



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baukham Hills 2153

June 2011

Cannon, Reynolds, and Fama take out Top Honours in 1200 and 1600!



- **Round 2 2011 NSW Formula Vee MRC – Wakefield Park - Review**
- **Round 3 FVANSW Club Pointscore – Eastern Creek - Review**
- **Round 2 2011 Clemenger International Freight Formula Vee Australian Series Phillip Island**
- **Cutts Tech Talk Returns!**
- **Competition Notices**

AND MORE!

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FVAA NSW Sealers

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Important Notes

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

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

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2011 RACING CALENDAR

FVAS	FEBRUARY 4/5	BATHURST
SC/CP	MARCH 19-20	EASTERN CREEK
SC/CP	APRIL 16-17	WAKEFIELD PARK
CP	MAY 15	EASTERN CREEK
FVAS	MAY 28/29	PHILLIP ISLAND
SC/CP	JUNE 18-19	EASTERN CREEK
FVAS	JULY 9/10	QUEENSLAND RACEWAY
SC/CP	AUGUST 20-21	WAKEFIELD PARK
CP	SEPTEMBER 25	RINGWOOD HILLCLIMB
NT	OCTOBER TBA	PERTH
NS/CP	NOVEMBER 19/20	WAKEFIELD PARK

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

POINTSORE SYSTEM

Pointscores are as follows;

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 2011.

Division Two – As above for Division Two drivers only for ALL races throughout 2011.

FVANSW PRESIDENT'S REPORT

By Dylan Thomas



We have had 3 events since my last report, so I shouldn't complain that there is not much to talk about in this issue....

Firstly, we had the 2nd round of our state series, and as it effectively was the first point scoring one, we have broken the up the 26 drivers on the same points from Round 1, and Daniel Reynolds has taken off from where he finished up last year with the Round win, and Kinsella hotly in pursuit. Thomas and Hamilton fought hotly for 3rd, with the former taking 3rd for the round. Bernie Cannon was the class of the 1200 field, and in his current form looks unstoppable. Michael Gale and Steven Cannon each had a DNF, but finished off the round podium in 1200's. Impressively, Reynolds set a new lap record of a 1.07.38, but the fact that he was a second faster than anyone in that race is light years in Formula Vee terms. Kinsella was able to mach Daniel by the end of the weekend, but in the final race the pair were in the 1.07.5's. Still some great times.

Another notable performance from Simon Pace saw him approach the 1.07 bracket, (nearly) setting the best times he has ever done around Wakefield. Disappointment for Garry Hook with two DNF's who is still trying to sort the gremlins out of his ex Kieran McLaughlin Jacer. And Leigh Hemmings also with 2 DNF's in the car that ran so many podiums last year.

Second event was the much publicized event of the club round with reverse grid.... However the ARDC advised us on the Friday before the event that they would not permit the reverse grid, much to the disappointment of the committee. However this did not stop it being a cracker event, with Clem Fama taking his first ever race and round win. Qualifying also had a first ever pole man with Dean Cavanagh taking that out. Leigh Hemmings and Garry hook also turned their Wakefield luck around, both qualifying inside the top seven, ahead of multiple State Champion Steven Bucher. Clem was second to myself in Race 1, with the one-off return from Jayson Williamson, in his very fast Jacer rounding out the podium.

Also making a return to the grids were Anthony Cavanagh in his Jacer, and Nathan Sansom in his Stinger. Colin Contessa, also due to make his return, was in the garage with Bernie Cannon's Kingfisher, however (not through lack of effort) Colin missed all races with a technical problem. On the note of Bernie Cannon, our 1200 championship leader he was testing his hand at 1600's in Steve Butcher's new stinger X. To keep the confusion going Butcher was in his old Stinger, 005, to ensure it was running ok, which is normally leased out to Rodney French (and with a podium and fastest lap in the final race we can assume it is running fine).

Rodney also shuffled cars into the ex Kevin Humphreys LSV which Mr. Stinger himself has purchased and rebranded the LSV Stinger. **Catch all that?** The ARDC disappointingly Red Flagged Race 2, due to incident involving Morgan Freemantle, Nathan Brumby, and Bernie Cannon. Therefore Race 3 was gridded on the results from Race 1.

Off the start Thomas went nowhere with fouled plugs refusing to clear. Clem went on to take his first ever race win with Matt Pearce in second and Butcher rounding out the podium. Garry Hook's luck from Wakefield seemed to have returned with another DNF however later investigation found that lack of petrol was the problem.

I believe there will be a separate write up on the national round at Phillip Island later in the newsletter, so I won't babble on with that.

Also for note, 3 of our committee members sat down with management of Wakefield Park raceway during the last round of our state series, and were offered an attractive package to run the 2012 National title at their venue. Obviously no decisions will be made till early next year. But it is certainly nice to have another option on the table.

WHAT'S COMING UP FOR 2011?

