

FORMULA VEE



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

AUGUST 2014



DARREN WILLIAMS STEPS IT UP IN 2014

Inside this BUMPER 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!
- Competition News and Notices, AND Inside Line News and Gossip
- Reports - Rounds 2, 3, and 4, 2014 AIM NSW Formula Vee Championship
- Around Australia in Formula Vee
- FVAA Tyre Test Day Pictures
- 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



AUSTRALIAN INSTITUTE OF MOTORSPORT



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FVAA Sealers Sydney Metro Area

Frank Kleinig BH 0245777221
David Cutts BH 0296272810
Edan Fleming Mob 0412477437
Nathan Sansom Mob 0405018433

FVAA Sealers Central Coast

Greg Douglass Mob 0402237507
Phil Lewis BH 0245798107
Greg Hepburn Mob 0438169247

FVAA Sealers ACT

Morgo Mob 0431695569
Col Merz Mob 0412316275

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.

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

All 1200 cars start behind all 1600 cars in all races

FORMULA VEE RACING ON



RACING TYRES – FROM





FVANSW PRESIDENT'S REPORT

By John McDonald

Welcome. Can you believe we are well and truly past half way in another exciting year of racing. I am writing this following Round 4 of the State Championships at SMSP. After a 'disappointing' number of laps were provided to Formula Vee during the latest Clemenger round, the ARDC came good and provided an opening race of 12 laps. (Thank you very much Ray for all the behind the scenes work on that one).

The weather gods were not feeling as generous as the heavens opened up on the dummy grid for what was to be the only wet race of the weekend. A wonderful job by all drivers, 12 laps in very trying conditions and to make it through without a safety car was something to be very proud of. There were many examples of excellent driver control with the 1200 drivers showing some of us 'big boys' that given a level playing field they have just as much talent behind the wheel – and then some! I will have to go through the rest of my racing life with the knowledge that I was passed by a 1200. Well done Matt Pearce!. 2014 is shaping up as a year of change on the top step of the podium come Sunday night. A very big congratulations to Daniel Stein for his maiden win in the final. The competition at the pointy end of the field is very alive.

Thank you also for a strong attendance at the general meeting held at the track on the Saturday. There is a lot happening in the world of Vees at the moment and it is important that everyone knows what is going on, and more importantly gets to have their say in front of the right people. It is very easy to speculate was is happening behind the scenes and to form an opinion based on that speculation. I hope those who attended the meeting left the room satisfied that their questions had been answered. I am amazed at how much time is invested by your very dedicated state and national committees in progressing this class and making sure it is heading in the right direction. We can all feel very comforted that our class is in good hands.

One of the questions posed to the members by the committee was regarding the annual presentation night. Over the last nine years that I have been attending this night it has been held at different venues with varying attendance sizes. The committee had investigated the possibility of changing the format to a daytime event, possibly including an activity such as a karting. The idea being to possibly make the presentation more of a family day as well as to allow for a more relaxed pace to what is a celebration of the year's achievements within our club. The vote was to continue with the current evening schedule and planning will now commence along that line. (Although I have no doubt that Liz Porter has many varying versions of the night already spinning in her head – thank you in advance Liz).

Please support this night, there is nothing better than a chance to tell that 'if only' story one more time. If you have any ideas for the night please let me know.

My thought for the month - "If everything seems under control, you're not going fast enough."
— Mario Andretti (I didn't realise until now I must be going much faster than everyone else....)

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 22	Ryde Club 2014 FVANSW Awards Night
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



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FVAA NATIONAL BOARD REPORT **By Gary Ogden**

As outlined in my previous report, the BOM has had a fairly full agenda of actions and items to sort out. Taking priority is the matter relating to Dunlop tyre supply and obtaining a new tyre supplier (see FVAA website for previous BOM notice update). This has not been and is not a trivial matter to resolve as the BOM has to take into consideration many things including:

- i. Enforce terms & conditions within our existing Tyre supplier contract while not exposing FVAA to any legal or financial liability
- ii. Obtain a release from our existing Tyre supplier contract
- iii. Research the market for potential new tyre suppliers
- iv. Follow CAMS 'tendering' process to obtain a new tyre supplier
- v. Perform testing of an alternate new tyre and evaluate new supplier arrangements to support Formula Vee activity
- vi. Negotiate new tyre supplier terms
- vii. Ensure ongoing tyre supply throughout 2014 and beyond
- viii. Implement tyre rule changes – including sunset clauses

So as I type this report, we are only days away from a scheduled Tyre Test Day that members of FVANSW will be conducting for the BOM. The test will take place at Wakefield Park on Wednesday July 30 and will involve Hoosier and American Racer tyres.

Paul Corcoran will be in charge of running the test and he will follow a similar evaluation and testing process that was used in previous tyre tests. Supporting Paul on the day will be many of our members including the supply of cars from Michael Kinsella, Dylan Thomas and Simon Pace. A big thanks must go out to all those involved in the test – THANK YOU.....

Once the tyre test is complete, a report will be prepared and presented to the BOM to make a final decision on a new tyre supplier. As tyre stocks are needed for this years competition, the BOM will act swiftly to make a decision to ensure tyre stock becomes readily available so everyone can continue and enjoy their motor racing.

Now to change topics – you would have seen by now the publication of new CAMS rules for our category. These new rules cover Engine of the Future components, Certificate of Compliance and Sealing Card changes. Please ensure you read and understand these new rules.

Gary Ogden

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

FIM
AUSTRALIAN INSTITUTE OF MOTORSPORT

2014 CAMS NSW FORMULA VEE SIX ROUND STATE CHAMPIONSHIP CALENDAR



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



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES - 40 YEARS OF CONTINUOUS AFFILIATION WITH CAMS

FORMULA VEE POLO T-SHIRTS NOW AVAILABLE \$35 EACH ALL SIZES (SOME MORE THAN OTHERS). BE QUICK – ALMOST SOLD OUT!



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 Editor of Totally Motorsport, the 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 gives his exclusive view of the current affairs within Formula One at the moment.

Following the Hungarian Grand Prix the Formula 1 circus went on hiatus. There is a mandatory two-week shutdown period in the middle of each season designed to allow staff an opportunity to recuperate after a hectic start to the year but while there may not be any racing for now there is plenty happening behind the scenes.

Of most concern is the ongoing debate over the current rule set, which has divided opinion everywhere from the grandstands to the pit wall. Bernie Ecclestone has been particularly vocal in his dislike while Australian GP boss Ron Walker has clubbed his fellow race promoters together in their opposition. Most of it relates to the engine noise, or lack thereof, but is ultimately driven by falling attendances. TV figures play a key factor when Ecclestone negotiates new deals with Walker and his pals, along with his ability to sell trackside advertising, and fewer viewers means less bargaining power and therefore less profit.

The ironic thing is the racing thus far has actually been pretty good. The Hungarian Grand Prix was exciting while at the previous race in Germany there were some thrilling battles behind runaway winner Nico Rosberg. And that poses a problem as it suggests that the fundamental aspect of the sport, the racing, sound, suggesting the fundamental problem must be something else.

If you're inclined to believe those in the sport, which is typically unwise, the issue boils down to teams not having enough money or a presence on social media. The fans are not engaged and with so many other entertainment options they're taking their money elsewhere. That's not helped by high ticket prices which isn't helped by Bernie's exorbitant hosting fees, which pay the teams. By engaging fans through social media, their logic goes, more will fork out their hard-earned cash to attend races which will boost their bank accounts.

The ironic thing is the teams are in this position through their own selfishness. In the 1970s a young(er) Bernie Ecclestone proposed the teams' band together and buy the commercial rights for the sport. It would have cost them £100,000 each. The likes of Frank Williams, Enzo Ferrari, Colin Chapman, Ken Tyrrell and co balked at the idea, saying they'd rather use the money to go testing instead. Ecclestone went about buying the commercial rights on his own, creating the Concorde Agreement which contractually obliged teams to participate in all races of the championship (in return for a share in the sports commercial profits) before selling stakes off to make his billions in the years to come. The teams own ambivalence back in the late 1970s has directly led to the situation the sport now finds itself; an externally owned commercial product which siphons off a good portion of the profit to pay off the loans used to buy the sport in the first place.



MAT COCH

LIFE, THE UNIVERSE, AND MOTOR RACING



The problem now is the profits are falling while over the years rather than applying a good business model teams have instead increased their spending inline with an expected income. That equation long ago reached the point for many where outgoings far exceeded income, but in recent years even the top teams have begun to feel the pinch. Lotus is struggling, so too is Sauber. Force India's Vijay Mallya is having all sorts of legal problems resulting in his Kingfisher Airlines in India while Marussia is just about scraping through. Most teams now run at a loss, propped up by a benevolent owner like Red Bull's Dietrich Mateschitz or a global automotive manufacturer.

Caterham was one of those teams. Owned by Air Asia magnate Tony Fernandes the team was recently sold when Fernandes realised the only way to make a small fortune in Formula 1 was to start with a big one. The new owners of Caterham are unknown beyond being a Swiss/Middle Eastern group represented in the paddock by Colin Kolles and Christijan Albers.

Financially running at a loss one of the new owners first actions was to reduce cost, which meant sacking 40 staff in the week leading up to the Hungarian Grand Prix. Those staff have since announced their intention to sue the team for wrongful dismissal. Interestingly the team publicly retorted that statement with one of their own, claiming that it would be pursuing legal action against its former staff for slander.

It doesn't take a rocket scientist to realise that this is not a particularly good look for the sport, certainly not at a time when attendance and viewing figures are falling and the endless well of money the sport seems to believe exists begins to dry up. Caterham's actions, right or wrong, shine a negative light on the sport at a time when it desperately needs some positive news. One wonders just how long the sports Benevolent Dictator will put up with that state of affairs.

Mat Coch



Historic Formula Vee Association of Australia Historic Vee Owners, Racers & Enthusiasts

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FVATAS's Keiran Glover has been winning behind the wheel of the Checkmate

Round 1 May 31/June 1 – Mallala

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.

Can FVANSW's Tim Brook beat Kieran?

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 signed off the last Tech report with “good racing” – and that’s exactly what we’ve had. Since the May magazine, there has been an immense amount of activity in Formula Vee world. We’ve had three State Rounds at Sydney Motorsport Park of which one was also counted in the Clemenger National Series, some significant regulation changes and news that Dunlop has ceased manufacture of our control tyre.

