



FV
FORMULA
VEE



ASSOCIATION OF NEW SOUTH WALES INC.



Hail the 2009 State Champions
Bruce Pearce and Daniel Reynolds

Vintage Vee-Dub Supplies

Unit 1 / 11B Harp Street Campsie NSW

(02) 9789 1777



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FVAA NSW Sealers

Sydney Metro Area

Frank Kleinig	BH.45 777 221
David Cutts	BH.96 27 2810
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Phil Lewis	BH.45 78 4924
Nathan Sansom	0405018433

Central Coast

Anthony Humphrey	BH.43 53 0866
Greg Douglass	Mob.0402 237 507

ACT

Col Merz	Mob.0412 316 275
Morgan Freemantle	Mob.0412 140 147

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.

CONTACT LIST

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2009 RACING CALENDAR

Round 1	Eastern Creek	March 21 – 22
Round 2	Wakefield	April 18 – 19
Round 3	Oran Park	May 30 – 31
Round 4	Eastern Creek	July 4 – 5
	Oran Park NSWRRRC Day Night	August 1
Round 5	Wakefield	September 12 – 13
Round 6	Oran Park	31 Oct – 1Nov

Members will be notified of the dates of non-championship events as soon before the event as possible.

POINTSCORE SYSTEM

Pointscores are as follows

State Championship 1600 – 30, 27, 25, 23, 22, 21, 20, etc down to 1, with 1 for all finishers.

State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc down to 1, with 1 for all finishers.

Club Pointscore 1600 and 1200 – As above, for ALL races throughout 2009.

Division Two – As above for Division Two drivers only for ALL races throughout 2009.



PRESIDENT'S REPORT

By Ray Filetti

Oran Park instantly etched itself into my heart when, as a teenager, I first visited there in March 1977 and watched my heroes Alan Moffat and Colin Bond race their Ford Falcon Superbirds to another 1-2 victory in that memorable year of the Australian Touring Car Championship. Twelve years later, Oran Park was the scene of my own first ever race. I can still remember how the clouds grew very black directly over the top of the grid as we formed up. Seconds before the flag dropped, the clouds unleashed the equivalent of Warragamba Dam onto the Vee drivers as we slithered off the line. That alone made my first race an unforgettable Oran Park experience.

Since then, I have been in and watched hundreds of races at Oran Park, from V8 Supercars to Formula Vees, on both the short and long circuit. As one of our greatest ever Vee drivers put it to me a while ago, Oran Park long circuit was one of few tracks where you could gain lots of satisfaction by getting every corner right. It then goes without saying that I never got much satisfaction because it was simply too hard, especially flying in to the Esses off the bridge at high speed. Scary stuff!

Perhaps, though, the best period of Formula Vee for me at Oran Park ever was when the five amigos, Jeff Gibson, Stewart McColl, Mark McHenry, Jason Cutts, and Tyler Mecklem, would race nose to tail for lap after lap, race after race, without any of them touching a wheel or nose cone, and with all them of them getting out of their cars laughing in stitches every time.

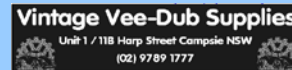
This all made Oran Park the most special of all race tracks. There are many people to thank for their contribution to Formula Vee at Oran Park - the NSW Road Racing Club, Oran Park Motorsport, all the trackside and race control officials over the years, and most importantly, all the hundreds of Formula Vee competitors over the years. We should all give our thanks to all those people who stood on the sidelines for all those years so we could enjoy driving and racing our Formula Vees.

Fortunately, the final race meeting at Oran Park was one of the best race meetings for Formula Vee for years, with such close racing from the front to the back of the field. It would have been a perfect send off had it not been for the unfortunate incident on Saturday afternoon, resulting in Chivo's and John McDonald's year coming to an end prematurely. If ever there was any doubt that Formula Vee Legend Chivo has endured more than his share of bad luck, Saturday afternoon's incident proved it once and for all. Our commiserations are passed to John and especially to Chivo, and we hope you are never too far away from your friends in Formula Vee in your upcoming Saloon Car career, for which we wish you much better luck.