June 18/19 2011	Eastern Creek R3 NSW MRC/R4 FVANSW Pointscore
July 9/10 2011	QR R3 Formula Vee Australian Series
August 20/21 2011	Wakefield Park R4 NSW MRC/R5 FVANSW Pointscore
September 25	Ringwood Hill Climb FVANSW Pointscore
October 15/16 2011	Wanneroo 2011 Formula Vee National Titles
November 19/20 2011	Wakefield Park R5 NSW MRC/R6 FVANSW Pointscore
November 23 2011	FVANSW Annual General Meeting
December 3 2011	FVANSW Presentation Night






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COMPETITION NOTICES AND REMINDERS



Please drive your Vee slowly and safely through scrutineering when you are being weighed or ride-height checked after a session. Entering the Scrutineering area at speed, spinning wheels off the scales, or speeding away out of Scrutineering, could earn the wrath of the CAMS Scrutineers. Also, never drive your Vee at unsafe speed, say no more than 10km/h, at any time through the paddock and dummy grid area. A few competitors came close to being spoken to at the last Eastern Creek meeting on all these things.



Please continually check all the nuts and bolts on your Vee before and during a race weekend. A couple of incidents occurred at the last Eastern Creek race meeting where components simply fell off during racing, causing potentially unpleasant situations. If this does occur, then don't be surprised if the Scrutineers take lots of interest in your Vee throughout a race weekend. At the very least, it could ruin your race weekend by not finishing if mechanisms on your Vee fail.



A gentle reminder that if you are informed when on the dummy grid prior to qualifying that Scrutineering will take place immediately after qualifying, then any Vee that returns to the paddock before the end of that qualifying session must also report directly to Scrutineering. Any competitor who fails to do so could be disqualified from the session. A number of competitors at the last Eastern Creek actually did report to scrutineering before the end of the session. Well done.



Due to some recent confusion, from now on, post-scrutineering Parc Ferme will be strictly enforced at all race meetings, which will mean that no unauthorised people will be permitted into Parc Ferme, and that no drivers can depart Parc Ferme, without the approval of the Scrutineers. Authorised people are one or two people directly associated with the competitor, and only if directly assisting the scrutineering process. It would be appreciated if all members, supporters, and competitors, could respect Parc Ferme conditions during race weekends by standing outside of the Scrutineering area unless authorized.



All competitors should be aware of changes to the Apparel regulations in Schedule D of the CAMS Manual. From early 2010, various items of apparel, specifically footwear, socks, and gloves, must comply with new standards. These new standards are detailed on page 5 of Schedule D in the CAMS Manual. It is possible that your apparel will be checked against the current standards, and any non-compliances may be noted on your log book.

	<p>The “trial” of pre-timed races for the first round at Eastern Creek on March 19/20 did not go quite as planned, for all the wrong reasons. However, discussions at CAMS level in the following weeks has resulted in Formula Vee being allowed fixed lap races, unlike all other classes who preferred times races. Timed races certainly do result in more track time because less clean-up time between races is required, although the faster classes, such as Superkarts and Sports Racers, benefitted more from any extra racing time than the slower classes, like HQ’s and Formula Vee. This is fine if you don’t apply strategy during a race, (the other classes just drive flat out until the last lap, according to their Category Managers). However, the FVANSW believes that serious motor racing is based on distance, and not time, and strategy is a fundamental characteristic. We count down the laps, while the other classes simply drive flat out until the last lap board is shown.</p> <p>The final number of laps in the Formula Vee races is yet to be determined, but will be done so on the basis that we get equal or more laps than previous years. We will trial this out for the next Eastern Creek. Fortunately, there will be no more Eastern Creek events after this in 2011.</p> <p>If you have an opinion on fixed time races versus fixed lap races, please let us know at president@fvansw.asn.au</p>
	<p>Our very own FVANSW Life Member, Bruce Colbey, has accepted the position of CAMS NSW State Championship Driver Standards Officer (DSO) for 2011. Bruce will be doing the job in his own style, which means he will say it like he sees it on the circuit, and that means he will most likely be correct. Bruce will have heaps on his plate having to deal with the red mist that appears in every category, without resort to the Clerk of the Course, so please help Bruce out by driving clean, and if you do get into a situation that requires his attention, its smart listen to him and follow his instructions.</p>
	<p>Dean Cavanagh’s superb Youtube of his pole lap at Eastern Creek should be compulsory watching by all Formula Vee drivers – experienced or otherwise – to graphically see how smooth driving and clever slipstreaming can cut many fractions of a second off your lap time. The Youtube can be seen at http://www.youtube.com/watch?v=pRsv5oLQmDU</p>
	<p>Make sure you bring your sealing cards along to Eastern Creek, and that they are fully up to date. There is every possibility that sealing cards will be fully checked during scrutineering, as has been mentioned at driver briefings previously.</p>



SINCERE THANKS TO ASHER JOHNSTON OF CHECK IT OUT GRAPHICS FOR HIS KIND CONTRIBUTION OF THE MATT HARRISON STICKERS.