First and foremost - Formula Vee NSW competitors are to be congratulated on the high standard of preparation and presentation of cars, paperwork and conduct at the circuit. Each meeting has seen improvements in these areas which has made weekends run smoothly for the category, officials and scrutineers alike. At the most recent meeting the chief scrutineer presented some of the trophy’s and stated publicly that “...you guys (formula vee) are welcome in the scrutineering bay anytime, you’re a great bunch of blokes”. Not a bad endorsement.

Compliance Checking @ Race Meetings:

In addition to the frequent ride height and weight check after races, there have been carburettor and restrictor plate inspections, sealing card scrutiny in both the paddock and parc fermé, diff checks along with apparel etc. It’s great to see that no penalties or exclusions have been applied for any technical breach in the last three meetings.

There continues to be isolated instances of pit crew approaching cars under parc fermé conditions. Remember - no-one is to touch the car or driver until cleared by the CAMS stewards – regardless of how much you need an umbrella, drink or dummy spit.

Rule Changes

Technical Bulletin B14/026 has been issued by CAMS (implementation date of 2 July 2014). There are some important changes. A few anomalies have been addressed with regard to eligibility of vehicles prior to and during competition and some engine regulation changes have been ‘opened up’ which are an important step in sustaining Formula Vee into the future.

Changes – in summary:

- **Preamble:** A certificate of compliance for a new car must be obtained prior to a Formula Vee being eligible to enter competition – this is formalising general practice, however needs to be stated as there has been the odd exception. Also the sentence: ‘The 1600 engine shall be admitted...on a state by state basis...’ has been removed as all states have run 1600 as a category for some time.
- **‘Hand’ Brakes:** A brake hold system has been ratified subject to section 2.4 of the CAMS Manual – this removes ambiguity from what has been general practice for some time.
- **Cranks & Flywheels:** An aftermarket counterweighted crank can now be used in conjunction with a light flywheel. The existing German/Brazilian crank with original VW Flywheel combination remains compliant. Minimum weights and dimensions as per section 3.3.

- **Sealing Cards:** A valid sealing card must accompany an engine or gearbox presented for competition – the new rule is that you will get 'log booked' if it's not presented upon request and required for the next race meeting or the car will be ineligible for competition.

Of the above – the crank and flywheel is by far the biggest change and is the final item to be ratified as a result of the Engine of the Future project. Kudos to NSW! Given these changes and the inclusion of aftermarket conrods, light cam followers etc. over the past 18 months - the 'Engine of the Future' Project can officially be declared a success. Again, thanks are in order for those that put in the hard work - Lyall Moyes (NSW Technical Director for the last few years), the NSW sealers group, the National Technical Committee (NTC), Board of Management (BOM) and a few other individuals (Paul Corcoran, Greg Hepburn, Tyler Mecklam to mention but a few).

An important part of the project was to test proposed components back to back with existing. There was negligible difference in HP and Torque recorded on the dyno between the two combinations.

The counterweighted crank (9.3kg minimum) and light flywheel (5.4kg minimum) weight totals 14.7kg, while the Brazilian crank (7.0kg) and Original VW flywheel (7.0kg) totals 14kg.

Contrary to the impression I gave in the General Meeting at Sydney Motorsport Park, the original flywheel may be used on a counterweighted crank, however it must respect the machining limitations in the technical regulations and contain dowels to all dowel holes in the crankshaft. The relatively high cost of machining a 7.0kg flywheel down makes purchasing a light aftermarket flywheel very attractive.

Future Technical Work:

Further tidying of the regs and technical manual are underway at the NTC. With any luck, a new issue of the Technical Manual will be out before the end of the year – this document will avoid duplication of regulations within the "CAMS" Specification of Automobiles. The current version of the technical manual is out of date and doesn't cover/compliment many of the regulations that have been amended in the past five or so years. It's a mammoth task – however a draft has been issued to the NTC by Michael Lloyd (National Tech. Director) so the work is well progressed.

NSW is proactively pushing forward with innovations for sustainable supply of components that promote parity. A proposal to investigate/test a Weber ICH34 carburettor is to be formalised. I've attempted to order a pair of standard long axles over the internet as I've been unable to secure any within Australia and will report once (if?) received. We are also determining the changes needed to allow supply of 1600 piston and barrel kits that are available locally.

Tyres:

Testing of a replacement control tyre was conducted on Wednesday 30 August 2014 at Wakefield Park. American Racer & Hoosier tyres were run along with Dunlop's for a fair comparison. Stand by for the results of the test.

I'm looking forward to the back-half of the season. Keep up the good work and fierce competition.

Morgan

News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know

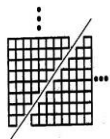


The Driver's Briefing for Round 2 at SMSP

It was the case for many years on the Motor Race Panel, just like so many committees, that each category representative tended to only care about the interests of their own category with no regard for the health of entire State Championships. But things are changing within the MRP because the motor racing environment is rapidly changing, and the interests of any one category are now connected with every other category. Some of the broader things the MRP now needs to think about to ensure the health of circuit racing into the future are:

- The financial viability of race meetings
- The total number of cars that enter race meetings
- The number of categories qualified to join the MRC and be represented on the MRP
- The value for money and track time that competitors receive
- The quality of the cars, and the quality and spectacle of the racing,

For Formula Vee to remain strong, we need to keep promoting ourselves, and more importantly than ever, we need to increase our membership. But Formula Vee also needs the other categories in the MRC to be strong, and their grids to be large. Therefore, expect to see some categories gone from the NSW MRC, some categories combined with other categories, and new categories joining.



Split grids continued at SMSP for Rounds 2, 3, and 4, of the AIM Formula Vee State Championship. Fortunately, so far there have been no start line incidents that could be attributed to the speed differences between 1200 and 1600 cars. For the information of future Formula Vee State Championship Directors, please ensure that the timekeepers at every race meeting should be made aware as early as possible during the race weekend that the 1200's need to be placed behind the last 1600's on every race grid. Also, the regulations do not allow for any discretion, so ALL 1200's must grid behind ALL 1600's.

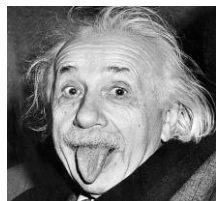
News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know

A wide range of technical changes to our rules was recently approved by CAMS, through Bulletins B14/026 and B14/012. Other things are going on, so please read Morgan Freemantle's Technical Director's report in this edition of Veemag on page 7.



Speaking of rules, there are many of them, with there being 16 pages of Formula Vee rules in the CAMS Manual. While these rules cover many areas, as mentioned in the last edition of Veemag, there are Albert Einstein's amongst us who will come up with brilliant ideas that are not specifically addressed in our rules, and who have the highly specialized skill or facilities to make them work. Often, these ideas translate directly into extra horsepower that can make the difference between coming fifth or first. Let's not forget that Formula Vee is about driver skill over car preparation.

The subject of the scales is now well on its way to becoming a permanent item of discussion in Veemag. So we won't let this edition of Veemag down by not mentioning some new things about scales. Firstly, please don't follow the car ahead of you straight onto the scales. Every time you are getting weighed, follow the instructions of the scrutineers and stop before the scales, and wait until you get called to move forward onto the scales. This is necessary for three reasons; firstly to allow the digital display to return to zero, which then allows the scrutineers to be certain that the reading has not been affected by the movement of the cars; secondly, to ensure that the scrutineers can safely walk across the scrutineering shed if necessary; and thirdly, to check for oil leaks from the car departing the scales. Another thing to know about the scales is why we don't push the cars on and off the scales, as the big sign next to the scales has been saying for years that we must do. The reason for this disobedience is that scrutineering the huge grids of Formula Vees would then take around twice as long as it does, which for all races in 2014 is nearly as long as the race itself with our average grids of around 30. Therefore, to ensure that the scrutineering facilities are available for the following categories, the scrutineers have been happy for us to drive our hot Formula Vees on and off the scales. Finally, congratulations must go to all competitors in the last two races for how closely almost all the Formula Vees were to the minimum weights, with none being under. The scales can't be that inaccurate after all.



DONT FORGET - RACE CONTROL-TO-DRIVER RADIOS ARE NOW MANDATORY AT WAKEFIELD PARK

Wakefield Park 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, 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.

PROMOTE FORMULA VEE - BRING YOUR FRIENDS TO RACE MEETINGS



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News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know

Although Formula Vee's record in recent years for the number of breakdowns, crashes, and Safety Cars, has improved greatly and must now be amongst the best of all categories, breakdowns and crashes will always occur, even to the best prepared cars and to the best of drivers. Often, a broken down or slightly injured Formula Vee can be retrieved by a simple "flat tow", where the Formula Vee is simply hitched by a strap or rope to the tow truck. This may sound a simple exercise, but a flat tow can end in tears if things go wrong, usually if the tow rope "whips" and snaps. So, to avoid disaster to people, or damage to your Vee, when the tow vehicle takes off initially, make sure the slack in the tow rope is taken up gently. Once on the move, make sure you gently apply the brakes of your Vee at all times to keep the tow rope slightly taut until you come to a final stop at your pit or at the scrutineering bay. This will also help avoid any whipping and snapping of the tow rope. Finally, always steer your stricken Vee to one side so that the tow rope is always at a slight angle to the direction of travel. This will ensure that if slack in the tow rope is taken up, rather than whipping and snapping, your Vee will be dragged sideways slightly. These tricks have been learned the hard way from a particular competitor with lots of flat tow experience!



How ironic. In the last Veemag, competitors were encouraged to attend the dummy grid promptly when called for over the PA. By pure accident during Round 3 of the AIM Formula Vee State Championship at SMSF, we learned that CAMS have changed the rules for attending the dummy grid. The old rule that you must be present and in your position in the dummy grid when the one minute board is shown, is no more. Now, you must be present five seconds before the dummy grid official releases the cars onto the circuit. We now need to know how to read CAMS mind!

The 50 mm high step off the side of the concrete run off on the exit of Turn 12 at SMSF claimed a Formula Vee victim during Friday practice when Daniel Stein went wide in his Sabre, and instantly found himself against the concrete wall several metres over the grass and away from the track circuit. This step is an indication that circuit owners sometime don't think about low-riding open wheel racing cars. This has now been raised in the CAMS Motor Race Panel, and a solution should be in place in time for our next round the AIM State championship.



