There are a couple of club events scheduled later in the year; the Alan Harrison Cup (18 lapper trophy race) and the David McHenry One Hour Enduro both at Wakefield Park. Speaking of Wakefield Park, it is their 25<sup>th</sup> anniversary this year (May 25/26 meeting).

The NSW tyre test took place at Sydney Motorsport Park on the 8<sup>th</sup> March. I would like to thank the following for their help; Dylan Thomas, Aaron Lee, Paul Corcoran, Michael Kinsella, David Cutts, Tim Brook, Craig Spark, Chris Reynolds, and April Welsh. Despite a couple of mechanical issues we were able to get through the full programme by swapping a couple of cars around.

Next and final test is in WA. Guess when? 6<sup>th</sup> April! From the final test we will have sufficient data to evaluate tyre performance, performance drop off and wear, and can come up with a value based on the number of competitive racing laps per dollar a tyre can give.

From there the NTC will put together a report and recommendation to the BOM by late April. The BOM will distribute the report to the States to share with their members and come back in 30 days time to cast a final vote. This should give us a final outcome mid-June if everything goes to plan. Please everybody, put a note in your diary that there will be a general meeting in May to discuss tyres. The committee has yet to decide and time and a venue.

As I will be in WA on the 6<sup>th</sup> April and can't attend either of the two race meetings I would like to take this opportunity to wish everyone the best of luck wherever you are racing.

Greg

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# 2019 FVANSW FORMULA VEE RACING CALENDAR

**SIX NSW STATE CHAMPIONSHIP ROUNDS  
ONE NEW SOUTH WALES STATE TITLE  
ONE ONE-HOUR ENDURO**

<b>ROUND 1 CAMS NSW STATE CHAMPIONSHIP ROUND 1 FVANSW CLUB POINTSCORE</b>	<b>Feb 23-24</b>	<b>WAKEFIELD PARK</b>
<b>ROUND 2 CAMS NSW STATE CHAMPIONSHIP ROUND 2 FVANSW CLUB POINTSCORE</b>	<b>April 6-7</b>	<b>SMSP</b>
<b>ROUND 3 FVANSW CLUB POINTSCORE ALAN HARRISON CUP NSW STATE TITLE</b>	<b>May 4-5</b>	<b>ALAN HARRISON CUP/NSW STATE TITLE WAKEFIELD PARK</b>
<b>ROUND 3 CAMS NSW STATE CHAMPIONSHIP ROUND 4 FVANSW CLUB POINTSCORE</b>	<b>May 25-26</b>	<b>25<sup>TH</sup> ANNIVERSARY OF WAKEFIELD PARK</b>
<b>ROUND 4 CAMS NSW STATE CHAMPIONSHIP ROUND 5 FVANSW CLUB POINTSCORE</b>	<b>June 22-23</b>	<b>SMSP GP</b>
<b>ROUND 5 CAMS NSW STATE CHAMPIONSHIP ROUND 6 FVANSW CLUB POINTSCORE</b>	<b>Aug 3-4</b>	<b>SMSP GP</b>
<b>ROUND 6 CAMS NSW STATE CHAMPIONSHIP ROUND 7 FVANSW CLUB POINTSCORE</b>	<b>Sept 7-8</b>	<b>WAKEFIELD PARK</b>
<b>ONE HOUR ENDURO</b>	<b>November 24/25</b>	<b>DAVID MCHENRY CUP WAKEFIELD PARK</b>



## **THE NSW FORMULA VEE STATE CHAMPIONSHIP THE FRANK KLEINIG CUP**

The Frank Kleinig Cup is awarded to the winner of the New South Wales State Championship each year.

Frank Kleinig won the first ever Formula Vee race in Australia in 1965. He went on to build Mako Formula Vees, which won countless races and championships over 50 years, including many race wins with himself as driver.

Winners of the Frank Kleinig Cup include Michael Kinsella, Dylan Thomas, Craig Sparke, Daniel Reynolds, Jason Cutts, Ryan Simpson, David Cutts, Adam Proctor, and Tim Brook.

So by winning the Frank Kleinig Cup, your name will stand beside the greatest Formula Vee names.

The Frank Kleinig Cup is without doubt the most prestigious trophy that anyone in Formula Vee can earn.

**DON'T MISS THE NEXT ROUND OF THE  
2019 NSW FORMULA VEE STATE CHAMPIONSHIP  
SYDNEY MOTORSPORT PARK ON APRIL 6 AND 7  
DRIVERS BRIEFING SATURDAY 6<sup>TH</sup> APRIL – 8.00AM  
ADMIN CHECKING - SATURDAY 6<sup>TH</sup> APRIL – 8.30AM TO 9.00AM  
QUALIFYING - SATURDAY 6<sup>TH</sup> APRIL – 9.40AM TO 9.55 AM  
RACE 1 – SATURDAY 6<sup>TH</sup> APRIL – EVENT 12 EARLY AFTERNOON – 10 LAPS  
RACE 2 – EVENT 22 – SUNDAY 7<sup>TH</sup> APRIL - EARLY MORNING – 7 LAPS  
RACE 3 – EVENT 32 - SUNDAY 7<sup>TH</sup> APRIL – EARLY AFTERNOON – 8 LAPS**

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# COMPETITION NEWS, NOTICES, AND GOSSIP

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



## THREE BIG RACE MEETINGS

**THE FVANSW ALAN HARRISON CUP/NSW STATE TITLE**

**THE 25<sup>TH</sup> ANNIVERSARY OF WAKEFIELD PARK**

**THE DAVID MCHENRY CUP ONE HOUR ENDURO**

**LET'S MAKE THEM A HUGE SUCCESS!**



In the last Vee News, it was announced that the long-lost NSW State Title would return back to racing after a hiatus of many decades, and also that the One Hour Enduro would also return after a hugely successful debut in February 2018.