FVANSW STATE CHAMPIONSHIP POINTSCORES

**1200 STATE CHAMPIONSHIP POINTSCORE
AFTER ROUND 2 WAKEFIELD PARK APRIL 16/17**

Position	Driver Name	Sub Total	Worst Race	Points Total
1	Bernie Cannon	135	15	120
2	Michael Gale	99	0	99
3	Stephen Cannon	52	0	52

**OPEN STATE CHAMPIONSHIP POINTSCORE
AFTER ROUND 2 WAKEFIELD PARK APRIL 16/17**

Position	Driver Name	Sub Total	Worst Race	Points Total
1	<u>Daniel Reynolds</u>	135	15	120
2	<u>Michael Kinsella</u>	126	15	111
3	<u>Dylan Thomas</u>	118	15	103
4	<u>Tim Hamilton</u>	116	15	101
5	<u>Simon Pace</u>	110	15	95
6	<u>Stephen Butcher</u>	108	15	93
7	<u>Gary Ogden</u>	102	15	87
8	<u>Darren Williams</u>	101	15	86
9	<u>Mathew Pearce</u>	86	0	86
10	<u>Clem Fama</u>	92	14	78
11	<u>Ben Oldfield</u>	85	7	78
12	<u>Dean Cavanagh</u>	77	0	77
13	<u>Morgan Freemantle</u>	91	14	77
14	<u>Michael Cluderay</u>	87	10	77
15	<u>Leigh Porter</u>	85	13	72
16	<u>Brendon Woods</u>	82	12	70
17	<u>Lachlan Higgins</u>	79	11	68
18	<u>Bernie Cannon</u>	74	9	65
19	<u>Richard Nairn</u>	69	7	62
20	<u>Rodney French</u>	67	6	61
21	<u>Michael Gale</u>	60	0	60
22	<u>Leigh Hemmings</u>	55	0	55
23	<u>Garry Hook</u>	53	0	53
24	<u>Timothy Brook</u>	45	0	45
25	<u>Nathan Brumby</u>	45	0	45
27	<u>Mat Harrison</u>	45	0	45

**FVANSW CLUB POINTSCORE FOR 1200 FORMULA VEE
AFTER ROUND 3 EASTERN CREEK MAY 15**

Position	Driver Name	Points Total
1	<u>Bernie Cannon</u>	135
2	<u>Stephen Cannon</u>	112
3	Michael Gale	99

**FVANSW CLUB POINTSCORE FOR 1600 FORMULA VEE
AFTER ROUND 3 EASTERN CREEK MAY 15**

Position	Driver Name	Points Total
1	Dylan Thomas	163
2	Stephen Butcher	150
3	Clem Fama	149
4	Darren Williams	142
5	Daniel Reynolds	135
6	Mathew Pearce	135
7	Michael Kinsella	126
8	Leigh Porter	125
9	Dean Cavanagh	121
10	Tim Hamilton	116
11	Morgan Freemantle	110
12	Simon Pace	110
13	Gary Ogden	102
14	Rodney French	101
15	Leigh Hemmings	93
16	Michael Cluderay	87
17	Ben Oldfield	86
18	Brendon Woods	82
19	Lachlan Higgins	79
20	Richard Nairn	73
21	Garry Hook	70
22	Nathan Brumby	60
23	Jayson Williamson	48
24	Timothy Brook	45
25	Matthew Harrison	45
27	Nathan Sansom	31

**FVANSW DIVISION TWO POINTSCORE FOR ALL DIVISION TWO DRIVERS
AFTER ROUND 3 EASTERN CREEK MAY 15**

Position	Driver Name	Points Total
1	Clem Fama	182
2	Leigh Porter	168
3	Rodney French	140
4	Simon Pace	135
5	Bernie Cannon	125
6	Leigh Hemmings	117
7	Ben Oldfield	116
8	Brendon Woods	112
9	Lachlan Higgins	109
10	Richard Nairn	99
11	Michael Gale	81
12	Stephen Cannon	75
13	Nathan Brumby	68
14	Matthew Harrison	45
15	Nathan Sansom	45

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

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

STOP PRESS!

2011 CLEMENGER INTERNATIONAL FREIGHT AUSTRALIAN FORMULA VEE SERIES ROUND 2 PHILLIP ISLAND MAY 28/29 FVANSW DRIVERS TAKE STATE HONOURS!

FVANSW drivers stole the State honours at Round 2 of the Clemenger International Freight Formula Vee Australian Series at Phillip Island on the weekend of the 28/29 May, with Daniel Reynolds, Bruce Pearce, Dean Cavanagh, Leigh Hemmings, Leigh Porter, Dylan Thomas, Michael Kinsella, Tim Hamilton, Ben Porter, Daniel Reynolds, and Ryan Simpson, all performing excellently on the unfamiliar and difficult race circuit.

The leading drivers throughout the weekend were all in great company, with multiple Nationals winner, Daniel Reynolds maintaining his hard-earned position in the top category of Formula Vee drivers by taking out the round win in his Sabre, making up for his Bathurst disappointment, with fellow-twice Nationals winner, Ryan Simpson, driving a Sabre for the JRD/VW Performance Centre taking third place points. Another multiple Nationals winner, Ben Porter, took fifth place points for the weekend in his amazing John Kelcic designed Checkmate (OK, Paul Corcoran helped a bit).