Checking ride heights at post race scrutineering is perhaps the most common check. Occasionally, a competitor falls foul, and soon finds themselves at the rear of the grid for the next race. No one would seriously believe that any competitor would deliberately lower their car a few mm below 40mm to gain a speed advantage. Perhaps the recent trend to slower rebound settings on dampers is causing the cars to "pump down" while moving. Stiff rebound settings could take many minutes before your car lifts itself back to where it was in the workshop. So think about this - avoid the disaster that a few mm can make so why not install bump stops in your dampers to guarantee that your car cannot ever physically drop below the 40 mm limit?

News**COMPETITION NEWS AND NOTICES****STOP
AND
THINK****Important Information every member and competitor should know****THE PROS AND CONS OF FIXED LAP RACES AT SMSP**

The number of laps we received at Round 3 of the AIM State Championship at SMSP brought into the spotlight Formula Vee's insistence on fixed lap races. Some newer Formula Vee drivers may think that we will get more track time if we race under fixed time races like all the other categories, but this is not really the case. There is lots of background to this, so following is a quick history.

In early 2011, the Chairman of the CAMS NSW Motor Race Panel, which is the governing body for State level circuit racing in NSW, started advocating for the immediate introduction of fixed time races to replace the traditional fixed laps that we all have raced for many years. With no due diligence, the MRP voted to run all races at SMSP to fixed time limits, with every category getting the same time allocation. Formula Vee was the only category to oppose this. The other categories were attracted to a promise that they would all get much more track time because all recoveries (due to crashes or breakdowns) would then take place within a category's allocated race time, and would not delay the following races.

Without going into more detail with how fixed time races work, Formula Vee could not see this major change being in our interest for a number of reasons, the main ones being;

- Fixed time races don't suit racing strategy, which is a Formula Vee fundamental - we need to count down the laps to the last lap, not the seconds,
- Formula Vee, being the second slowest class, would lose out in the move to fixed time races, in both track time and racing laps,
- Under fixed time racing, slow warm up laps, rain, crashes, or breakdowns, would ruin a race.

At risk of having fixed time races forced onto us permanently, Formula Vee convinced the MRP to trial fixed time races for the first race meeting of 2011 at SMSP. But after observing that race meeting, where rain and crashes did cut short races for several categories, Formula Vee categorically rejected fixed time races. The MRP accepted our decision, and Formula Vee has been the only category racing under fixed laps at SMSP ever since. For some reason, this has been to the displeasure of ARDC.

While the remainder of the MRP continues to support fixed time races, the occasional crack appears after things have gone badly wrong, which has occurred many times since fixed time races started. Cracks appeared in the MRP after Round 3 of the MRC this year when Production Touring and Formula Ford had races ruined by first lap incidents, rain, and slow warm up laps. Improved Production has also shown uncertainty over the years. And at every SMSP race meeting since 2011, none of the fixed time competitors have ever got the message that their slow warm up laps have eaten into their race time.

In summary, if things go perfectly, fixed time races do provide more track time. But slow warm up laps, rain, crashes, or breakdowns, occur always, and it takes just one such occasion to blow all the extra theoretical track time out the window. With many wet weekends, and lots of crashes, the other categories have been blind to the fact that in reality they have been getting less real racing time since 2011.

Formula Vee is sprint racing over fixed laps. Racing strategy is fundamental. We need to know how many laps remain. Only fixed lap races allow this. And, in reality, fixed lap races avoids the lost track time from crashes and rain, so we get more track time doing real racing than the other categories through the year.

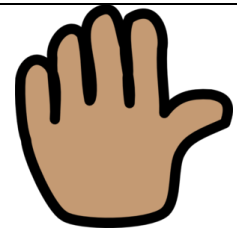
News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know

All Formula Vee competitors should never forget they wouldn't be out on the circuit competing in the Australian Institute of Motorsport NSW Formula Vee State Championship were it not for the volunteers who wave the flags, observe trackside, keep the lap times, retrieve the cars, extinguish fires, and scrutineer the cars. Please show your appreciation by giving them a wave every time you pass a trackside official on the slowdown lap. Simple of appreciation can make a big difference, as well as helping to stand Formula Vee out from the other categories.



WALKING
PACE
ONLY

The Clerk of Course makes it very clear at all Drivers Briefings that the the speed limit in the paddock area is "walking pace". A number of Formula Vees have been observed driving through the lanes of trailers and tents in the paddock at SMSP testing their gearchanges and brakes at something considerably more than walking pace. Don't let a Formula Vee driver be the first driver charged with speeding in the paddock.

On the same subject, a speed limit of 20km/h also applies to the roadway from Gate 7 to the paddock area at SMSP. If you haven't noticed, there are speed limit signs all the way along the road, including at each end of the tunnel. Don't let a Formula Vee driver be the first driver charged with speeding through the tunnel.



"Exceeding track limits" is something for which we have recently seen penalties being applied in Formula One. Clearly, if you drive fully over the white lines that define the racing circuit, such as on the exit of Turn 5 at SMSP, then you are maintaining a higher speed, and you are then gaining an unfair advantage over your fellow competitors who are staying within the track limits. Driving over the white lines also makes Formula Vee look sloppy. This has been mentioned in previous Veemags, and we know CAMS will soon be taking action to stop drivers systematically breaking the driving rules. So if you find that Race Control at SMSP will display the bad sportsmanship flag to you, and then apply a ten second penalty to your race time, then no doubt you won't be complaining about it afterwards.



FIA APPROVED NECK RESTRAINT DEVICES ARE MANDATORY FOR 2015 AND BEYOND



You would all know by now that CAMS have mandated through Bulletin B14/031 the use of neck restraint systems from the beginning of next year. This means you must have helmets that will allow fitment of the neck restraint devices. There has been some confusion as to all the various standards and requirements for fitting devices to helmets that do not have factory fitted posts, but the main racing equipment outlets in Sydney, such as Gary's Motorsport Tyres, have the facilities to deal with all requirements for all helmets. They can drill your helmet if they are not predrilled, and they can fit the required neck restraint device posts. Contact Gary's on 0296768655.



Tim Brook's great performance in the Jacer F2K14 at Round 2 of the Clemenger International Freight Australian Formula Vee Series, where he squeezed the incredible Kieran Glover out of a Series points haul, has made the final round at Phillip Island on the 4th and 5th of October a can't-be-missed race meeting. The FVANSW needs to get as many competitors to participate at one of the greatest racing circuits in the world. Contact Leigh Porter for entry details.



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES - FROM





RACE SHOTS - THE FVANSW'S OFFICIAL PHOTOGRAPHER



Image Courtesy of Race Shots



Image Courtesy of Race Shots

MALLALA CLEMENGER INTERNATIONAL FREIGHT AUSTRALIAN FORMULA VEE SERIES



Image Courtesy of Race Shots



Image Courtesy of Race Shots

SMSP ROUND 2 AIM 2014 NSW STATE CHAMPIONSHIP



Image Courtesy of Race Shots



Image Courtesy of Race Shots

SMSP CLEMENGER INTERNATIONAL FREIGHT AUSTRALIAN FORMULA VEE SERIES

FOR ALL YOUR RACING PICTURES GO TO RACESHOTS.COM.AU

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

Andy Goodall, the man behind the FVANSW's main sponsor, Australian Institute of Motorsport, has been twice stricken with serious health afflictions in the last couple of years. The latest affliction has seen him take extensive time away from his Australian Institute of Motorsport operations in Melbourne, to a health facility on the Gold Coast, so he can get back to peak fitness in the shortest time. Everyone in the FVANSW was blown away by Andy's debut in his Supavee at Wakefield Park for Round 1 in April, and Andy's issues have been the cause of him missing Rounds 2 and 3, so depriving everyone in the FVANSW seeing him and his fabulous Supavee race for the following two rounds. Everyone in the FVANSW wishes Andy the fastest possible recovery, and we all hope to see him behind the wheel again on a NSW circuit as soon as possible.



Our very own Formula Vee playboy, Geoff Bassingthwaighe, became the poster boy for motor racing at SMSP for the month of June after ARDC placed this larger-than-life-size poster of Geoff and his Jacer on the fence at the main roundabout in front of Sydney Motorsport Park. Geoff, of course, is a larger-than-life, and his enthusiasm for Formula Vee makes him the perfect ambassador for Formula Vee anytime.

In the last Veemag, it was mentioned that AIM State Championship leader, Dylan Thomas, competed in the first two Formula Vee race meetings this year with broken bones in his right hand, and how Dylan understated how much pain he has been under - "no brain, no pain", remember? Well, Dylan is on the mend, but still has some way to go before the strength in his hand is back to normal. Don't forget, Dylan has been winning races with his hand far from full strength. Think of that next time your car isn't fast enough. By the way, don't shake Dylan's hand too hard next time.



Speaking of Dylan, Dylan still occasionally drives his trusty AMCHAMP Evo 9, including at a practice day at SMSP in early July, where he drove it to a new personal best lap time which would have made it a potential race winner. And while on Dylan still, the news has been leaked that Dylan will be entering a World Time Attack event at SMSP later in the year driving a turbocharged Mazda RX7. Dylan drove the Mazda at the same SMSP practice day, and immediately took it around SMSP GP circuit several seconds faster than the owner/builder ever did!

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.

FORMULA VEE

TIM TAKES HIS TURN

TIM BROOK was the latest winner of the Australian Institute of Motorsport NSW Formula Vee State Championship, making it three different drivers to win the trophy race in three rounds. Tim had a solid weekend in the brand new CXC-supported Jacer, taking pole and the round win to elevate himself to second in the points. Dylan Thomas has carried his form on this season, winning the second race and finishing second for the round to extend his overall championship lead.

Equal second for the round was Michael Kinsella, who has been fast all year but hasn't quite had luck on his side. The same could be said for Mr Stinger himself, who has been fast this year but has zigged when he should have zagged.

Stephen Butcher put it all together this weekend, finishing second in the trophy race and fourth for the round. The ever-consistent Darren Williams was fifth for the weekend and battled at the front of the large lead group.