### ALAN HARRISON CUP/NSW STATE TITLE

In the 70's and 80's, the FVANSW held a NSW State Title race meeting once per year, highlighted by a longer than usual trophy race. It was a major event that attracted huge grids. This year, the NSW State Title takes place on the May 24/25 round of the FVANSW Club Pointscore at Wakefield Park, and will comprise a 10 lap race, on the Saturday, an 8 laps race on the Sunday morning, and an 18 lap race on the Sunday afternoon, the winners of the 1200 and 1600 classes then will be the recipients of the Alan Harrison Trophy.

### DAVID MCHENRY CUP ONE HOUR ENDURO

Also, the David McHenry Cup Formula Vee One Hour Enduro is returning again better and safer on the weekend of November 24/25 2019, with changes to the refueling rules – like there will not be refueling allowed in pit lane – so that two car teams will be required to be competitive. The One Hour Enduro takes place at 11.45 on the Sunday morning.

Let's make our great friends Alan Harrison and David McHenry proud of the FVANSW, and make both these race meetings big, exciting, and competitive events.

The things that need to be said are that these events have been reformulated because the members have been saying for a while that they want something different from the regular two day race meetings we have been participating in for many years now. As part of this intention to innovate and suit the soccer dads and busy millennials, the FVANSW have also instituted a few one-day race meetings in recent times, and with the prospect of one or two in each year from now on.

### ROUND 3 2019 NSW MOTOR RACING CHAMPIONSHIPS 25<sup>TH</sup> ANNIVERSARY OF WAKEFIELD PARK

In addition, one of our two favourite race circuits, Wakefield Park, is believe it or not, 25 years old this year. So Wakefield Park and the Motor Racing Panel (with the continuous reminding over the last two years by Formula Vee) have arranged for Round 3 of the 2019 NSW Motor Racing Championships to celebrate this milestone. There will be special trophies and a short function in Goulburn on the Saturday evening

The 25<sup>th</sup> Anniversary of Wakefield Park race meeting will feature a round of the Australian Sports Sedans Championship, which always draws a big crowd, and there will be a special function somewhere in Goulburn on the Saturday evening which will involve some. Winning a 25<sup>th</sup> Anniversary of Wakefield Park trophy will be a once-in-a-lifetime experience which

As has been said over and over, external events have had an effect on entry numbers in NSW, and it is now more important than ever that our numbers grow so we can stay strong.

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# COMPETITION NEWS, NOTICES, AND GOSSIP

## FORMULA VEE ASSOCIATION OF AUSTRALIA 2020 TYRE TENDER

The process to select the 2020 tyre supplier to Formula Vee started in mid-2018, with the Formula Vee Association of Australia National Technical Committee, led by National Technical Director Greg Hepburn, preparing a tender plan, and while this plan was based in previous tenders, it has been heavily improved.

The main objective of the 2020 Formula Vee tyre tender is to find a tyre which can most adequately provide all Formula Vee competitors across every state of Australia the “best racing dollar possible”, with the tyre performance, purchase cost, life cycle (performance versus wear), and tyre supplier commitment, being the main criteria in what is a professionally, scientifically, and engineering based, tender process.

The tender plan was subsequently fully approved by the Formula Vee Association Board of Management.

In what has been the most extensive pre-implementation due diligence process to find the optimum tyre in FVAA history, four different models of tyres from Dunlop, Hoosier, and Yokohama, will be tested in four different states by 20 different drivers, plus drivers who are “bedding in” any brand new sets of tyres on the day immediately before formal testing begins.

The final tyre tender track test takes place in WA in early April.

After the final track test, the NTC will carry out a tender assessment, which will then go to the BoM for ratification sometime around the middle of 2019.

To say this is a hugely important decision for the future of Formula Vee in NSW is an understatement.

### NSW TRACK TEST SMSP MARCH 8

The NSW tyre test took place on March the 8<sup>th</sup> at Sydney Motorsport Park. It was a day of blood, sweat, and maybe some tears, with lots and lots of wheel and tyre changing.

The following drivers and non-drivers should be thanked for contributing their time, resources, and sweat, for the tyre test.

Craig Sparke - 2017 NSW 1600cc Formula Vee State Champion, pole man at the 2018 Nationals,

Michael Kinsella - reigning NSW 1600cc Formula Vee State Champion and reigning Nationals winner

Aaron Lee - 3rd placegetter in the 2018 Formula Vee Nationals

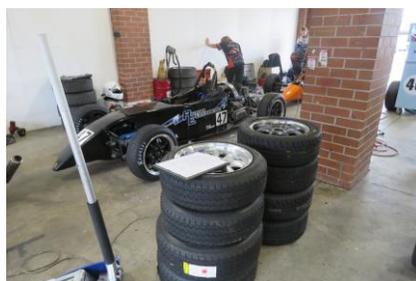
Dylan Thomas – 2016 NSW 1600cc Formula Vee State Champion

Tim Brook – 2013 NSW 1600cc Formula Vee State Champion and current GT86 Series winner

David Cutts – Provided “Effie” (factory Jacer F2K14)

Paul Corcoran – Provided “the” Checkmate

Also there on hand to help was Bruce Kinsella, (the famous) Clyde Lee, Geoff Bassingthwaite, and Robyn and Chris Reynolds, Kane Alderton, and April Welsh.