All other FVANSW drivers also procured substantial weekend points, despite a range of problems on and off the track for most of them. Tim Hamilton and Michael Kinsella rescued potentially poor results after collisions on the circuit, including a wild spin by Michael Kinsella between Turns 1 and 2.

Dean Cavanagh, riding high on his amazing Eastern Creek pole position, was always near the leaders throughout the weekend. Unfortunately, Dylan Thomas's weekend was the least productive of all the FVANSW drivers, mainly due to the diversion of his Australian Production Care Endurance event in his Evo on the Sunday. Leigh Porter also endured a few problems with one DNF, although Leigh Hemmings drove safely on the unfamiliar circuit to score substantial points. Finally, multiple FVANSW 1200 State Champion, Bruce Pearce also scored good points on an unfamiliar circuit in his only his second drive of his 1600 Jacer.

Ryan Simpson is now leading the Clemenger International Freight Formula Vee Australian Series just two points ahead of Daniel Reynolds, with Ben Porter, Tim Hamilton, Michael Kinsella, and Dylan Thomas also in the top ten.

All the current pointscores for the 2011 Clemenger International Freight Formula Vee Australian Series can be seen on the FVAA web site.

Next Round is at Queensland Raceway on July 9/10. As many FVANSW members as possible should make every effort to be there. Although a simple layout, the Queensland Raceway is a great Formula Vee circuit because it allows potential for slipstreaming several times per lap at high speed.

Thanks go to all those Formula Vee members from every state who have helped with the organisation of the Clemenger International Freight Formula Vee Australian Series, particularly Leigh and Liz Porter.

Pictures of the weekend can be seen at the Race Shots web site - <http://www.raceshots.com.au/>

Another brilliant Dean Cavanagh video can be seen at <http://www.youtube.com/watch?v=RNrTnJoyfZw>

INSIDE LINE – FORMULA VEE NEWS AND GOSSIP FROM AROUND AUSTRALIA AND THE WORLD



Baby making in Formula Vee has been at full production in the last few years, so much so that some of the latest recruits to the Formula Vee world have inadvertently not been mentioned. So we now belatedly announce that Mat and Angela Pearce proudly brought Siena into the world last year. You can see in their faces how happy Siena have made them. Congratulations from everyone in Formula Vee.



The baby-making news doesn't stop there. Brendan Woods lovely wife, Cassie, announced at Wakefield Park that she and Brendan are looking forward to the arrival of their first offspring later in 2011. We all wish them good luck, but Brendan better not stop racing!!!



Former top 1200 driver, Michael Stipo, has rejoined the FVANSW, and is looking for a reliable and competitive ride in Formula Vee. Michael finished in the top three in the 1200 class at his first attempt in 2008, so look out in the 1600's when he gets there!



FVANSW President, Dylan Thomas, and former great twice Formula Vee Nationals winner, Ryan Simpson, teamed up to tackle the 6 Hour Australian Production Car Endurance Championship event at Phillip Island on May 28/29 in Dylan's Evo. Dylan and Ryan were one of the fastest cars outright throughout the weekend. Unfortunately, a rear hub bearing failed with about an hour to go when in a top three position. Well done guys!



We reported recently that former lady Vee driver Sue Hughes couldn't resist the temptation to mix it with the business executives by purchasing a Radical. Sue recently showed her level of talent amongst the competition after picking up a third placing in the Radical Cup race at Phillip Island on the 28th of May. Great job Sue!



Former FVANSW State Champion, Adam Proctor, continues to blow them away in Sport Racers. Adam and his amazing Hyabusa-engined Stohr, smashed his own lap record on two occasions in two race meetings against the stiffest competition Radical could throw at him. We're all proud of you and your team, Adam!



Jayson Williamson made a welcome reappearance to Formula Vee racing at Eastern Creek, complete with brilliant new blue colour on his Jacer. Jayson showed his intensity has not faded, with nose to tail racing in the leading pack all weekend.



One of Formula Vees greatest members, Anthony Cavanagh, also made a welcome reappearance at Eastern Creek, taking his trusty Jacer to some good placings, even though Anthony's objective was to drive himself back to form, and bed in his new tyres, slowly. Like any good Formula Vee driver, Anthony couldn't help himself! Its great to have that sexy shade of blue back on the track.



Former Formula Vee great, Mark McHenry, is preparing for a return to regular motor racing following several years lay off. Mark, however, is undertaking a new challenge and is eyeing the Under Two Litre Production class after building up a "Datto" (that's Datsun to the younger readers) 1200 Coupe. His Datsun won't be the slow-revving pushrod-engined little truck that some of us may remember from our high school days, but with its fuel injection and motorcycle forged pistons, is certain to be a rocket.

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



Former Formula Vee NSW Secretary, Glenn Moulds, made a welcome appearance in NSW at Bathurst earlier this year in his South Australian made Ratchett. Glenn moved to Adelaide a couple of years ago, but he is already talking about returning to the FVANSW to race with his mates!



Bad luck strikes even the best of us. FVANSW Committee member, Colin Contessa, was all psyched up for his return to racing at Eastern Creek, only to find that his Vee, Bernie Cannon's Kingfisher that has been out of action for months, blew on oil seal just before qualifying. Keep trying Col!