The last Formula Vee race at Oran Park was perhaps also the best race I had seen all year, if for no other reason than it was fast, smooth, and incident free, and a most fitting send off. My personal thanks go to all the great Formula Vee competitors who competed at Oran Park, including the interstateers – our own Glenn Moulds, Daniel and Kevin Westcott, Anthony D'Anna, Greg and Drew Beacham, John and Jack Flood, Tim and Dennis Hamilton, and Bill Vesty. My thanks also go to the non-regular drivers, some real Formula Vee icons, who made the effort to compete – Ryan Simpson, Ben Porter, Jason Cutts, David Cutts, Mark McHenry, Chris Purvis, Nick Herford. All these drivers helped make the final Oran Park perhaps the most star studded Formula Vee field ever, with so many National and State titles it was impossible to count, and it was a real pleasure to watch

Also a real pleasure was the turnout for lunch in the corporate suite on the Sunday – we estimated the number of Formula Vee supporters at the lunch to be over 150, which was many more than we could have imagined! Thanks go to Sue Cannon for her huge effort in organizing the lunch, and to all the great people who helped out – Gary Ogden, Liz Porter, ..., sorry if someone has been left out! Finally, the Formula Vee Legends presentation to John Moxon was seriously inspiring, and with John Moxon being the recipient, how could it not be?

Oran Park may now be gone, but we should celebrate what it has given us over the years, and now look forward to State level racing at Wakefield Park, Eastern Creek, and maybe some day at Wyong.



Wakefield Park before Oran Park was one of those meetings where the closeness of the Formula Vee concept and the enthusiasm of our drivers can result in the usual unfathomable on-track incidents, and so such incidents did take place, from which we learned some lessons from which were applied at Oran Park with much greater success. Wakefield Park is also a difficult track to hold a club meeting at now that the regular meeting facilities have been removed, and so I would like to thank FVANSW members-in-exile, Drew and Greg Beacham, for allowing their tent to be used as the meeting place there. The racing though was again exceptional, with Daniel Reynold's excursion before the first corner of the first race thankfully (for everyone except Daniel, of course) keeping the front of the pointscore compressed going into Oran Park. In every other respect, Formula Vee's standing came out of Wakefield Park even higher, with the Stewards and officials thanking Formula Vee for their general behavior by the end of the weekend.

Oran Park and Wakefield Park of course brings our racing championship to a close for 2009, and with it, the winners of the various championships and pointscores have finally been determined following a year of great grids where we averaged 32 cars per race meeting, with a high of 44 at Oran Park and a low of 25 at Eastern Creek. That's the highest average of all State Championship categories, cementing Formula Vee in NSW as the largest and most competitive open wheel racing car class in Australia. In a year of economic slowdown, I think that's not too bad, so thanks to all the drivers this year for competing.

In the 1200 class, Bruce Pearce cemented his reputation as one of the greatest Formula Vee champions of all time after not only regaining his 1200 Champion trophy following his sabbatical 2008, but doing so while still suffering from injuries sustained during the frightening Wakefield Park incident. The courage and determination that Bruce demonstrated during the races at Oran Park, while being pressured incredibly throughout the weekend by Steve Wood, was most inspiring.

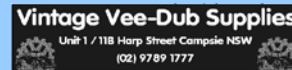
Michael Stipo capped off a year of commitment by taking out second place in the Championship after being in fourth place entering Oran Park. Congratulations got to Michael, his most supportive family, and to Colin Contessa, for their most deserved reward after a year of hard work. Finally, a lady driver finally makes it onto a State Championship podium, with Sue Cannon jumping one spot through the weekend to fill third place in the 1200 championship. This justified the hidden intensity that has been simmering away under her helmet all year.

In the 1600 class, Daniel Reynolds endured a nail biting few weeks from before Wakefield Park, where a bump off the track cost him precious points, allowing Michael Kinsella to close the gap to within a realistic reach at Oran Park. But Daniel kept his cool and deservedly won the championship ahead of Michael, who with his dad have elevated themselves to Formula Vee Legend status by finishing another Formula Vee year in one of the top three positions. The final 1600 podium position was taken by another Formula Vee Legend, Stephen Butcher, who led the close-knit pack of Stingers throughout the year.

Congratulations to Bruce, Michael, Sue, Daniel, Michael, Stephen, and also to every competitor that turned a 15 inch wheel on a race track throughout the year. You all made the 2009 NSW Formula Vee State Championship better and even more memorable than the unforgettable 2008 State Championship.

The 2010 Formula Vee State Championship calendar has been finalized, well, as finalized as it can ever be anyway! The loss of Oran Park meant that we would have to adapt to a five race calendar, with three at Easter Creek and two at Wakefield Park. The 2009 Committee did consult with the membership at a couple of trackside race meetings to see if sufficient members would accept an interstate round, most likely at Winton. However, this could only be viable if we were to restrict ourselves to four rounds in NSW, which we are not.