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# COMPETITION NEWS, NOTICES, AND GOSSIP



We could all see the problems that Wayne Hamilton's extremely loyal and hard working sidekick, Alana Mewburn, had been enduring with his back during all those times he crouched awkwardly while the front master cylinders and rear disc rotors were removed and replaced and removed and replaced at every race meeting over the last six months during snow and rain and boiling heat. The excruciating pain was obvious on his creased face. Unfortunately, the last race meeting at Wakefield Park tipped his vertebrae over the edge and as a result in early March Alan underwent fusion of five vertebrae. Alan was in hospital for a week or so before the nurses could take no more of his cheek and threw him out. Everyone in Formula Vee wishes Alan a speedy recovery, and of course we all look forward to seeing him at a race meeting soon.



At the March 8 tyre test day at SMSP, an unexpected site was WA's April Welsh who had flown over from "the most isolated city of more than 1,000,000 people in the world", Perth, to finally have her first run in the hot Chris Reynolds engineered Sabre that she will be racing in the 2019 Australian Formula Vee Series. And it didn't take her long to get the Sabre up to speeds not far off its best times. April will be racing the Sabre for the first time in Tasmania on the 6th and 7th of "April".



What vehicle can tow a two-car Formula Vee trailer out of a driveway? A 6.2 Litre LS1-engined VF SSV Redline Commodore? Barely. A 4WD Triton? Also barely. So for Paul Charlton and his huge KRB two-Formula Vee trailer, it will soon be a 4.5 Litre V8 Porsche Cayenne! Of course his driveway is hardly ordinary – about 2 metres wide, 100 metres long, hedges on both sides, and too steep to walk up from the shores of Lake Macquarie! No more launching into the air over the footpath and onto the street!



If you go to the back of this magazine to the pointscore section, you will see something which could well be a first in world motorsport – a Championship series where nobody has yet to score any points! Yes, after Round 1 of the 2019 NSW Formula Vee State Championship, everybody is on 0 points! Of course, this is a function of our only-for-2019 State Championship pointscore system where every competitor can drop one round from the competition year. So after one round, the only round that everyone can drop is Round 1. This is not to say that Round 1 has been a complete waste, because things become more normal after Round 2, and by the end of the State Championship, every competitor will have up to six rounds for their worst round to be dropped.



VP Johnny Mac had another of his countless weekends away when F1 showed up in Melbourne recently. Always on the lookout for a drive, Johnny thought he would dress up appropriately in the hope of replacing a sick F1 driver.

Still at Albert Park, our very own Dylan Thomas scored an F4 drive thanks to CAMS generosity. Dylan did a fabulous job in a very unfamiliar environment and kept out of trouble all weekend to pick up three finishes while many more fancied young hotshots crashed out. But I wonder how Dylan feels though after being called by the National TV commentators the "oldest driver ever in F4 history"?



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# COMPETITION NEWS, NOTICES, AND GOSSIP