Team Reynolds debuted their fabulous new flash-looking Formula Vee transporter at Wakefield Park. If their million-dollar-looking outfit helps Daniel go even faster, that's scary!

ROUND 2 FVANSW STATE CHAMPIONSHIP - WAKEFIELD PARK APRIL 19/20

REYNOLDS SMASHES THE LAP RECORD! CANNON LEADS 1200'S.



Daniel Reynolds' perfect Sabre had a perfect weekend. Kinsella snatches the lead in Race 2

In what was to be effectively a weekend of 54 laps of endurance racing, Round 2 of the CAMS NSW Formula Vee State Championship at Wakefield Park started in cold and windy conditions, with 24 Formula Vees hitting the slippery tarmac on the Saturday morning qualifying session. The conditions had already claimed one of the leading drivers, with Tim Brook having returned to Sydney even before the green light shone after his Elfin's engine failed during Friday qualifying. But Tim's absence didn't mean that the competition would be any less intense, with 2011 shaping up with one of the most competitive number of Formula Vees in years at any one time.

QUALIFYING

By the end of the 20 minutes qualifying session, Daniel Reynolds had smashed the outright lap record in his Sabre with a 1.07.55, leaving Daniel's greatest nemesis, Mick Kinsella, over half a second behind in his Dynamic Home Loans Jacer. Dylan Thomas continued to demonstrate his lead CXC Stinger form by shadowing Kinsella by less than 0.2 seconds, with Tim Hamilton in the Rennsport Jacer, and the veteran Stephen Butcher in the second Team CXC Stinger in a fabulous veteran's performance, rounding out the 1.08 bracket.



Tim Hamilton takes third place overall for the weekend Richard Nairn in his Jacer

Lead Mako driver, Simon Pace, continued to forge his way to the front of the grid with a 1.09.1 time, only less than 0.3 seconds ahead of the fast improving Gary Ogden in his Lincoln Electric Corsica, followed by Mat Pearce (Pearce Plumbing Jacer), Darren Williams (DMW Masonry Jacer), and Dean Cavanagh in the Chilla Truck Bodies Jacer rounding out the top ten.

Ben Oldfield (Jacer) finally showed some of his expected promise to latch on to the fast guys, while Clem Fama (CGF Joinery Jacer) started to show some of his past promise, reliably taking out twelfth. Clem was followed by Leigh Hemmings (Polar), the solid and experienced Leigh Porter (Jacer), then Morgan Freemantle in the venerable ASTEC, then Brendan Woods (Jacer) quietly sizing up the field in 16th position, with Rookie Lachlan Higgins safely completing qualifying and commencing preparation for his first full race in the ex State Championship winning Sabre.



Bernie gets the Kingfisher back on track



Dylan Thomas now races always at or near the front

Lachlan was followed by a spluttering Jacer driven by Garry Hook (don't tell me, carby problems? – Ed), then a safe Rookie Rodney French in a Team CXC Stinger, with Rodney just heading off the lead 1200 of Bernie Cannon (Kingfisher), then Richard Nairn in his perfectly presented Jacer, then the second 1200 of Michael Gale in his Mako, with Rookie Stephen Cannon in the Nimbus filling out the grid, except for an unfortunate Michael Cluderay, whose few completed qualifying laps due to persistent engine problems in his Blue Gum Kitchens Jabiru cut short what otherwise could have been a top half of the grid position.



Every great picture of Darren's Jacer has to be published. Michael Cluderay fought back in his Jabiru

RACE 1

By the end of the 20 lap Race 1 on Saturday afternoon, Daniel Reynolds' pre-race prediction of a 1.06 Formula Vee lap didn't seem so smug after his fastest lap smashed both the previous official lap record, and that morning's unofficial lap record! Daniel's 1.07.38 was nearly 0.2 below his Qualifying time, and helped forge a staggering winning margin of nearly 14 seconds ahead of Mick Kinsella's Jacer. Dylan Thomas charged relentlessly throughout the race to clear Tim Hamilton and close on Mick Kinsella, with Tim taking out fourth place in a photo finish with Stephen Butcher and Simon Pace.

Apart from the new lap record, the remaining highlights were Lachlan Higgins' and Rodney Fench's solid and safe performances (as well as good lap times in the 1.10's and 1.11's), and Michael Cluderay's recovery from engine dramas. Commiserations to Garry Hook, Leigh Hemmings, and Stephen Cannon, for their DNF's in the 20 lap endurance event. Fortunately, all the fears of fuel starvation did not eventuate for any competitor!



Lachlan Higgins performed solidly in his first race

Screw that engine cover down properly, Ben!

RACE 2

Fortunately, the Sunday morning weather was warmer and calmer, but the apprehension throughout the paddock if Daniel Reynolds would attack another lap record was no less, or if Mick Kinsella could once and for all contain Reynolds' domination.



Morgan takes Gary around the outside!

Michael Gale takes Daniel around the outside!