Simon Pace had a quiet weekend by his own high standards. His sixth for the weekend dropped him to third in the series. Daniel Stein also had a quiet weekend in seventh after being on the podium last time out. Garry Hook was

Advertising Feature

CXC RACE PREP • DYNO TUNING cxcgloballracing.com

CHAMPIONSHIP RESULTS		ROUND POINTS						
POS	DRIVER	RACE 1	RACE 2	RACE 3	ROUND	C'SHIP 5/10	WORST RACE	C'SHIP TOTAL
01	Dylan Thomas	22	30	25	77	249	22	227
02	Timothy Brook	27	25	30	82	218	15	203
03	Simon Pace	21	22	21	64	221	21	200
04	Darren Williams	23	21	23	67	190	14	176
05	Michael Kinsella	30	27	20	77	175	0	175
06	Geoff Bennett	16	17	17	50	169	16	153
07	Simon Thomsen	4	20	22	46	157	4	153
08	Daniel Stein	15	19	19	53	159	6	153
09	Stephen Butcher	25	23	27	75	145	0	145
10	Morgan Freemantle	19	11	15	45	154	11	143

www.fvansw.asn.au

◀ Once again, Pearce dominated the 1200s

The brand new Jacer worked wonders for Brook ▶

www.aim.andygoodalltraining.com.au



As every Formula Vee supporter around the world knows by now, our Australian Institute of Motor Sports races are videoed, edited, and uploaded to Youtube within a few weeks after each round takes place. Although the highly professional world class race commentators are now celebrities, the production team remain anonymous, and clearly deserve recognition for their work. Therefore, if you see Tim Beard, Sean Scott, and Darian Scott, walking around the circuit with their video cameras in their hands, please let them know that you do watch their videos, and don't forget to put on great racing in front of them.

PROMOTE FORMULA VEE - JOIN UP NEW MEMBERS TO THE FVANSW



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES - FROM



INSIDE LINE NEWS AND GOSSIP IN THE FVANSW

In the last FVANSW Veemag, we celebrated the great performances of sisters Lauren and Maddison Gray, comparing their performances to the heyday of the great lady FVANSW Formula Vee drivers of the 1990's and beyond. But we all now have reason to celebrate perhaps the greatest FVANSW Formula Vee lady driver of all, Corinne Perry-Black, who always gave back more than she got from the boys at the front in recent years. Corinne has kept a low profile from Formula Vee racing this year, but we have just now found out that her low profile was due to motherly duties - Corinne became a mum for the second time in July when Olivia Louise Perry came into the world. Both mother and daughter doing fine. Congratulations from everyone in the FVANSW to Corinne and her family.



A general meeting took place for members of the FVANSW took place on the Saturday afternoon of Round 4 of the AIM MRC at SMSP. Some of the things discussed were the new crankshaft and flywheel rules, a warning for failure to present sealing cards, forged pistons not allowed, a sunset clause for Dunlop tyres, and the location of the presentation night at the end of the year. For further details, attend the next general meeting at Wakefield Park, or contact the FVANSW Secretary for a set of minutes.

We have written before how former Formula Vee young hot shot, Lachlan Higgins, has been winning Production Sports Car races in his Porsche GT3, this year since moving on from Formula Vee late last year. But perhaps Lachie's best performance so far was to finish ninth in the Prod Sports One Hour Enduro at Round 4 of the NSW Motor Racing Championships, with only the latest spec National-level Audi R8 LMP, Porsche Gt3's, and Lamborghini Gallardos ahead of him. Well done Lachie!



And for one more article on Dylan Thomas.... If as much as Formula Vee can be dominated by one competitor, Formula Vee in NSW this year is being dominated by Dylan, who has seven race wins, two second places, two third places, and one fifth place, out of twelve races. But spare a thought for Dylan because he is yet to take a trophy home as he has not won the last race of any of the four race weekends, these trophy races being won by James Horne, Tim Brook, Simon Pace, Michael Kinsella, Tim Brook, and Daniel Stein. Dylan, as ever, never gives up and he is still aiming for a clean sweep of pole and three race wins over one of the two remaining AIM State Championship rounds this year. All with a crook hand.

In these remaining days of the Dunlop control tyre, some competitors may find that their tyres may not adequately survive the final races of the AIM State Championship, the Clemenger International Freight Australian Formula Vee Series, or the National Challenge. If this becomes the situation, please email the committee, who will arrange for a connection between you and another competitor who has tyres of good enough condition to get you through to the end of the year. Got that Adam?



Formula Vee this year is certainly going through another of those golden eras of fast, close, smart, and safe, racing, with only one Safety Car in sixteen races. Fantastic job!

INSIDE LINE

NEWS AND GOSSIP IN THE FVANSW



The FVANSW was honoured at the June 221/22 Round 2 of the Australian Institute of Motorsport Formula Vee NSW State Championship, which coincided with Round 2 of the Clemenger International Freight Formula Vee Australian Series, when the FVAWA Board Member, David Campbell, attended the race meeting as a special guest. David was on business in Melbourne in the week before the race meeting, so he took the opportunity to fly to Sydney to observe proceedings. David was asked to present the trophies after the last race of the weekend. See page 35 for the trophy presentation action.

We got no takers for a free on line subscription of Veemag with the FV12BC number plate (like, which other Formula Vee competitor drives an orange coloured Falcon XR8 ute with BC initials other than Bernie Cannon?), so here is another free on line sub of Veemag to the first person who can work out which FVANSW competitor belongs to this registration number? Surely this one is much easier!



Our very own Formula One accredited motor racing journalist, Mat Coch, publisher of the (in)famous Velocity magazine, and now a regular contributor to Pitpass.com, as well as this very humble FVANSW club magazine, has taken another huge step up the motor racing journalism ladder. Mat commenced as the full time Editor in Chief of Totally Motorsport magazine in early July. Totally Motorsport was founded in the footsteps of Motorsport News, and Issue number 6 should be available at all newsagents around now. Catch Totally Motorsport on Facebook as well. We wish Mat well in his new endeavour.



Here's a quick quiz - who belongs to these cool trailer wheels, and whose Vee tyres could these be?



Look who were found lurking around the back of SMSP for Race 3 on the Sunday afternoon of Round 3 of the AIM MRC! Gary Harrison of Gary's Motorsport Tyres has been looking after us with Dunlop tyres, Sparco racing gear, and a wide range of racing equipment, for many years. Greg Beacham is the brains behind Creative Machining, maker of many Formula Vee engineering components such as mufflers, sway bars, and H-beam bushes. Both Gary and Greg are now well and truly honorary FVANSW members.



INSIDE LINE**SNIPPETS**

At the third round of the Australian Sports Racer Series, held on the Shannons Nationals race meeting at SMSP in mid July, former FVANSW State Champion, Adam Proctor drove his Stohr Sports Racer to a clean sweep of three first places. Adam now leads the pointscore.

Gary Ogden, the FVANSW's BoM representative, as well as former National Titles winner, has his self-designed Corsica Formula Vee in pieces while it is being re-engineered. Gary was highly competitive in the Corsica in the last couple of year on those occasions when he entered races, so expect him to win when he returns.

Not many would know that Aaron McGill, the category manager for the Dunlop V8 Supercar Development Series, and also the longest serving competitor in this category, started his motor racing career in Formula Vee in NSW.

On the same theme, how many would know that V8 Supercar Championship leader, Mark Winterbottom, tried out a Formula Vee at SMSP early in his career?

Former FVANSW Secretary, Glenn Moulds, is now returned to his home in Sydney after a five year self-imposed exile in Adelaide and is now living in his home in the northern suburbs of Sydney.

Congratulations to Mat Pearce for taking out the Sydney Motorsport 1200 lap record during Lap 2 of the last race at Round 4 of the AIM NSW Formula Vee State Championship, with a 1.50.7942.

Former great young Vee driver, Ben Oldfield, has moved to sprints with an Evo 6 supported by CXC.

Great news - former FVANSW Pit Crew of the Year, Aaron Pace, will soon be joining the Formula Vee ranks next year following his purchase of the Craig Conlon Jacer, which was a top runner in 2013.

Formula Vee State Champions of present and past, Mat Stubbs and Daniel Reynolds, teamed up in Daniel's Mazda MX5 to take out second place by less than one second in the latest round of the Modern Sports Cars Enduro Series at Winton in early July.

Former Formula Vee hotshot, Aaron Russell, took advantage of car-nage in the Saturday race of the V8 Supercar Development Series at Ipswich Raceway in early August to finish second, and third for the round.

50TH ANNIVERSARY OF FORMULA VEE IN AUSTRALIA FVANSW CELEBRATORY RACE MEETING 2015

Formula Vee was officially born in Australia in 1965 when the Formula Vee Association of New South Wales was formed.

To celebrate the 50th Anniversary next year, we will be inviting all Formula Vee drivers, supporters, pit crew, wives, children, friends, brothers, and sisters, over the last 50 years to a 50th Anniversary celebration at either Sydney Motorsport Park or Wakefield Park sometime next year.

The race meeting will feature trophy races for current and historic Vees, and parades and displays of old cars and drivers, so we hope to see every driver, car, pit crew, wife, girlfriend, son, daughter, and all their memorabilia, that have ever been part of the FVANSW at any time over the past 50 years to be there for what will be a great racing and social event.

More details will follow soon, but please spread the word.

PHOTOS OF THE MONTH



After the sly Lyll Moyes (Slyall?) forwarded embarrassing pictures of two of his best friends, Alan and David Cutts, both snoringly asleep in the race paddock, the cameras were turned back on a napping Lyll himself at Round 2 of the AIM 2014 State Championship at SMSP in May. Serves you right Lyll!



Bruce Perry takes Simon Duffy and Jacob Andrew down the inside at 170km/h through Turn 1 at SMSP. Scary and brave stuff! Photo courtesy of the courteous Bruce Perry.

JACK BRABHAM 1926 - 2014



Perhaps the greatest Formula One World Champion, Jack signs his biography for FVANSW member, Ray Filetti. Jack started his life in motor racing while growing up in the St George area in the South of Sydney, where Jack signed this biography. Vale Jack. Thanks for the memories.

LEIGH HEMMINGS 1951 - 2014 By David Cutts



On the 14th of June this year, former Polar Formula Vee driver, Leigh Hemmings, passed away after an 18th month battle with cancer. Although Leigh's time racing Formula Vees was short, his easy manner endeared to him to many.