STATE	YEAR	CLASS	RACES										Class Average	Class Entries	Total Entries			
WA	2016	1600	Barbagallo	Barbagallo	Collie			Barbagallo	Barbagallo	Barbagallo	Barbagallo	Barbagallo	Barbagallo	13	10.86	76.00	161.00	
		1200	19-Mar	16-Apr	15-May			19-Jun	24-Jul	21-Aug	17-Sep		22nd Oct	15	12.14	85.00		
	2017	1600	Barbagallo	Barbagallo	Collie			Barbagallo	Barbagallo	Barbagallo	Barbagallo	Collie	Barbagallo	8	10.67	96.00	187.00	
		1200	18-Mar	23-Apr	21-May			18-Jun	30-Jul	20-Aug	10-Sep	1-Oct	22-Oct	10	10.11	91.00		
	2018	1600	Barbagallo	Collie	Barbagallo	Barbagallo	Collie	Barbagallo	Barbagallo	Barbagallo	Barbagallo	Collie	Barbagallo	9	8.45	93.00	182.00	
		1200	18-Feb	4-Mar	4-Mar	15th April	19-May	17-Jun	29th July	19-Aug	15-Sep	23rd Sep	20th Oct	10	8.09	89.00		
	2019	1600	Barbagallo											11	11.00	11.00	21.00	
		1200	2-Mar											10	10.00	10.00		
	SA	2016	1600	Mallala		Mallala		Mallala					Mallala	8	10.00	40.00	63.00	
			1200	20-Feb		22-May		Aug-20					12-Nov	5	5.75	23.00		
		2017	1600	Mallala		Mallala		Mallala					Mallala	8	7.75	31.00	63.00	
			1200	18-Feb		10-Jun		19-Aug					5-Nov	8	8.00	32.00		
2018		1600	Mallala		Taitem		Mallala			Taitem	Mallala		8	8.60	43.00	62.00		
		1200	17-Feb		2-Jun 18		4-Aug			20th Oct	17th Nov		7	3.80	19.00			
2019		1600	Mallala										8	4.00	4.00	9.00		
		1200	16-Feb										5	5.00	5.00			
VIC		2016	1600	W	PI	Sandown		Sandown			W	PI	PI Magic	11	11.00	66.00	66.00	
			1200			0		0			0		0	0	0.00	0.00		
		2017	1600	Sandown	PI	Winton		Sandown			PI	PI Magic		11	12.17	73.00	86.00	
			1200			0		0			9			0	2.17	13.00		
	2018	1600	Sandown	PI	Winton	Sandown	PI				PI Magic		16	16.67	100.00	100.00		
		1200	12-Mar	5-May	16-Jun	21-Jul		23rd Sep			24th Nov		20	0.00	0.00			
	2019	1600	Sandown										4	4.50	18.00	18.00		
		1200	3rd March										0	0.00	0.00			
	NSW	2016	1600	WP	SMSP	WP	WP	SMSP			WP	SMSP		16	16.71	117.00	150.00	
			1200	5-Mar	10-Apr	8-May	23-May	3-Jul			20-Aug	17-Sep		5	4.71	33.00		
		2017	1600	WP	SMSP	WP	smsp	SMSP	smsp			WP	smsp	WP	12	12.44	112.00	140.00
			1200	18-Feb	5-Mar	2-Apr	30-Apr	28-May	1-Jul			12-Aug	Sep-18	Oct-21	4	3.11	28.00	
2018		1600	WP	SMSP	SMSP	SMSP	WP	WP	WP		SMSP		21	15.00	120.00	133.00		
		1200	18-Feb	17-Mar	28-Apr	30-Jun	21st July	19th Aug	8-Sep		3rd Nov		14	1.63	13.00			
2019		1600	WP										4	22.00	22.00	23.00		
		1200	23-Feb		6-Apr								1	1.00	1.00			
Q		2016	1600	L	QR	MP		QR			MP	MP	11	13.40	67.00	67.00		
			1200			9					10			0	0.00		0.00	
		2017	1600	L	MP		QR				MP	MP	8	9.60	48.00	48.00		
			1200			12		9			9			0	0.00		0.00	
	2018	1600	MP		Lakeside	MP		MP		QR	MP	4	5.67	34.00	34.00			
		1200			7th April	9th June		8th Sep		3rd Nov	17th Nov		0	0.00		0.00		
	2019	1600											0	0.00	0.00	0.00		
		1200											0	0.00	0.00			
	Tas	2016	1600	B	SP	B	SP	SP				B		8	8.00	48.00	48.00	
			1200			8		9				8			0	0.00		0.00
		2017	1600	SP	B	SP	B	SP				B		12	11.83	71.00	71.00	
			1200			11		12		13				12	0.00	0.00		
2018		1600	B		SP	B	SP				B	SP	8	9.67	58.00	58.00		
		1200			13		9		11				7	0.00	0.00			
2019		1600	SP										0	0.00	0.00	20.00		
		1200			12								8	20.00	20.00			

As mentioned in the last Vee News, Formula Vee in some states have been facing challenges with their total entry numbers in recent years. Some comments I have read lately did not seem based on hard facts, so in the interests of truth in this post-truth world, here is a table of all the entry numbers for every Formula Vee race in Australia from the beginning of 2016 right up to mid-March.

Lots of conclusions can be quickly drawn from any numbers, and no doubt here they will mostly be conclusions intended to suit ones agenda/s.

Nevertheless, it is recommended that some careful observations and research take place before reaching any conclusions because there is always something you won't know in other, or possibly even your own, state that has affected the entry numbers.

For example, the prestigious events like Island Magic or a National Series round or the National Challenge, could always draw out drivers from the woodwork, and such woodworms are not really part of the base at the time.

Now, before I hear you say that these numbers cannot be correct because your entry numbers were all consistently above 20, you should know that these numbers DO NOT include Historics or interstaters. These numbers are intended to give each state the entry numbers for their own member base so they can know how their state is genuinely faring.

These numbers were taken from Natsoft and Mylaps, both of which are not always full of useful information. For example, Mylaps doesn't indicate the 1200's and the 1600's, and Natsoft doesn't always indicate which state a driver comes from. Therefore, the numbers in a few of the race meetings may be out by one, or maybe two.

The BoM reps from each state have been asked to check the numbers, but more importantly, hopefully they will use the numbers to make informed and professional decisions.

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# COMPETITION NEWS, NOTICES, AND GOSSIP

# PLEASE

# HELP WANTED

# URGENTLY REQUIRED

# END

Formula Vee gives great enjoyment to many people, and no doubt we all want it to continue for many years. However, it takes so much work to keep Formula Vee going that it is far too much for one or two or three people to do it all. To give you an idea of what it takes to keep Formula Vee going, think of our President, and also BoM Rep, and also NTC Chairperson, Greg Hepburn. Greg has put hundreds of unpaid hours into driving the 2019 tyre tender from its very beginnings in early 2018. Greg has prepared all the draft tender documents, managed the approvals processes through the NTC and the BoM, arranged the public tendering with the tyre suppliers, organised the tyre track testing with the four participating states and the tyre suppliers, managed all the logistics, and he will have attended all the track testing in all four participating states when it is completed. Greg will then prepare the final tender report that determines the optimum tyre. To give just a small snapshot of what is required, on the day of the Queensland tyre track test Greg awoke at 4AM, not arriving back home in the NSW South Coast town of Kiama until 11PM after flying from Brisbane to Sydney and catching a train from Sydney to Kiama 140 km South of Sydney. So next time you are watching TV at home of a night, spare a thought for Greg who will most likely be sitting in front of his computer working on the Formula Vee tyre tender or on other Formula Vee technical issues. Greg, and the other workers in the FVANSW, are not getting any younger, so how about you help out a bit, or a lot, more?