Club pointscore rounds in addition to the confirmed State Championship rounds are yet to be determined, and depend on what ARDC may offer in the next few months, but one round could possibly be a hill climb at either Newcastle or Canberra organized by the FVANSW. This sure would make for a different racing year if it comes off!



The State Championship Regulations for 2010 have also been slightly revised to take into account some decisions made by the committee and some changes required by CAMS. All members will be notified of the 2010 regulations by email, as well as posting on the FVANSW web site, when they are formally approved by CAMS early next year. Please read them carefully when they are released and comply with them to the letter throughout 2010.

Things may get back to a more normal six round calendar in 2011 if the Wyong circuit is ready in time for 2011, but we won't know for at least another six months. My guess is that we should look to 2012 for a return to a six round State Championship.

The 2009 Presentation Night will be held on December 5, and as always the committee hopes to improve on its previous efforts. Details of the Presentation Night are to be found elsewhere in this magazine, but the most important thing is to appreciate that it's not how fancy the room, or the club, or the trophies are, that makes for a rewarding evening to cap off our year, it's the spirit of the members and supporters within the FVANSW throughout the year that makes for a great night honouring the winners of the awards after a year of hard Formula Vee racing. Naturally, I hope as many members, wives, friends, family, can make it.

The Anglo Australian Formula Ford test drive has been decided. While no surprises should be expected, the announcement of the winning driver will be held over until the Presentation Night on December 5. Also, the FVANSW in conjunction with the Formula Ford Association will be displaying a Formula Vee and a Formula Ford at the last ever kart meeting at Oran Park on the weekend of November 14/15. Ex-karters have provided some of our most committed and best Formula Vee drivers, and karters are an integral part of the motor racing landscape, and so we have slowly been building relationships with them through our Kart magazine advertisements. Hopefully, Formula Vee, karting, and Formula Ford, can work together over the next few years to build a sustainable motor racing structure that gives talented kids a clear path.

The Formula Vee Association of NSW will, as usual, hold its 2009 Annual General Meeting on November Sports Club. The 2008/2009 Financial Statement will be tabled at that meeting for the perusal by all the members. In addition, as usual, all committee positions will be vacated so that elections can take place. New people bring with them new ideas and new ways of thinking, and as I have written previously, youth can bring with it the energy that Formula Vee needs to continue into the next 45 years. If you are considering accepting a nomination for any position on the committee, then please indicate to Leigh Porter by email any such nominations in advance of the AGM.

Continuity in the technical and financial areas of the FVANSW is of course most important, and I hope that we can maintain that continuity, not least because the current office bearers have done an exceptional job. As President for the last two years, I have found the job to really be "jack of all trades", more a figurehead with diplomatic skills and thick skin required, of which I have found I don't really have much of!

In saying that, the entire committee has been exceptional over the last two years, despite the unavoidable ups and downs all groups of people inevitably go through occasionally. Of course we could have done more, but so could all of you! As the year draws to a close, I would like to express my sincere thanks, and also on behalf of the entire membership, to Dylan, Leigh, Gary, Naomi, Daniel, Kevin, Jason, Sue, Colin, and Anthony, and also to Greg as National Board member, for their efforts, commitment and contributions in keeping the FVANSW wheels turning. Thanks should also go to many other members and non members who have selflessly contributed their time, at all levels, to keep Formula Vee going. All of my colleagues on the committee made me learn quite early not to push my own barrow too fast because the committee's barrow was always much easier to push!

In closing, I will repeat something I wrote earlier recently – for Formula Vee to remain strong for many years to come, the FVANSW committee, the FVAA Board, and particularly the FVAA National Technical Committee, must be diligent with their duties, the FVANSW membership must give their committee full support, we must build productive links to karting and Formula Ford, and we must keep our feet on the ground and not pretend that we are something we are not – we must continue to be a class with room for anyone who wants to join us.