Leigh was a late bloomer to racing at the age of 58. His first steps were taken in a PRB in NSW Supersprints. He soon secured a class win in the production based class. During this time, Leigh became good friends with Daniel Bando, who was racing another PRB. They decided between them they would purchase an NG Elfin to race in Historic events. They shared the car in the beginning, and eventually they bought a Rennmax Mk2 so that they could race together.

It was around 2009 that I met Leigh and Daniel, and through association Leigh became interested in the 1600 class. This led to his purchase of the ex factory Polar now raced by James Horne. As with everything he did, Leigh threw himself into the task, going on a diet and returning to cycling to improve his fitness.

During the latter half of 2011, Leigh, who by now was also racing his bicycle, was involved in a fairly major cycling accident in which wrist and hand damage was sustained that required wiring and pins to correct. As a result, it was decided he should step back from the Polar and concentrate on the Rennmax, as the steering box would require less strength than the steering rack in the Polar, once recovery had taken place.

Around 2012, Leigh decided he would give the Rennmax a 33rd birthday with a rebuild. But early in 2013, and before much work had been done, Leigh called to inform me that he had a brain tumour, and that we should put the Rennmax on hold. An operation took place, along with chemo and radiation therapy. Towards the end of 2013, Leigh was on the up, but in early 2014, things started to turn for the worse.

Leigh had packed in almost every adventure sport over his time. He was a freelance writer (Google Leigh Hemmings author). He was a keen conservationist and sailor, even building his own boat.

Although we miss him now, we can be glad that he chose Formula Vee to add to that enormous bucket list, allowing us to get to know just a little of a life lived to the max.

RACE REPORT ROUND 2

2014  **NSW FORMULA VEE STATE CHAMPIONSHIP**

MAY 29/30 SYDNEY MOTORSPORT PARK

Words by Riccardo Benvenuti of Priceless Images

THOMAS TAKES OUT THE ROUND AGAIN!



Dylan Thomas leads the pack in Race 1, and the pointscore, after Round 2

Formula Vee returned to Sydney Motorsport Park for the Round 2 of the AIM NSW State Championships to unseasonably warm temperatures for mid May in Sydney. The cars hit the track on Saturday morning in sunny conditions, and it was CXC Team Stinger driver Stephen Butcher who claimed pole. His time of 2.11:7129 on the long Brabham circuit was good enough to edge out Tim Brook in the Jacer. As ever the field was very close, the first seven cars on the grid only separated by less than 1 second.

Race 1

Race 1 started and a group of five cars quickly settled at the front. The front row pair of Brook and Butcher were joined by Darren Williams, Simon Pace and Dylan Thomas. While the leaders were pulling away, the Jacer of Geoff Bassingthwaighte was touring slowly around the track eventually retiring.

After 3 laps the group at the front was reduced to four, the unfortunate Butcher dropped towards the back of the field and eventually finished a lowly 17th. The four drivers at the front swapped the lead many times, but it was Thomas coming out on top winning the race from Brook. Williams finished a strong third.

Race 2

The second race held on Sunday morning was another tightly fought affair. Simon Pace made a great start leading the pack. By the second lap there was a six car group at the front, the group consisted of; Pace, Brook, Thomas, Daniel Stein, Simon Thomsen and Darrin Williams. The Williams car started blowing smoke but his speed did not seem to alter. As per the first race Thomas took control of the race and stayed in front. Behind him the remaining five cars swapped position till the end of the race, Pace came out on top of the chasing group finishing second. Geoff Bennett was rewarded with a strong third after working his way through the field.

Race 3

The third and final race looked like it was going to be a Dylan Thomas clean sweep for the race meet. Thomas took control of the race building up a big lead (for Formula Vee standards). The chasing pack of six cars was dicing amongst each other and slowly losing ground to the leader. On lap 5 (the penultimate lap) Simon Pace broke free of the pack and started closing the gap to the leader.

On the last lap, Pace was in the leader's slipstream and made a successful passing move on the main straight winning by a mere 0.01 of a second. Thomas finished second, while Daniel Stein made the last step of the podium with a strong third.

Congratulation to Thomas, with two first places and one second place, comfortably coming out on top for the round.

Race	1600	1200
1	1 st 68 Dylan Thomas Stinger 2 nd 1 Tim Brook Jacer F2 K4 3 rd 3 Darren Williams Jacer F2K-9	1 st 90 Stephen Cannon Nimbus 2 nd 12 Bernie Cannon Kingfisher 3 rd 17 Lyall Moyes Elfin NG
2	1 st 68 Dylan Thomas Stinger 2 nd 50 Simon Pace Mako MK III 3 rd 85 Geoff Bennett Jacer F2K4	1 st 37 Mat Pearce Lepton 2 st 90 Stephen Cannon Nimbus 3 nd 12 Bernie Cannon Kingfisher
3	1 st 50 Simon Pace Mako MK III 2 nd 68 Dylan Thomas Stinger 3 rd 80 Daniel Stein Sabre 02	1 st 37 Mat Pearce Lepton 2 st 12 Bernie Cannon Kingfisher 3 nd 90 Stephen Cannon Nimbus



Simon Pace "Wins The Race" in Race 3

BEHIND THE SCENES AT THE

FIM AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 2 SYDNEY MOTORSPORT PARK



Bill Pym exits Turn 2 faster every lap



Dylan leads the pack through Turn 5



Lyall sponsored by Sutherland AND Wangaratta



Geoff Bennett survived the Race 2 confusion



Dad leads Dave, er, Mat



Tim Brook grabs the lead in Race 2 through Turn 5



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES - FROM



BEHIND THE SCENES AT THE

FIM AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 2 SYDNEY MOTORSPORT PARK



Mat Bode pushed hard all weekend



Alan Harrison shows how a Stinger can look



Craig "Sparkles" Sparke never backed off



Morgan Freemantle flew through Turn 5



Bernie Cannon in his trusty Kingfisher 1200



Leigh Porter exit Turn 2 as Geoff B enters Turn 2



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM



A WEEKEND IN THE LIFE OF TEAM STINGER

Photos by Rose Harrison



Friday practice



Working in the garage



Ready to go!



On the dummy grid



Take off for Race 2



A hive of Stingers (and a Harrison) celebrate a successful weekend

RACE REPORT ROUND 3

2014  FIM
AUSTRALIAN INSTITUTE OF MOTORSPORT**NSW FORMULA VEE STATE CHAMPIONSHIP****June 21/22 SYDNEY MOTORSPORT PARK****Words by Riccardo Benvenuti of Priceless Images**

BROOK TAKES OUT ROUND 3 AHEAD OF KINSELLA AND THOMAS



Tim Brook takes out the trophy for the 1600's and Mat Pearce takes out the 1200's

Due to the NSW Formula Vee championship being run in conjunction with the Clemenger International Freight Australian Formula Vee Series, the size of the field increased dramatically. With an impressive thirty four cars taking to qualifying, it was a mixture of the local drivers with interstate visitors from Victoria, ACT, and Tasmania.

Qualifying was held on a sunny Saturday morning on the GP track layout, perfect Sydney winter weather to go racing. By the end of qualifying, only four cars went faster than the 1.47 mark, and three of them were locals. Tim Brook, James Horne, and Stephen Butcher, made up the first three places on the grid, proving that there is nothing like home track knowledge.

Race 1

The Race 1 start was very clean, with a ten car pack forming at the front. As the leading group formed a conga line down the main straight at the end of the first lap, the order at the front was Brook, Butcher, and Kinsella. Lap after lap, these three drivers swapped positions, keeping the rest of the field at bay.

The leader on each lap was snaking his way down the long main straight trying to break the slip stream of the pursuant. As they came around the last corner for the last time, the leaders fanned out racing side by side. They crossed the line three wide with a finishing gap between 1st and 3rd only 0.0191 of a second. Kinsella was triumphant, pumping his fist while crossing the line. Brook came 2nd while Butcher finished 3rd.

Race 2

The second race of the weekend was run in very different conditions, an early shower on Sunday morning wetting the track, and the early morning cloud cover not allowing the track to dry. A clean start by all, and it was quickly noticeable that all the drivers were struggling with the very greasy conditions. Lap times were sixteen seconds slower compared to dry conditions.

The field opened up, and a group of five cars formed at the front - they were the three protagonist of the first race, plus Dylan Thomas, and the Tasmanian, Kieran Glover in the Checkmate. This leading pack was handling the slippery track better than the rest, and they opened a considerable gap to the sixth place car.

In the end it was Dylan Thomas who mastered the conditions better than anyone else, winning the race by over two seconds. Kinsella finished second, while Brook continued his good run finishing third..

Race 3

The final race of the meeting was held in weather that was a complete contrast to the morning - all the cloud had disappeared and the track was bathed in sunlight. Brook, Kinsella, and Butcher, all made a great start and continued their weekend-long battle at the front. Kinsella made the early running, leading the first couple of laps, but he was soon swamped by the other leading drivers and fell back to 10th position and could not recover.

This gave the lead to Thomas who was dicing with Butcher and Brook. On lap 5, Bernie Cannon had a massive lose at Turn 1 while dicing with other 1200 cars. His car went on the inside grass area of the fast corner and began to spin. Luckily he did not hit anything solid, and found first gear and drove on.

The following lap Morgan Freemantle had a similar spin but was able to remain on the track. Once his car stopped rotating he was pointing the right direction and drove on to finish the race.

At the checkered flag, the fast Tim Brook came out on top winning from Butcher and Thomas.

Tim Brook was the star of the weekend finishing on the podium in all 3 race and winning the final one.

A credit to all the Formula Vee guys by the quantity and quality of the field assembled. Very few DNF and little if any damaged cars.