Round 2 of the 2019 NSW State Championship may be taking place on the same weekend as another certain race meeting in another certain state, and this occurrence has had an expected effect on the size of our grid. While we wish well to those FVANSW competitors who are travelling to that other certain race meeting, we must acknowledge those competitors who will be supporting the FVANSW at Sydney Motorsport Park on April 6/7, especially a few competitors who have made a special effort to support the FVANSW. Leigh McGarvie has carried out some urgent upgrade work to his Jacer to get it to SMSP, while Michael Cooke unflinchingly sought out another car to drive due to the Stinger team attending that other certain race meeting. Also, Jacer have worked around the clock to get a new engine ready for Effie to enter it with Jason Cutts driving in a State Championship race for the first time in years. And our current Vice President, John McDonald, has also been working around the clock to get his recently purchased ex-factory and ex-Dean Cavanagh Jacer hurriedly upgraded to current spec and to a very high standard indeed for Angus's debut at SMSP, after living in a trailer for the last five years. That's the car, not John. Thanks go to all the others who will be waving the FVANSW flag. Every time a Formula Vee competitor enters a Formula Vee race meeting, it helps Formula Vee, but for this race meeting, entering means a lot more.



And speaking of Leigh McGarvie, one of the "legends" of Formula Vee over many years, Leigh had put his Formula Vee racing on hold in recent years while he worked on his PhD in the field of Bioengineering. Leigh has only raced in a few prestigious events, such as the Formula Vee Nationals, during this time, but for Round 2 he has sacrificed some of his precious PhD time to race at SMSP. His trusty Jacer is getting a bit tired, and he knows he could be fighting hard to win the wooden spoon, but he is resolved to getting his engine freshened up so he can come and race with us more regularly once he become Doctor Leigh. By the way, how many of us would know that many years ago, Leigh had the opportunity of becoming the third Australian in space when he was asked if he wanted to join the space shuttle astronaut program? That's another story, but involves a woman who eventually became his wife.



Speaking of that certain race meeting in another certain state, it looks like the only interstate competitors, except maybe one competitor, for that certain other race meeting could well be FVANSW competitors. The FVANSW has a strong history of supporting Formula Vee Associations in all states, with strong fields in National Challenges every year since its beginnings decades ago, and strong fields in the Formula Vee Super Series in the late 90's and also in the Australian Series in recent years. This strong history has been matched, and possibly beaten, in recent years by the FVAWA, their Formula Vee carrying rig always a delight to see.

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TELL EVERYONE YOU ARE A FORMULA VEE RACER!**



# COMPETITION NEWS, NOTICES, AND GOSSIP

Although our grids are not as large as they could, and maybe should, be, there are still signs of optimism for the future. There is one new Formula Vee being built in the St George area of Sydney, and an existing Formula Vee is being heavily reengineered in the Hills District. In the same area, lots of work on two more Formula Vees, including a new engine installation, has been accelerated to get them ready for a year of competition. Not far away from the Hills District, another Formula Vee has just had around-the-clock work on a new engine completed to get it ready for Round 2 of our State Championship. There is no doubt that Formula Vee could still be strong and healthy in NSW with the right conditions.



While a description of the 2020 Formula Vee tyre tender is presented elsewhere in this Veenews, it is worth posting a history lesson here - the last tyre tender testing that took place in NSW was in 2014 at Wakefield Park. That test was organised in a rush after Dunlop unexpectedly informed us that their tyre would no longer be produced because the land upon which their factory stood had been sold. The 2014 tyre test, and consequent tender, eventually confirmed the Hoosier Formula Vee racing tyre. Pictures below are from 2014.



The Formula Vee Association of NSW Vee News magazine has now been in relatively irregular continuous production for the last ten years. Every one of the FVANSW Vee News over the last ten years can be read on the FVANSW web site.

In recent years, lots of articles and news and gossip has also been placed on the FVANSW Facebook group page.

The big difference between the Vee News and the Facebook page is that a Vee News comes out every few months, or more, while the Facebook can be updated instantly 24 hours per day. Unfortunately, whatever is placed on Facebook quickly disappears into the past. If you want to find something on Facebook that goes back more than a year or two, then it becomes an impossible quest, and so our history there disappears into eternity.

But with Vee News, much of the history of the FVANSW is captured and recorded, and stored for posterity permanently in a place where anyone can go any time and easily find something from the past.

However, it has been getting harder to keep up the number of editions, with only one Vee News for each of 2017 and 2018, and now this edition being half the size of recent ones.

Rather than see the quality and quantity being affected by the ever-increasing difficulty in being obtaining articles and stories and information from the fewer FVANSW members, it has been decided that this will be the last Vee News for the foreseeable future until a new Editor can be found to record the rich history of the FVANSW in a magazine.



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**RACE REPORT**  
**ROUND 1 2019 NSW FORMULA VEE STATE CHAMPIONSHIP**  
**FEBRUARY 24/25 WAKEFIELD PARK**



**BUTCHER 1-2-3!**

Twelve long years. Twelve years since Stephen Butcher clean swept a weekend at the races. However, at Round 1 of the 2019 New South Wales Formula Vee State Championship held at Wakefield Park on the 24<sup>th</sup> of February, Stephen Butcher, possibly the most experienced Formula Vee competitor of all time with nearly 30 years of continuous competition under his Willans, used every gram of patience and persistence in his toolbox to repeat the clean sweep feat.