Sixteen laps after the green light flashed, Daniel Reynolds was first past the chequered flag for the second time, but with no new lap record, and with the determined Kinsella just a few seconds behind. In a superb display of top-level Formula Vee racing between the two great drivers, Kinsella stole the lead from Daniel into the first corner, but then followed several laps of lead swapping over the Start/Finish between the two, until Daniel eked out a few faster laps by just tenths of a second each over the second half of the race.



Clem takes Leigh around the outside!



Rodney's Stinger, but with improved aero?

This time, Tim Hamilton's journey down from Queensland became better value when he pushed out Dylan Thomas to take third place by a few seconds, with Simon Pacer a few seconds again behind Dylan. Mathew Pearce, Stephen Butcher, Garry Ogden, Ben Oldfield, Morgan Freemantle, and a fast-closing Michael Cluderay, battled each other for the entire race with only ten seconds separating them after 16 laps. Clem Fama must have kept his heavy artillery muzzled for this event with a quiet 13th position, as did Leigh Porter a mere second behind Clem.

Brendan Woods and Lachlan Higgins raced wheel to wheel for the entire race a few seconds behind Porter, with barely 0.1 of a second separating them over the Finish line, while Leigh Hemmings recovered from his race 1 DNF to take out the seventeenth placing. Bernie Cannon, Michael Gale, and Stephen Cannon crossed the Finish line line-astern to complete a reliable 1200 category finish,

Richard Nairn and Rodney French completed the field of Vees that crossed the line, while Dean Cavanagh and Garry Hook DNF'd, Dean laying forlornly in the midfield, and Garry's Jacer laying forlornly in the paddock (not carby problems again? – Ed)

RACE 3

With Daniel Reynolds on a high after two race wins out of two so far, and Mick Kinsella ever-closing on Daniel's tailpipe, the Formula Vee spectators focused their attentions throughout the 18 lap endurance Race 3 on the front two, although Dylan Thomas stole his share of the limelight with his determined chasing of Tim Hamilton for the first few laps, which turned into a determined chase for the entire race. But after a number of brave and daring passing manouvres between the leaders, the race settled down from sprint mode into endurance mode, where a Kinsella mistake would have assured Daniel of a win, or a Reynolds mistake would have ensured Mick of a win.

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By the end of 18 laps, Reynolds claimed a three-peat for the weekend, with Kinsella confirming his continuing closing of the gap, less than 1.1 seconds behind. Thomas, however, timed his chase to perfection, outgunning Tim Hamilton into third place with two laps left to race. Tim's disappointment however was made up for with another brilliant and deserved fifth place for Simon Pace in the sole Mako, beating Stephen Butcher by less than a second after 18 laps, and trouncing the former lead Mako driver, Gary Ogden in his Corsica.



Daniel leads on the back straight on the first lap



Mick leads on the next lap

Darren Williams and Clem Fama raced Ogden wheel to wheel for the entire race in their Jacers, only to watch the orange Corsica's exhaust pipe throughout the last lap. Michael Cluderay continued his great Race 2 form, with a great lap time below 1.09.5, dragging Morgan Freemantle and Dean Cavanagh with him across the line less than one second behind. Leigh Porter had a quiet race to 13th place, although he dutifully dragged Brendan Woods and Lachlan Higgins throughout the race for them to cross the line in a dead-heat.

Bernie Cannon was next with a clean-sweep of the 1200 class, with Rodney French and Richard Nairn in their 1600's next, and with a determined Garry Hook finally completing his first race for the weekend, complete with continuing engine problems.



Dean Cavanagh and his potent Jacer



Kinsella gained on Reynolds throughout the weekend

Stephen Cannon persistently took out second place in the 1200 class, heading the usually dynamic Ben Oldfield in his 1600 Jacer, who pitted on lap 8 with a less than dynamically screwed down dzuz fastener on his engine cover completing the last of the runners.

This time, the forlorn awards go to Mathew Pearce (broken throttle cable) and Leigh Hemmings, whose stricken Polar stared the wrong way down the hill after a U-turn attempt on the infield.

Determination may have been the word and the action for the entire weekend for the entire field of Vee competitors, however, the spirit of the weekend was best summed when Daniel Reynolds dedicated his trophy win to our great mate, Mat Harrison.

ROUND 3 FVANSW CLUB POINTSCORE – EASTERN CREEK MAY 15
CLEM FAMA STEALS THE TROPHY FROM MAT PEARCE!

A great field of 17 Formula Vees started Round 3 of the FVANSW Club Pointscore at Eastern Creek on May 15. Unfortunately, one car was lost before the cars filled the pre-grid when Colin Contessa's Kingfisher blew a rear main oil seal. Sadly, Colin's hopes for a much anticipated return to Formula Vee racing were washed away along with the oil in the garage floor.

QUALIFYING

Colin's disappointment was more than made up by a thrilling qualifying session, highlighted by a brilliantly smooth and clever lap by Dean Cavanagh that thrust him to the top of the grid sheet, followed by Darren Williams, Jayson Williamson, and Mat Pearce in a Jacer quadrella that locked up the two front rows. A Youtube of Dean's brilliant lap can be seen at <http://www.youtube.com/watch?v=pRsv5oLQmDU>. (But Dean, why didn't you show the following lap when you beautifully threw your Jacer into the gravel trap? – Ed).