Race	1600	1200
1	1 st 35 Michael Kinsella Jacer F2K10 2 nd 34 Tim Brook Jacer F2K4 3 rd 13 Stephen Butcher Stinger	1 st 37 Mat Pearce Lepton 2 st 28 Ken Filbey Elliott 3 nd 49 Peter McDonald Kestrel
2	1 st 68 Dylan Thomas Stinger 2 nd 35 Michael Kinsella Jacer F2K10 3 rd 34 Tim Brook Jacer F2K4	1 st 37 Mat Pearce Lepton 2 st 28 Ken Filbey Elliott 3rd Bernie Cannon Kingfisher
3	1 st 34 Tim Brook Jacer F2K4 2 nd 13 Stephen Butcher Stinger 3 rd 68 Dylan Thomas Stinger 015 ix	1 st 37 Mat Pearce Lepton 2 st 28 Ken Filbey Elliott 3rd Bernie Cannon Kingfisher



James Horne's Polar sits forlornly in the outside of Turn 3 after its Race 1 problem

BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

ROUND 3 SYDNEY MOTORSPORT PARK



Ken Filbey locked up the 1200 Australian Series



Bill takes Bernie down the inside



Simon Duffy had problems but improved



Mick got to the front and nearly won



Tim leads Butcher and wins Race 3



Jacob Andrews is getting faster



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FORMULA VEE RACING ON



RACING TYRES – FROM



BEHIND THE SCENES AT THE



ROUND 3 SYDNEY MOTORSPORT PARK



The huge pack of Vees line up for Race 2



Mick leads into Turn 4



Peter McDonald returns in his Kestrel



Daniel Stein showed ominous speed



The pack goes through Turn 4



Jayson Williamson made a great top ten return



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RACING TYRES – FROM



BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

ROUND 3 SYDNEY MOTORSPORT PARK



Craig Sparke and Geoff Bennett race into Turn 4



Shane Purvis and Morgo race into Turn 4



The great Mat Stubbs didn't have a great weekend



Jacob Andrew racing into Turn 4



Hookey finished! – must be Robyn's paint scheme



Jack Saul got to speed fast



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM





CLEMENGER INTERNATIONAL FREIGHT

Automating and Simplifying Freight Management

The Clemenger International Freight 2014 Formula Vee Australian Series Round 2 winners accept their trophies from FVAWA BoM Representative David Campbell



Mat Pearce - 1st 1200



Tim Brook - 1st 1600



Ken Filbey - 2nd 1200



Dylan Thomas - 2nd 1600



Peter McDonald - 3rd 1200



Mick Kinsella - 3rd 1600

RACE REPORT ROUND 4

2014  **NSW FORMULA VEE STATE CHAMPIONSHIP**
JULY 26/27 SYDNEY MOTORSPORT PARK
 Words by Riccardo Benvenuti of Priceless Images

THOMAS AND PEARCE EXTEND THEIR STATE CHAMPIONSHIP LEAD



Dylan Thomas takes out the 1600's and Mat Pearce clean sweeps the 1200's

The weather forecast for the meeting was for early Saturday morning showers, drying in the afternoon, and Sunday to be sunny. The bureau of meteorology was correct; maybe they understated Saturday morning's showers.

The cars came out to qualify in very wet conditions. The lap times that the cars posted emphasized this with large discrepancies between the drivers. Pole went to Dylan Thomas who just edged out Tim Brook. The surprise was the gap in times. Simon Pace was third 2 seconds behind, while fourth place qualifier was 3.2 seconds behind, a very large gap for Formula Vee. The fastest 1200 qualifier was Mathew Pearce in the Lepton.

Race 1

Race 1 started just after a heavy downpour. It had stopped raining but the track was still very wet. As the cars got on their way, visibility was minimal, with rainwater blindingly sprayed by the tires. The leaders were the only ones who could see properly.

At Turn 2, it was Thomas, Brook and Simon Pace at the front. Thomas and Brook made the most of the wet conditions and pulled away as the race rolled on. By the third lap they had a good gap to the third placed of Pace. By lap 4, the field further strung out due to the wet conditions - the order was Thomas, Brook, and then a gap to Pace who in turn had a good gap to Darren Williams, and then James Horne. The positions did not change and gaps remained static. The unfortunate Horne retired on lap 6 leaving Williams to finish in fourth just ahead of a hard charging Jacob Andrews.

In the 1200 Class it was Mathew Pearce who took the honors.

Race 2

Race 2 was held in sunny dry conditions on Sunday morning. The race started with 4 cars making an instant gap from the field, they were the usual protagonist of Brook, Thomas, Pace and Williams. By the third lap the leading quartet was joined by a fifth car of Daniel Stein. These cars swapped position for all the remaining laps, in the end it was Thomas who made it 2 from 2. Second place went to Brook while third home was Stein. The leading five cars finished a whole 5 seconds ahead of the midfield battle. Pearce took the 1200 honors consolidating his championship lead.

Race 3

Race 3 started late Sunday afternoon, and immediately Brook took command of the race leading into turn 2. Pace found himself with two wheels on the grass trying to make up positions at the start. At the end of lap 1, the order was Brook, Stein, Thomas, Williams, and Pace. This race was one of those amazing races that only the Formula Vee category can conjure up. In the 9 lap race there was seven lead changes between four drivers. A group of five cars at front were continually dicing wheel to wheel for the whole race.

On the penultimate lap, Williams lost touch with the leader, leaving four cars to dice it out for the win. Stein eventually took the checkered flag just ahead of Thomas and Pace. The gap between the first four place getters was a mere 0.8 seconds.

Pearce made it three wins from three races in the 1200 class capping off a great weekend.

Great racing by all, Thomas extended his championship lead with two firsts and one second.

Race	1600	1200
1	1 st 68 Dylan Thomas Stinger 015 ix 2 nd 34 Tim Brook Jacer F2K14 3 rd 50 Simon Pace Mako MK III	1st 37 Mathew Pearce Lepton V79 2nd 90 Stephen Cannon Nimbus F Vee 3rd 12 Bernie Cannon Kingsfisher F Vee
2	1 st 68 Dylan Thomas Stinger 015 ix 2 nd 34 Tim Brook Jacer F2K14 3 rd 80 Daniel Stein Sabre 02	1st 37 Mathew Pearce Lepton V79 2nd 90 Stephen Cannon Nimbus 3rd 12 Bernie Cannon Kingsfisher
3	1 st 80 Daniel Stein Sabre 02 2 nd 68 Dylan Thomas Stinger 015ix 3 rd 50 Simon Pace Mako MK III	1st 37 Mathew Pearce Lepton V79 2nd 90 Stephen Cannon Nimbus 3rd 12 Bernie Cannon Kingsfisher



Jacob Andrews raced fantastically in the top ten

BEHIND THE SCENES AT THE

FIM AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 4 SYDNEY MOTORSPORT PARK



Craig Sparke and Richard Jefford hang it all out



Mat Pearce wore out his fronts in two laps

Which way do I go Dad? The other way Stephen!



Garry Hook going.....



Garry Hook gone!

BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

ROUND 4 SYDNEY MOTORSPORT PARK



Jacob Andrews hanging the tail in the spray



Stephen Cannon chases Steiny



William Pym, Mat Pearce, and Geoff Bennett



Leigh Porter leads Richard Jefford



Jacob Andrews leads Simon Thomsen



Darren Williams and Richard Jefford side by side



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



RACING TYRES – FROM



BEHIND THE SCENES AT THE

FIM AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 4 SYDNEY MOTORSPORT PARK



Lap 1 Turn 2- Brook, Williams, Thomas, Pace, Stein



Lap 2 Turn 2- Thomas, Williams, Pace, Brook, Stein



Lap 3 Turn 2- Thomas, Williams, Brook, Stein, Pace



Lap 4 Turn 2- Thomas, Williams, Brook, Stein, Pace



Lap 5 Turn 2- Thomas, Williams, Stein, Brook, Pace



Lap 6 Turn 2- Thomas, Williams, Stein, Brook, Pace



Lap 7 Turn 2- Thomas, Williams, Stein, Brook, Pace



Lap 8 Turn 2- Thomas, Stein, Brook, Williams, Pace



Lap 9 Turn 2 - Dylan Thomas wins Race 2 ahead of Brook, Williams, Stein, and Pace!

AROUND AUSTRALIA IN FORMULA VEE

	<p>The Clemenger International Freight Australian Series juggernaut came to Mallala in late May, bringing with it a large field of 26 Vees. The locals competed solidly with the interstateers, with Jackson Free leading the locals in Race 1, followed by Rob Surman, Rod Kowald, Jay Thompson, Lou Calicchio, Andrew Mutch, Michael Lloyd, a disappointed Ben Forgan, Bob Fursenko, and Andrew Roberts. In flood conditions for Race 2, Freer and Surman led the locals again, with Forgan being the third fastest local. Race 3 saw Forgan regain fastest local crown ahead of Freer and Surman. Freer stole Ben's crown back in Race 4, with Rob third fastest again.</p>
	<p>Round 3 of the Tasmanian Super Series took place at Symmons Plains in late May, with the loyal groups of Tasmanian Vee drivers lining up with the fast Kieran Glover who is away on Clemenger International Freight Duties. Qualifying saw Liam Caplice lead the pack, with Ridsen Knightley, Brodie Murfet, Lindsay Murfet, Wade Mclean, Nino Bochino, and Richard Gray. Race 1 was won by Nino from the rear, with Richard Gray and Ridsen Knightley following. Richard Gray was won by Race 2, with Ridsen and Lindsay next. Nino took out Race 3 ahead of Richard Gray and Liam Caplice, who started from the back. Liam excelled and won the final race, with Nino and Richard in second and third, with Brody, Wade, Lindsay, and Ridsen, completing the race</p>
	<p>In mid July at Round 3 of the Victorian State Circuit Racing Championships at Sandown, a good Sabre-heavy field of 22 Vees line up for qualifying, with Jim Dean taking out pole after a Friday practice crash, and with Ken Filbey keeping faith in the 1200 class. Race 1 was resolved after a Red Flag crash where Mat Stubbs, Phil Oakes, Jake Rowe, Jim Dean, and Mitch Quiddington all crashed in a Sabre calamity, with Stubbs proclaimed the winner. Stubbs also won Race 2 ahead of Heath Collinson and Jake Rowe, with Maddison Gray in the top ten. Race 3 saw Mitch Quiddington edge out Mat Stubbs, with Jake, Jim, and Dion following. Ken Filbey finished in all three with his ex-Frank Haire Spectre.</p>
	<p>Round 4 of the Tasmanian Super Series took place at Baskerville in early August, with a great field of Vees lining up. Matt Holmes took out pole with his 1600 Gebert, with Liam Caplice, Kieran Glover, Wade McLean, Brody Murfet, Richard Gray, John Pooley, Lindsay Murfet, Ridsen Knightley, and Nino Bochino taking the following places in their 1200's. Matt Holmes won the first race, with Kieran Glover, Richard Gray, and Liam Caplice, taking out the top 3 1200's, while Gregg Taylor joined the racing at the rear. The second race was taken out by Kieran, after Matt, along with Gregg, DNF'ed, with Richard and Liam following. The next race belonged to Matt in a great recovery, with Kieran, Richard, and Liam only a few seconds apart. The last race was again taken out by Matt, with Liam, Richard, Kieran, John, Brody, Ridsen, and Nino, completing the field.</p>

FORMULA VEE DRIVER PROFILE – Daniel "Steiny" Stein



Daniel "Steiny" Stein joined Formula Vee at the beginning of 2013 after an illustrious career in karts, and quickly brought his brand of excitement to Formula Vee racing in NSW. Crash damage and the consequence of missed rounds slowed Daniel's momentum, but a move to Sabre for 2014 has turned Formula Vee in NSW racing upside down following his first race win at Round 4.