And it wasn't just a case of having no competition to race against. Although the entire Formula Vee field was the smallest in CAMS State Championship history, the quality of the entire field was as strong as ever, with Butchey needing to overcome the challenges from Aaron Lee, Leigh Porter, Craig Sparke, Geoff Bassingthwaighte, Michael Cooke, Dylan Thomas, Gary Ogden, Simon Pace, and Greg Johnstone, while relative newcomers, Keith Brough and Robbie Hamilton, refused to take a backseat role and they both threw a lot more than rookie performances at the establishment to successfully make themselves a thorn in everyone's side.



**Michael Cooke gets ready for Qualifying Keith Brough leads Butchey**

Round 1 of the 2019 New South Wales Formula Vee State Championship was initially slated to be a two day race meeting, but some quick management work by the FVANSW Committee had the schedule condensed into one day as a gesture of support for the Superkarts who had no other one-day category to pair off with for their Sunday competition and so obtain all the benefits. This also suited the fewer Formula Vee competitors, who could all now rush home on Saturday afternoon to watch the latest repeat of Harry Potter!

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**RACE REPORT**  
**2018 FORMULA VEE NATIONALS**  
**NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**



**Michael Cooke and Robbie Hamilton showed great pace throughout the weekend**

The events started unusually with a ten minute warm up in a rather chilly Goulburn morning, and after the ten minutes, Butchey must have forgotten that the session was not official by recording the fastest time. Meanwhile, after seeing Sparkey at the very bottom of the warm-up time sheet, a suspicion spread throughout the Formula Vee ranks that Sparkey must have been trying to use the latest reverse-psychology techniques to deliberately unsettle his competition for the rest of the day!

However, with all the crews only having a short time afterwards to make final adjustments to get engines to stop spluttering in the cold air and the tyres working better on the cold track for the upcoming qualifying session, spanners and fuel cans were being thrown around the

By the end of the 12 minute and 17 seconds long Qualifying session, it wasn't just the "Most Improved of 2018", Aaron Lee and his trusty Jacer, who knocked Butchey off the pole position, but Simon Pace and his beautiful new Checkmate, and Craig Sparke in his Jacer, all relegating Butchey down to the outside of the second row. Aaron and Craig also recorded very fast times beneath the 1:10 glass floor, while Craig had a feeler-gauge margin of only 0.027 of a second over Butchey.



**Simon Pace was back to form with pole Craig Sparke led but couldn't quite win**

And while Butchey may have been disappointed with fourth place on the grid, Dylan Thomas would have been suicidal with fifth, his Stinger more than 0.3 seconds behind Butchey. One may have thought that Gary Ogden would be hugely disappointed with sixth in his Corsica, but Gary knew of problems with the braking, chassis, and engine which could all be adjusted for Race 1, so his steely frown was hardly believable.

Conversely, Michael Cooke was happy, or at least happier than usual, by taking out seventh on the grid in his CXC Stinger, with a creditable lap time of 1.11.3, just fractions ahead of Gary. And in an ominous performance, rookie Keith Brough took his rebuilt KRB Trailers Jacer to eighth place, his time belying his experience in British Formula First and in speedway.

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**Gary Ogden smiled throughout Dylan fought, but couldn't beat, Butchey over the finish line**

Leigh Porter in his Jacer, and Geoff Bassingthwaighte in Simon Thomsen's Thomsen, followed Keith into ninth and tenth, while Robbie Hamilton took dad's Sabre to eleventh place in what was his first ever official session driving a Formula Vee and with a time of 1.14.97 which was a portent for his lap times for the remainder of the day. Meanwhile, the sole 1200 Formula Vee of the day, driven by Greg Johnston, followed Robbie into twelfth place, but with a time that proved his engine tune wasn't quite right.

So although Butchey may have failed to top the Qualifying time sheet in his Stinger, bigger things were destined for him in the day's racing ahead.

The chilly morning was quickly warming up, and because Race 1 was 13 long laps long, it finished on noticeably warmer conditions than when the red lights extinguished. By the end of the 13 laps, some rather tired arms were noticeable as Formula Vees sluggishly drove through the tight corners of Wakefield Park, their tyres only reaching useable temperatures by about lap ten.

And so it was Stephen Butcher who had corrected his Qualifying misstep by crossing the line in first place, barely 0.1 of a second in front of Simon Pace, who had earlier led the pack of Vees off the line at the start, and has now shown the ominous speed of his Checkmate at two consecutive race meetings.

Craig Sparke crossed in third barely half a second behind Simon, while Dylan Thomas failed to improve on his Qualifying position of fourth in his Stinger, Dylan holding off a panic attack when he momentarily dreamed of a day of racing with no trophy.



**Greg Johnston mixes it with the 1600's in Qualifying Simon Pace leads the Race 1 field away**

Aaron Lee however was apoplectic after his pole position start in third gear, which relegated him back to fifth place in his strong Jacer. Behind Aaron was Gary Ogden, still optimistically looking forward to curing his Corsica's braking ills in Race 2, while Gary was followed over the finish line by Michael Cooke, both Gary and Michael in a holding pattern from Qualifying.