Leigh Hemmings grabbed his first top five qualifying position in his short six-month Formula Vee career, followed by a disappointed Dylan Thomas, who is never happy in his red/white/blue Team Stinger if not at the front. Garry Hook was next in his "Bionic" Jacer after finally diagnosing his blatantly obvious carburetor problem, followed by an anonymous Clem Fama, then an unexpectedly distant Stephen Butcher in his red/white/blue Stinger, and then Mad Dog Morgan Freemantle in his venerable ASTEC.

The next few Vees, Leigh Porter, Anthony Cavanagh, and Nathan Brumby (in a Stinger that is NOT red/white/blue), with still fast lap times, that showed how fast so many Vees are these days, with Anthony making a welcome return in his Jacer, and with intentions of slowly bedding himself and his new tyres in (yeah, sure Anthony).

Nathan Sansom was next in his red/white/blue Stinger, also making a welcome return to Vee racing after a few months away, followed by Bernie Cannon in another red/white/blue Stinger in his debut 1600 drive, with the rookie Rodney French filling the final spot in the resurrected LSV Stinger (nee Kevant Mk1), now owned by Stephen Butcher and in, yes, you guessed it, red/white/blue colours! Unfortunately, Stephen Cannon, in his dad's trusty Nimbus, DNQ'ed due to a technical hitch.



Mad Dog Morgan in his "venerable" ASTEC!



Darren Williams in his amazing looking Jacer



Leigh Hemmings is getting closer to a race win.



Polesitter Dean Cavanagh leads Mat Pearce

RACE 1

Race 1 was highlighted by brilliant drives through the field by Dylan Thomas and Clem Fama, with Dylan slicing through the Jacer sandwiches to take the win in his rocket-ship Stinger, followed by Clem Fama, who also clearly had his Jacer, and himself, wound up like a clock spring throughout the race.

The Jacer quadrella followed, with Jayson Williamson enduring the Thomas/Fama onslaught to retain his third place, followed by Dean Cavanagh, Mat Pearce, and Darren Williams. Leigh Hemmings was next in his Polar, then Morgan Freemantle, Leigh Porter, and then an unusually distant Stephen Butcher.

Garry Hook continued his reliable run, then an improving Nathan Brumby with a good race time, followed by fellow Stinger driver Nathan Sansom, and then Rodney French in a safe and improving performance in the Kevant. Bernie Cannon completed his first 1600 race, with a supposedly careful Anthony Cavanagh next with obvious problems, and finally Stephen Cannon in a smooth run.



Dylan leads the pack in Race 1 after slicing through half the field



Nathan Brumby can't take a trick after crashing in Race 1



Rodney French smartly kept out of trouble



Clem Fama Wins the Trophy Race!



Leigh Porter always looks and drives fast.



Bernie Cannon got laps in a Stinger 1600



Stephen Butcher kept piling on the pressure

RACE 2

Race 2 was unfortunately cut short and declared a non-race after a spinning car in Turn 7 through the first lap resulted in Morgan Freemantle, a hapless Nathan Brumby who sometimes can't seem to take a trick, and Bernie Cannon, enduring damage to their Vees. The front end damage to Bernie's Stinger, to Morgan's rear suspension, and to the engine cradle twisting to Nathan's Stinger, would see them pack up before the final Formula Vee race and head for home.

In the few laps that were completed, it was plain that Dylan Thomas's Stinger, and himself, were "on fire", and the premature end was a great disappointment to what would have been as sure a win as possible.



Clem Fama leads the pack entering Turn 9 in the final race Expect nothing better from Darren and Morgo!



Garry Hook finally gets a straight run in a race!



Mat Pearce in his fantastic Jacer

RACE 3

Race 2 was the Formula Vee race of the year in NSW so far, with everyone in Race Control on the edge of their seat for lap after lap as the leading pack of nine, then seven, then five Formula Vees duelled their way around Eastern Creek. Along the way, Dylan Thomas endures fouled spark plugs that caused an engine misfire throughout the race, tragically resulting in his pole position turning into a DNF. The leading pack of nine cars was split when Dean Cavanagh spun his Jacer in Turn 4 on Lap 5, causing Leigh Porter, Darren Williams, and Garry Hook to take avoiding action, and lose contact with the leading pack.

From then on, Jayson Williamson, Clem Fama, Darren Williams, Stephen Butcher, Mat Pearce, were all racing for a win. On the exit of Turn 12 for the last time, Mat Pearce led the snaking pack of four Vees behind him in his brilliant orange Jacer, but Clem Fama timed his tow past Mat to perfection to take a fabulous race win, and take the lead in the Division Two pointscore.

Stephen Butcher took the final podium position, with Leigh Porter recovering for fourth place, followed by Dean Cavanagh, Darren Williams, Anthony Cavanagh, Leigh Hemmings, Nathan Sansom, Rodney French, Stephen Cannon, Dylan Thomas, and finally a DNF'ed Garry Hook.

Congratulations to all Formula Vee drivers for a great race weekend, and commiserations to Colin, Morgan, Nathan, and Bernie, for their damage.