FVANSW STATE CHAMPIONSHIP 1200 AND 1600 POINTSCORES AFTER ROUND 6

1200



1) Bruce Pearce	540
2) Michael Stipo	428
3) Suzanne Cannon	426
4) Bernie Cannon	379
5) Steven Wood	133
6) Michael Shaw	27

1600



15) Garry Hook	163
16) Adam Proctor	154
17) Ben Porter	150
18) Leigh McGarvie	149
19) Nathan Brumby	110
20) Kieran McLaughlin	108
21) Clem Fama	107
22) Simon Pace	102
23) Bruce Pearce	99
24) Mark Williams	98
25) Kent Shepherd	97
26) Ian Chivas	93
27) Ryan Stott	89
28) Leigh Porter	79
29) Simon Duffy	64
30) Bernie Cannon	62
31) Michael Stipo	60
32) Gary Ogden	57
33) Geoff Chappell	51
34) Jason Cutts	47
35) Suzanne Cannon	46
36) Jon Collins	43
37) Mark McHenry	33
38) Daniel Pauperis	32
39) David Cutts	30
40) Kevin Humphrey	27
41) Christopher Purvis	24
42) Nathan Sansom	18
43) Steven Wood	10
44) Michael Shaw	7
45) Brendon Woods	3

1) Daniel Reynolds	438
2) Michael Kinsella	423
3) Stephen Butcher	383
4) Tim Hamilton	339
5) Michael Cluderay	314
6) Dylan Thomas	299
7) Aaren Russell	297
8) Dean Cavanagh	283
9) John McDonald	268
10) Timothy Brook	246
10) Anthony Cavanagh	246
12) Darren Williams	237
13) Jayson Williamson	214
13) Morgan Freemantle	214



WHAT'S (COMING) UP?

NOVEMBER

NOVEMBER 13/14/15 – ORAN PARK - FORMULA VEE DISPLAY AT SYDNEY KART CLUB – THE FINAL EVER KART MEETING AT ORAN PARK

NOVEMBER 25 – RYDE CLUB 8.00PM

FORMULA VEE ASSOCIATION OF NSW ANNUAL GENERAL MEETING

NOVEMBER 28/29 - HSRCA EASTERN CREEK

DECEMBER

DECEMBER 5 - FVANSW PRESENTATION NIGHT

JANUARY

JANUARY 23/24 - FINAL EVER ORAN PARK RACE MEETING

2010 NSW FORMULA VEE NSW RACING CALENDAR*

	NCPSC	JANUARY23/24	ORAN PARK (TBC)
ROUND 1	SC	MARCH 13-14	EASTERN CREEK
ROUND 2	SC	APRIL 10-11	WAKEFIELD PARK
ROUND 3	SC	JUNE 19-20	EASTERN CREEK
ROUND 4	SC	AUGUST 29-29	WAKEFIELD PARK
	NS	SEPTEMBER 11/12	EASTERN CREEK
ROUND 5	SC	OCTOBER 23/24	EASTERN CREEK
	NT	OCTOBER 30/31	MALLALA

NCPSC – Non Club Pointscore, SC – State Championship, NS – National Series, NT - National Titles

Club pointscore rounds to be confirmed. May include one hillclimb.

** The above calendar is considered provisional, finalisation being subject to unexpected or unknown factors that may take place before the final round.*

NEWSFLASH! - NEW 2010 FVANSW COMMITTEE

- President** – Dylan Thomas
- Vice President** – Gary Ogden
- Secretary** – Garry Hook
- Treasurer** – Leigh Porter
- Scrutineering Director** - Kevin Humphrey
- Competitions Secretary** - Leigh Porter (Race Numbers and pointscore)/Ray Filetti (Entries)
- General Committee** – Dean Cavanagh, Michael Kinsella, Bernie Cannon
- Social Secretary** – Sue Cannon
- Promotions Officer** – Ray Filetti





ANGLO AUSTRALIAN FORMULA FORD TEST DRIVE



THE FORMULA VEE ASSOCIATION OF NSW AND THE FORMULA FORD ASSOCIATION OF NSW, IN CONJUNCTION WITH ONE OF AUSTRALIA'S LEADING FORMULA FORD TEAMS, ANGLO AUSTRALIAN MOTORSPORT, ARE PROUD TO ANNOUNCE THAT ONE FORMULA VEE COMPETITOR WILL BE AWARDED A TEST DRIVE OF A CURRENT-SPEC KENT FORMULA FORD AT THE END OF THE YEAR.

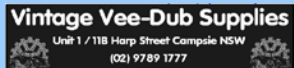
ANGLO AUSTRALIAN ENGINEERED THE SPIRIT FORMULA FORD THAT OUR OWN RYAN SIMPSON DROVE TO HIS OVERPOWERING 2008 NSW FORMULA FORD CHAMPIONSHIP WIN.
(<http://www.anglomotorsport.com.au/>)

THE SELECTION CRITERIA WILL BE BASED ON COMMITMENT, ATTITUDE, COMPETITIVE RECORD, AND YOUTH. MORE DETAILS WILL BE RELEASED SOON, BUT IN THE MEANTIME, KEEP RACING!