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# **RACE REPORT**

## **2018 FORMULA VEE NATIONALS**

### **NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**



**Craig Sparke had his five minutes of fame    Aaron Lee also had his five minutes of fame**

Leigh Porter and Geoff Bassingthwaite followed Michael into eighth and ninth respectively, both gentlemen racers gaining a place after they knocked Keith Brough from pillar to post, Keith finishing in tenth. Behind Keith, Robbie Hamilton cut another second off his best lap time to get closer to the fast boys and into the 1.13's. Greg Johnston and his 1200cc Sabre may again have been last, but he improved on his Qualifying time by over a second.

Race 2 started immediately after the lunch break, and by this time, engines were getting uncomfortably warm in the steamy ambient air, and tyres were slithering on the hot track surface. Another 13 laps later, and Stephen Butcher and his Stinger were proving too fast down the back straight and down the main straight and through the corners for the advancing Craig Sparke to pass him at the right time, so Craig settled for second place in his Jacer, Butcher again winning by a margin of less than convincing 0.1 seconds. Craig was followed over the line by Dylan Thomas, whose Stinger overcame Dylan's daydreaming of his upcoming F4 drive to also advance from his Race 1 result, the margin behind Craig being less than 0.5 of a second.

Aaron Lee advanced one position up the results sheet from his Race 1 result to cross the line in fourth place, his Jacer losing some grunt from the cold morning air to the heat of the early afternoon. Next was Simon Pace in fifth, Simon unfortunately tumbling down the results sheets from his Race 1 second placing after an excursion on lap 9, Simon's luck in his clearly fast new Checkmate seemingly going the same way as his Nationals three months earlier.



**Geoff Bass's three-legged spin sounded scary    They threw the kitchen sink at Butcher**

Simon kept ahead of Gary Ogden who again relied on his trademark optimism to maintain a sixth place finish in his Corsica, his braking issues still hampering him for all of the 39 heavy braking marks around 13 laps of Wakefield Park.

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# **RACE REPORT**

## **2018 FORMULA VEE NATIONALS**

### **NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**

Leigh Porter endured the tough 13 laps better than his younger combatants, his Jacer crossing the finish line in seventh place – up one spot on his Race 1 result – after Michael Cooke fumbling one corner with his CXC Stinger on Lap 12 to let Leigh and an opportunistic Keith Brough through, Keith finishing in ninth in his KRB Trailers Jacer, and Michael finishing in tenth.



**Nothing will ever stop Leigh Porter**



**Race 3 was a Stinger benefit**

While Geoff Bassingthwaight maintained eleventh place at the finish of Race 2, tell tale signs on the expansive Simon Thomsen built aero undertray after Race 1 hinted at some impressive levels of downforce, although the closely following Robbie just a couple of seconds behind Geoff throughout the race didn't need any tell tales as he endured the dust and debris thrown up by the Thomsen's diffuser. Although Robbie maintained 11<sup>th</sup> place, his lap times and apparent confidence belied any indication of lack of experience, the Sabre looking just about as fast as it had previously been driven.

Greg Johnston may have also maintained his twelfth position, but he also maintained his credible lap times, especially considering his sights were set on chasing much more powerful Formula Vees.

Race 3 started at the peak of the day's heat, with the Formula Vee drivers enduring a lengthy, and sweaty, stay on the dummy grid before being beckoned out onto the circuit as the last category for the day.



**Butchey fluffed the Race 3 start, but he was soon in control**



Butchey started from first place courtesy of his Race 2 win, and after a hectic 15 laps of the winding and bumpy 2 kilometre long Wakefield Park circuit, Stephen Butcher finally cut short a 12 year long wait for a clean sweep of races in a round of the NSW State Championship. Ironically, his Race 3 win went smoothly following a third gear start when the red lights dimmed. Corner after corner he closed on the Formula vees ahead of him, passing them on the back straight and the main straight, until he regained the lead, his Stinger's carby enjoying the warm air that it breathed.

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Equally, Dylan Thomas shadowed Butchey for much of the race, Dylan possibly realizing the futility of challenging Butchey for at least one race win on the day. Butchey's form finish ahead of Dylan's was less than half a second, although the Stinger party was in danger of being crashed by Simon Pace who spiritedly drove his Checkmate past three fellow Formula Vee competitors in the first half of the race to take the final podium position, also closing on Dylan in the last couple of laps to increase the drama with a margin of just 0.2 seconds behind Dylan.

Two Jacer drivers, Aaron Lee and Craig Sparke, duelled for the entire 15 laps for fourth and fifth places, including swapping places furiously lap after lap near the end, with Craig stealing fourth position from Aaron with metres to go. In one of Gary Ogden's most consistent, if not quite satisfactory, performances, he crossed the line in sixth place for the third time in the three races, Gary still carrying his trademark optimism with him at the trophy presentation.

The next three drivers over the line were Michael Cooke, Leigh Porter, and Keith Brough, Michael gaining four places in his Jacer over the opening laps to consolidate seventh place in his Stinger, ahead of Leighs and Keith's Jacers. Robbie Hamilton crossed the line in tenth place, one place up on Races 1 and 2, Robbie putting down PB's to race wheel to wheel with Geoff Bassinghtwaighe. The wheel to wheel racing was purely figurative and not literal, when, and with no help from Robbie, the left rear wheel on Geoff's Thomsen Vee detached itself at the instant when the brakes were hit hard before Turn 2 while on the penultimate lap. The sliding shriek of the sound of the Thomsen's underside while rotating along the track surface sliced through the eardrums of the spectators on the outside of Turn 1, while the liberated wheel continued to revolve itself over the embankment ahead of the main straight, resting about a hundred metres into the scrub. As Geoff's Thomsen Vee was coming to a rest on the grass inside the Turn 2 kerb, Robbie continued on to his tenth place finish, while Greg Johnston also stole a position to finish in eleventh place.