What is your job?

I'm a Trade qualified Plumber but recently begun working in the family business, One Stop Battery Shop.

Why and how did you get into Formula Vee?

I stepped into Formula Vee after racing karts for 16 years. It was time for a new challenge for me and to bring enjoyment back into my racing.

Who is your favourite Formula Vee competitor and why?

Shane Purvis of Victoria. He is always such a hard and respectful racer and an all-round good guy off the track.

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

Craig Lowndes, a hard, fair, racer and never an ill word to say about a fellow driver off the track.

What do you like about Formula Vee and why?

Formula Vee always comes down to the driver, there is only so much you can get out of a race car and in Vees you have to drive smooth, consistent, and smart, to win.

What are your motor racing plans?

Keep racing as long as i can, enjoy it as much as possible. and make the most of any opportunity. I'm too old and not Rich enough to go anywhere else.

What road car do you drive?

2009 Holden Commodore SSV ute, some small performance mods, nothing crazy.

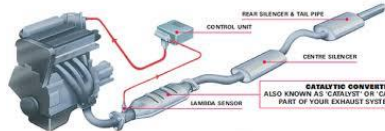
FVANSW UNDERTAKES TYRE TEST ON BEHALF OF FVAA WAKEFIELD PARK JULY 30 2014

On Wednesday the 30th of July, the FVANSW carried out the official FVAA tyre test at Wakefield Park as part of the tyre tender process to replace the trusty Dunlop tyres which will be withdrawn from supply at the end of this year.

FVANSW's Paul Corcoran managed the entire test process, including organizing cars and drivers, arranging for the circuit availability, and designing the test program. Michael Kinsella, Dylan Thomas, and Simon Pace, provided their cars for the test day, and Lyall Moyes, David Cutts, Geoff Bassingthwaite, Colin Merz, Greg Hepburn, Bruce Kinsella, Aaron Pace, and Tim Beard assisted. The Hoosier tyres, American Racer tyres, and Dunlop control tyres, were tested for hardness, tread depth, and pressures, before and after numerous sessions. A report is being prepared for the FVAA.

Thanks to everyone for contributing their time and cars.





A TECHNICAL TIP

By Lyall Moyes

A couple of Veemags ago, Lyall Moyes raised the subject of coatings on exhausts. Lyall now brings another of his various exhaust coating insights to Veemag

“When I was working for Wall Racing and was responsible for the restoration of the ex-Jane Monaro, I was fortunate enough to meet Pat Purcell, who, along with John Sheppard, built the car when it was new. I was also very fortunate to be introduced to Ron Harrop, who is a great friend of Pats’. It was during a discussion with Ron and Pat that the issue of ceramic coating of exhaust headers came up. We had a bespoke exhaust system made for the Monaro that consisted of mild steel headers and stainless steel everything else. The reasoning behind that was to lessen the issue of the inherent cracking problems encountered with stainless headers. I asked Ron whether he recommended ceramic coating or chroming the headers, and he said that he had done some testing on that very issue. His theory, and it had been proven on the dyno, was if the headers were of the “correct cross sectional area” then coating them with ceramic or chrome can reduce the cross sectional area to a point where the gas speed in the pipe will increase, with a resultant power loss. If the headers were too big to start with, the coating would have less of an effect, but Ron said that the then current spec V8 that they were testing had the gas speed increase to a point where it was “supersonic”, with a resultant power loss. He suggested that if you are going to get your headers ceramic coated, ask the man to coat the external surface only. Something to think about?”



WILLIAM PYM'S

FORMULA VEE EXPERIENCE

Having been a big motorsport fan since the days of watching Dick Johnson and Peter Brock race in the old group A days, motorsport is something I have always wanted to do. I am the same age as V8Supercar driver Todd Kelly, and I remember watching him race a Formula Ford, thinking I wish I was out there with him. Unfortunately, in my late teens and early 20s, every spare cent I had went into maintaining my road car. In my mid 20s, I did a 5 year stint living and working in Whistler, Canada.

After my stint in Whistler, I decided it was a wise move to buy my first unit. At the end of last year having got my mortgage under control, I decided that I wanted to do either a Formula Ford or a Formula Vee test drive.

I remember back in 2012 at the V8Supercar round, watching Ben Porter take the lead with two wheels on the grass at the main straight, thinking how awesome is that guy and how awesome is the racing in Formula Vee. Earlier this year I did my Formula Vee test day with Dylan Thomas, and the rest they say, is history.

I was surprised at how cheap the category was when me and Dylan were discussing costs at the start of the year. It's been a steep learning curve for me as I failed my CAMS OLT at the first round of the year at Wakefield. However, I am hopeful that I will be competing in the Vee series for many years to come and by mid next year, I am not just making up the numbers.

William Pym

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2014 POINTSCORES

FVANSW 1600 STATE CHAMPIONSHIP

Driver Name	Round 1				Round 2				Round 3				Round 4				Sub	Worst	Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total			
1) D Thomas	30	30	25	85	30	30	27	87	22	30	25	77	30	30	27	87	336	22	314
2) T Brook	27	22	23	72	27	15	22	64	27	25	30	82	27	27	23	77	295	15	280
3) S Pace	25	25	27	77	23	27	30	80	21	22	21	64	25	22	25	72	293	21	272
4) D Williams	22	21	20	63	25	21	14	60	23	21	23	67	23	23	22	68	258	14	244
5) Daniel Stein	13	6	17	36	22	23	25	70	15	19	19	53	20	25	30	75	234	6	228
6) G Bennett	17	19	18	54	20	25	20	65	16	17	17	50	21	20	21	62	231	16	215
7) M Fremantle	19	17	16	52	18	20	19	57	19	11	15	45	19	21	18	58	212	11	201
8) Craig Sparke	15	13	12	40	17	18	16	51	20	0	18	38	13	16	20	49	178	0	178
8) Garry Hook	0	14	14	28	19	13	17	49	17	18	16	51	16	18	16	50	178	0	178
10) S Thomsen	16	16	15	47	21	22	21	64	4	20	22	46	18	0	0	18	175	0	175
10) M Kinsella	20	23	22	65	0	10	23	33	30	27	20	77	0	0	0	0	175	0	175
12) Bruce Perry	14	15	13	42	14	17	0	31	13	16	11	40	14	14	12	40	153	0	153
13) S Butcher	21	20	19	60	10	0	0	10	25	23	27	75	0	0	0	0	145	0	145
14) A Harrison	0	12	9	21	13	14	13	40	10	14	9	33	17	15	14	46	140	0	140
15) Leigh Porter	0	0	0	0	15	16	15	46	18	9	14	41	10	19	19	48	135	0	135
16) J Andrews	10	10	10	30	0	3	12	15	11	13	13	37	22	9	15	46	128	0	128
17) M Pearce	11	9	7	27	0	11	10	21	9	12	7	28	12	11	10	33	109	0	109
18) J McDonald	0	0	0	0	16	19	18	53	0	0	0	0	15	17	17	49	102	0	102
19) R Jefford	7	8	8	23	12	8	8	28	12	5	8	25	11	10	9	30	106	5	101
20) B Pearce	6	1	0	7	9	12	9	30	8	4	10	22	9	12	13	34	93	0	93
21) J Horne	23	27	30	80	0	0	0	0	0	0	0	0	0	0	0	0	80	0	80
22) Simon Duffy	0	0	0	0	0	0	0	0	14	15	12	41	0	13	11	24	65	0	65
23) S Cannon	4	4	5	13	8	7	0	15	0	8	5	13	8	7	7	22	63	0	63
24) M Bode	9	7	11	27	11	9	11	31	0	0	0	0	0	0	0	0	58	0	58
25) B Tilbrook	18	18	21	57	0	0	0	0	0	0	0	0	0	0	0	0	57	0	57
26) B Cannon	0	0	0	0	7	6	6	19	5	10	4	19	6	6	6	18	56	0	56

27) W Pym	0 0 0 0	6 4 7 17	7 6 0 13	7 8 8 23	53	0	53
28) P McDonald	3 2 4 9	0 0 0 0	6 7 6 19	0 0 0 0	28	0	28
29) L McGarvie	0 11 6 17	0 0 0 0	0 0 0 0	0 0 0 0	17	0	17
30) A Goodall	8 5 0 13	0 0 0 0	0 0 0 0	0 0 0 0	13	0	13
31) Adam Brook	12 0 0 12	0 0 0 0	0 0 0 0	0 0 0 0	12	0	12
32) S Wood	5 3 3 11	0 0 0 0	0 0 0 0	0 0 0 0	11	0	11
33) Geoff B	0 0 0 0	0 5 0 5	0 0 0 0	0 0 0 0	5	0	5

FVANSW 1200 STATE CHAMPIONSHIP

Driver	Round 1				Round 2				Round 3				Round 4				Sub	Worst	Total
	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total			
1) M Pearce	30	30	30	90	0	30	30	60	30	30	30	90	30	30	30	90	330	0	330
2) S Cannon	25	27	27	79	30	27	0	57	0	25	25	50	27	27	27	81	267	0	267
3) B Cannon	0	0	0	0	27	25	27	79	25	27	23	75	25	25	25	75	229	0	229
4) P McDonald	23	23	25	71	0	0	0	0	27	23	27	77	0	0	0	0	148	0	148
5) S Wood	27	25	23	75	0	0	0	0	0	0	0	0	0	0	0	0	75	0	75