Congratulations also to Rodney French who continues to improve in Formula Vee, despite driving unfamiliar cars.



Jayson Williamson makes a welcome return



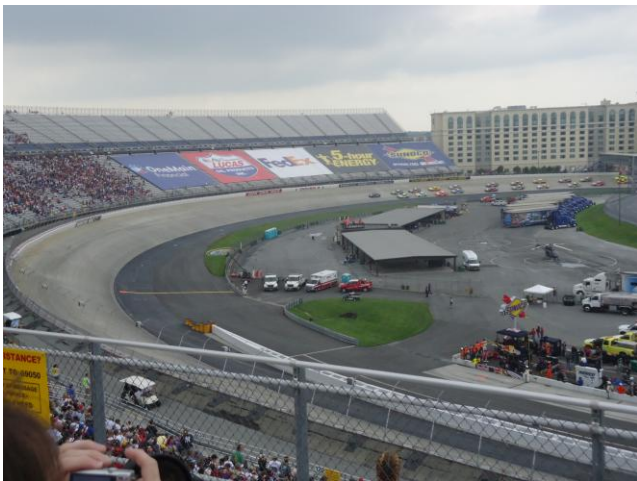
Stephen Cannon is learning how to finish from Dad.

MICK KINSELLA'S TRIP TO DOVER NASCAR

One of the FVANSW's greatest ever drivers, current committee member and second on the State Championship pointscore, our own Mick Kinsella, took a few weeks off between Round 2 and Round 3 to fly over to the North East of the USA for a mate's wedding.

Along the way, he took some time out to go to the Dover International Speedway NASCAR event on May 15. Also known as "The Monster Mile", the Dover event was won by Matt Kenseth, with Mark Martin second. Mick had the great pleasure though of seeing his Aussie compatriot, Marcos Ambrose, take out third place. I wonder if Aussie Mick was popular with the spectators sitting around him that day?

Thanks for the pictures, Mick.



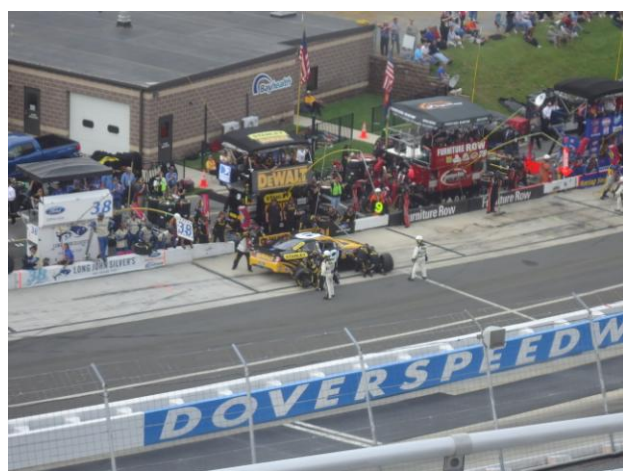
The rolling startt at Dover Raceway



Dale Earnhardt Jr's display car



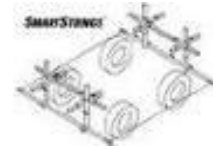
The Dover main entry



Our own Marcos Ambrose stopping in the pits



DC'S TECH TALK – WHEEL ALIGNMENT



Hi, this time I'll cover a basic wheel alignment. This will use the string method which is the only practical method you can use at a race track.

Firstly you need to get something that you can tie string to that has a height roughly at the axle height of the car. Two bars with pins the same distance apart set up on car stands will do. The idea here is to set two parallel strings either side of the car and have the car set up with its centerline parallel to the strings. When you measure from the string to the car you won't have the same measurement front to rear, but side to side will be - the measurement from the front axle to the string may be 100mm but the rear may be 90mm.

Providing that the string in front of and behind the car is the same distance apart, and both sides at the front axle are the same and both sides at the rear axle are the same, then the car should be parallel inside the 'box'.

Depending on the type of rear suspension you have, you'll need fairly flat ground, but not spirit level flat.

For a twin coil over or rear torsion car, you will, but that's not going to be covered here.

Once you've got your car straight inside its "box", you'll need to set the steering wheel straight ahead and come up with a method to hold it there.

It must be noted that if you are going to adjust camber/caster, you have to do this first. Any time you change camber/ caster (the eccentric not under the top ball joint will do both) on a ball joint front end, toe will change.

Measure out from the string to the front of the tyre, and then from the rear of the front tyre to the string. If those measurements are 95 mm at the front and 100 mm at the rear on the left hand side, for example, then that side has 5 mm toe out. Repeat the same for the remaining three corners and adjust according to the settings required.

Noted again that I will measure off the tyre, NOT the rim. The rim's straightness will depend on how many curbs it has hit, and some of the rims I see look like the car has been dropped off a building (sorry guys!). Small deviations in the rim will affect your alignment. However, the tyre will tend to even itself out better than the rim.

This is just a basic reference as to the method of checking toe in/toe out. What you set things to will depend on the manufacturers settings.

Grab the spanners and have a go.

DAVID CUTTS