As the trophies for Round 1 were handed out by Di the scrutineer, with Butchey taking the big trophy, all the Formula Vee drivers were acknowledged for their club spirit in entering the race meeting, and providing great hard racing for the Formula Vee enthusiasts at the circuit.



**The Formula Vee boys, plus one, at Wakefield Park – still a male domain**

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**FORMULA VEE ASSOCIATION OF  
NEW SOUTH WALES 2019  
POINTS SCORES**

**POINTS SCORE SYSTEM**

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

**Club Pointscore 1600 and 1200** – As above, for ALL race meetings throughout 2016. **DO NOT DROP WORST RACE**

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

The Pointscore systems are voted on at the Annual General Meeting. All 1200 cars start behind all 1600 cars in all races.

**CAMS OPEN STATE CHAMPIONSHIP**

	Driver	Race 1	Race 2	Race 3	Round Total	Sub-Total	Worst Round	Total
1	Stephen Butcher-1600	30	30	30	90	90	90	0
2	Dylan Thomas	23	25	27	75	75	75	0
3	Craig Sparke	25	27	23	75	75	75	0
4	Simon Pace	27	22	25	74	74	74	0
5	Aaron Lee	22	23	22	67	67	67	0
6	Gary Ogden	21	21	21	63	63	63	0
7	Michael Cooke	20	18	20	58	58	58	0
8	Leigh Porter	19	20	19	58	58	58	0
9	Keith Brough	17	19	18	54	54	54	0
10	Rob Hamilton	16	16	17	49	49	49	0
11	Greg Johnston (1200)	15	15	16	46	46	46	0
12	Geoff Bassingthwaighte	18	17		35	35	35	0

**FVANSW 1600 CLUB POINTSCORE**

	Driver	Race 1	Race 2	Race 3	Round Total	Final Points
1	Stephen Butcher-1600	30	30	30	90	90
2	Dylan Thomas	23	25	27	75	75
3	Craig Sparke	25	27	23	75	75
4	Simon Pace	27	22	25	74	74
5	Aaron Lee	22	23	22	67	67
6	Gary Ogden	21	21	21	63	63
7	Michael Cooke	21	19	21	61	61
8	Leigh Porter	20	21	20	61	61
9	Keith Brough	18	20	19	57	57
10	Rob Hamilton	17	17	18	52	52
11	Geoff Bassingthwaighte	19	18		37	37

**FVANSW DIVISION 2 POINTSCORE**

	Driver	Race 1	Race 2	Race 3	Total Points	Final Points
1	Michael Cooke	30	27	30	87	87
2	Keith Brough	25	30	27	82	82
3	Rob Hamilton	23	23	25	71	71
4	Greg Johnston (1200)	22	22	23	67	67
5	Geoff Bassingthwaighte	27	25		52	52

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## FOR SALE AND WANTED



Jacer F2K. For sale. – 2005 Nationals winning car in the hands of Ryan Simpson. This Jacer was built for Mark McHenry in late 2001, and is one of the first two bespoke 1600cc Jacers. Also raced by Ryan Stott, Ben Oldfield, and Morgan Freemantle.

It has almost brand new double adjustable Spax dampers on the front. It comes with two exhaust systems, a four-into-two-into-one high torque system, and a high power four-into-one system. It also has Mychron dash.

The chassis was completely rebuilt in late 2015, checked for cracks, strengthened, and painted gloss black for easy repairs. H-beam clear coated. New 3mm thick floor.

The fibreglass body had four days of work. One spare nose cone. Steering rack has almost no free-play, and no high spots in the rack teeth. Spent lots on plating of various components for low maintenance. A few more minor components remain to be plated or painted, which will be done.

Its engine is relatively fresh, maybe six or seven track days since last rebuild (and it has the “good” crankshaft). Yokohama tyres 50% tread.

It needs a good home with someone who will respect its Jacer heritage. \$14,000 ONO. Ring 0404078636 or PM.

### For Sale

Sparco Gloves - brand new  
Rocket RG4 Glove Black  
Size 11 Large \$110  
Contact Michael Kinsella  
via the FVANSW



### Wanted

Formula Vee 1600. Needs to be an older complete car. “Barn find”. Don’t care about the condition but not interested in anything that has been involved in any major impacts. Prefer an early Jacer if possible.  
Contact Andy Goodall via the FVANSW



### For Sale

1983 Daveric Mk5 Formula Vee  
\$6800

<http://users.tpg.com.au/normv/Daveric/Daveric.htm>

Hassall Grove

Contact Norm Vesty via the FVANSW



ex Stephen David Commando Vee. 1988 Nationals winner. Engine, Gearbox, Front end alone are worth the asking price but you but you then get most if not all of the car as well.

Comes 99% complete but in pieces with new unsealed engine and gearbox, front end, powder coated chassis and new floor, original body (that would need a little work).

Original log book and still holds the lap record for Amaroo Park and won 2 Nationals.

Would be a walk up start for a VB Historic Vee as all history is there.  
\$4000 firm no offers.

Contact John Fabiszewski via the FVANSW

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