FVANSW 1200 CLUB POINTSCORE

Driver	Round 1				W P Club Round					Round 2				Round 3				Round 4				Total
	R1	R2	R3	T	R1	R2	R3	R4	T	R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	T	
1) S Cannon	25	27	27	79	27	27	27	30	111	30	27	0	57	0	25	25	50	27	27	27	81	378
2) B Cannon	0	0	0	0	30	30	30	27	117	27	25	27	79	25	27	23	75	25	25	25	75	346
3) M Pearce	30	30	30	90	0	0	0	0	0	0	30	30	60	30	30	30	90	30	30	30	90	330
4) P McDonald	23	23	25	71	0	0	0	0	0	0	0	0	0	27	23	27	77	0	0	0	0	148
5) B Pearce	0	0	0	0	25	25	25	25	100	0	0	0	0	0	0	0	0	0	0	0	0	100
6) S Wood	27	25	23	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75

FVANSW 1600 CLUB POINTSCORE

Driver	Round 1	WP Club Round					Round 2	Round 3	Round 4	Total
	Total	R1	R2	R3	R4	Total	Total	Total	Total	
1) D Thomas	85	30	27	27	30	114	87	77	87	450
2) T Brook	72	25	25	30	25	105	64	82	77	400
3) G Bennett	54	21	20	20	22	83	65	50	62	314
4) S Pace	77	0	0	0	0	0	80	64	72	293
5) M Fmantle	52	20	17	19	19	75	57	46	58	288
6) D Williams	63	0	0	0	0	0	60	67	68	258
7) C Sparke	40	18	16	17	17	68	51	38	49	246
8) S Butcher	60	22	22	23	23	90	10	75	0	235
8) D Stein	37	0	0	0	0	0	70	53	75	235
10) B Perry	42	17	19	18	16	70	31	40	40	223
11) A Harrison	21	12	14	16	15	57	40	33	46	197
12) L Porter	0	16	12	12	14	54	46	43	49	192
13) J MDonald	0	19	21	22	18	80	53	0	49	182
14) G Hook	28	0	0	0	0	0	49	51	50	178
14) S Thomsen	47	0	0	0	0	0	64	49	18	178
16) M Kinsella	65	0	0	0	0	0	34	77	0	176
17) J Horne	80	27	30	15	20	92	0	0	0	172
17) R Jefford	25	13	15	14	13	55	30	29	33	172
19) J Andrews	31	0	0	0	0	0	18	37	47	133
20) B Tilbrook	57	0	18	21	21	60	0	0	0	117
21) S Duffy	0	15	11	13	12	51	0	41	24	116
22) B Pearce	12	0	0	0	0	0	31	27	35	105
23) M Pearce	0	23	23	25	27	98	0	0	0	98
24) W Pym	0	0	0	0	0	0	23	18	27	68
25) M Bode	29	0	0	0	0	0	32	0	0	61
26) Geoff B	0	11	13	11	11	46	8	0	0	54
27) G Meyers	0	14	10	10	10	44	0	0	0	44
28) L McGarvie	18	0	0	0	0	0	0	0	0	18
29) A Goodall	15	0	0	0	0	0	0	0	0	15

FVANSW DIVISION 2 POINTSCORE

Driver	Round 1				WP Club Round					Round 2				Round 3				Round 4				Total
	R1	R2	R3	T	R1	R2	R3	R4	T	R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	Total	
1) G Bennett	27	30	27	84	30	30	27	30	117	25	30	25	80	27	25	23	75	27	27	27	81	437
2) C Sparke	23	23	22	68	27	25	25	25	102	23	23	23	69	30	0	25	55	21	25	25	71	365
3) A Harrison	0	22	19	41	21	22	23	23	89	22	22	22	66	20	22	19	61	22	23	22	67	324
4) R Jefford	17	20	18	55	22	23	22	22	89	21	19	18	58	22	16	18	56	20	20	19	59	317
5) DI Stein	22	18	25	65	0	0	0	0	0	30	27	30	87	25	27	27	79	25	30	30	85	316
6) B Pearce	16	13	0	29	17	16	16	16	65	19	21	19	59	19	15	20	54	19	21	21	61	268
7) S Thomsen	25	25	23	73	0	0	0	0	0	27	25	27	79	15	30	30	75	23	0	0	23	250
8) S Cannon	14	16	17	47	18	18	17	18	71	18	18	0	36	0	19	16	35	18	17	17	52	241
9) J Andrews	20	21	20	61	0	0	0	0	0	0	14	21	35	21	21	22	64	30	19	23	72	232
10) B Cannon	0	0	0	0	19	20	18	17	74	17	17	16	50	16	20	15	51	16	16	16	48	223
11) S Duffy	0	0	0	0	25	19	21	21	86	0	0	0	0	23	23	21	67	0	22	20	42	195
12) B Tilbrook	30	27	30	87	0	27	30	27	84	0	0	0	0	0	0	0	0	0	0	0	0	171
13) W Pym	0	0	0	0	0	0	0	0	0	16	15	17	48	18	17	0	35	17	18	18	53	136
14) M Bode	19	19	21	59	0	0	0	0	0	20	20	20	60	0	0	0	0	0	0	0	0	119
15) G B	0	0	0	0	20	21	20	20	81	0	16	0	16	0	0	0	0	0	0	0	0	97
16) P MDonald	13	14	16	43	0	0	0	0	0	0	0	0	0	17	18	17	52	0	0	0	0	95
17) G Meyers	0	0	0	0	23	17	19	19	78	0	0	0	0	0	0	0	0	0	0	0	0	78
18) S Wood	15	15	15	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
19) A Goodall	18	17	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
20) A Brook	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21

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

FORMULA VEE SALE



2005 Nationals winning JACER V2K3 Body/Chassis. Includes freshly painted (two pack black) chassis from bare metal, fully freshened original body in primer with two nosecones, mirrors, carbon fibre dash, complete rear suspension (includes Proflex mono shock which needs re-gassing by Proflex in Queensland) and coil spring with all rod ends, all rear sub-frames, steering shaft with original steering wheel, steering rack and steering arms with rod ends, fuel tank, seat, all master cylinders, front and rear brake calipers, front brake lines, rear brake lines, clutch line, and clutch slave cylinder, pedals, non-adjustable brake balance bar, throttle cable, new 3mm aluminium floor, battery bracket, complete gearshift with new uni joints, and log book. Needs all mechanicals, wheels and tyres, battery, all 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 0404078636.



Late spec Jacer 4-2-1 1.5" exhaust. As used on many top Formula Vees. Only one race meeting old. Fully TIG welded and freshly high temp painted. Suit any Jacer, and possibly other Vees (subject to fitting). As new condition. Guaranteed hp. Around half new price at \$750. Ring 0404078636



FORMULA VEE TRANSPORTER \$1500 or make an offer. This Toyota Dyna 150 has been specially customised to carry a Formula Vee. Complete with specialised ramps and extra storage space, it's more secure and less hassle than trailer setup. I acquired it with the plan to re-enter racing on a regular basis - so much for the plan! Runs well, starts first time every 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 me an offer. Sean #77 0421835318 seanbirk@gmail.com



Various
Used Tyres - \$200 per set
V-Force Wheels - \$150 per wheel - I have 5 of the wide offset & 1 of the narrow offset left. Contact Tim Brook - 0417 457 276



Formula Vee Trailer \$2750. This trailer is in immaculate condition, and has been garaged nearly all it's life. It's purpose built, your car will not scrape when loading after a race. It's lightweight and has a powdercoated finish. I have since added brand new VE Commodore 16x7 wheels in silver with Holden centre caps which are not shown in this picture. The tyres are brand new, they have hardly been used - Bridgestone Turanza ER300. The wheels, tyres and centre caps alone are worth over \$700. Located in Marsden Park, NSW. Email Anthony - aj.mitchell@optusnet.com.au or phone Jim on 0429 905 003.

FORMULA VEE SALE



Stinger Brand New Price \$9800 - For Sale I have Stinger 006 which I obtained from Steve Butcher a few years ago with the intention of returning to racing. Unfortunately due to my employment, (Army), I am not allowed to race any more. I have sunk around \$20k in to this car, and I now have to reluctantly move it quickly as the wife wants the cash, (we all know that feeling don't we). The car is 99% complete and only requires the following to get it onto the race track:

- a. New 6 Point Harness - The one on it is out of date.
- b. Kill Switch - Needs to be relocated.
- c. Log Booking - This is a new car that has never, ever been raced,
- d. New Tachometer - the current one is non functional,
- e. New Battery.

Essentially, this is a car that would only need less than one day to put to rights. There is a small amount of surface rust on some components as the car has sat in my garage for 4 years without doing anything. I have a set of used Dunlop Tires that come with the car, but I would recommend getting a newer set before driving it. More detailed pics available on request. Bring a trailer and take it away for less than half the price of a late model 1600cc Stinger. The price is not negotiable as it is already at rock bottom. Take advantage of my misfortune to grab yourself a bargain. Contact John Swensen: 0417388234 or john.swensen@defence.gov.au



Various - Two Alloy Rocker Covers. One bolt on, one clip on. \$20.00 each
 - Quick release steering wheel hub. \$30.00
 - Momo steering wheel. 265mm diameter \$100.00
 - Steering Rack. Suit some Polars and Jacers. New. \$250.00
 - Three chrome steering arms. 7/16 UNF left and right thread. Suit steering box car. New. \$50.00 each.
 - Two pair Koni adjustable shocks. Suit front or rear. \$200.00 pair
 - Pair NG Elfin type trailing arms. \$200.00 pair.
 Lyall Moyes 04154658

A GOLDEN ERA OF FORMULA VEE RACING IN NSW CONTINUES AT THE NEXT RACE - ROUND 5



**2014 NSW FORMULA VEE STATE CHAMPIONSHIP
AUGUST 16/17 WAKEFIELD PARK
BE THERE TO SUPPORT YOUR CATEGORY**



AUSTRALIAN INSTITUTE OF MOTORSPORT

FORMULA VEE RACING ON



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