CONGRATULATIONS TO WINNERS DANIEL REYNOLDS AND AAREN RUSSELL!

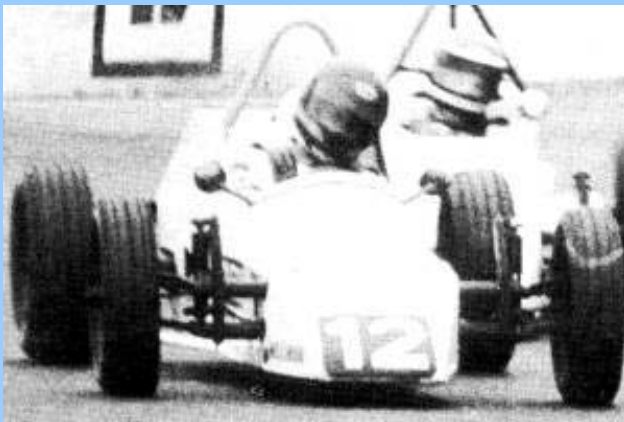


THANKS TO THE SYDNEY KART RACING CLUB TO ALLOW US TO DISPLAY FORMULA VEES AT THE LST EVER RACE MEETING AT ORAN PARK ON NOVEMBER 13/15. KARTING IS THE BEST WAY FOR JUNIORS TO GET INTO MOTOR SPORT AT AN EARLY AGE. SO LET'S SUPPORT OUR MOTOR RACING STRUCTURE AND GET OUR KIDS INTO KARTS AS EARLY AS POSSIBLE!



FORMULA VEE NSW POLO T-SHIRTS
 NOW AVAILABLE \$35 EACH ALL SIZES.
 Stylish, Top Quality Material, Embroidered Logo Contact any of the committee. Also purchase at the circuits.
 Display your club spirit to the world!

A FEW ORAN PARK MEMORIES



Clockwise from top left; Stephen David on his way to winning the 1989 Nationals at Oran Park in his Commando Vee, Jason Cutts on his way to winning the 2000 Nationals at Oran Park in his F2K0 Jacer,



The Spirit of Formula Vee evident at the May 2009 Oran Park Tyre Test, Ben Porter on his way to winning the 2007 National Series Round at Oran Park, Nose to tail racing – Ryan Stott leads Stephen Butcher and Adam Proctor and Geoff Chappell at the 2008 Day Night meeting, the great Frank Haire on his way to second place at the 2000 Nationals at Oran Park



Clockwise from top left; Ryan Simpson on his way to winning the 2005 Nationals at Oran Park in his Jacer, Greg Stott in his beautiful classic Mako, Nick Herford returns to racing at the final Oran Park, The last ever Formula Vee grid at Oran Park, David Cutts in his Wirra.

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Clockwise from top left; Four Formula Vee Legends, Bob Miur, John Moxon, Ken Goodwin, and Frank Kleinig. The Formula Vee suite at Lunchtime, John Moxon’s Formula Vee Legend citation and Daniel Reynolds Nationals Trophy, John Moxon accepting his Formula Vee Legend award from his son Bruce, the lonely Oran Park control tower, Lap 1 of the first Sunday race.



OUTSIDE LINE – FORMULA VEE GOSSIP FROM NSW AND INTERSTATE

- Brendan Wood made a good start to his circuit racing career at Wakefield Park. Unfortunately, some unusual technical problems crept in to his weekend, but were finally resolved, and he but up enough speed to show he has the talent to go further in motorsport.
- Word is that Aaren Russell has decided to chase the next step up the motor racing ladder from Formula Vee. Thanks for the spirited driving with us over the last two years, and we wish you well in your future career. Hopefully we may see you back in a Formula Vee at some time.
- South Australians, Daniel Westcott and his dad Kevin debuted their brand new F2K2 Jacer at Oran Park after many weeks of late nights building it. It looks like we will be graced with the superb Jacer in more races in 2010.
- FVANSW Secretary, Daniel Pauperis, and his wife, FVANSW committee member Naomi, missed the final Oran Park meeting because they had entered their Porsche 924 in the HSRCA meeting at Wakefield Park on the same weekend. Apart from consuming two sets of front brake pads in one weekend, Daniel had fun racing his dad, Ralph, in his cool Porsche 914.
- The FVAWA earlier this year initiated the promotion of Formula Vee to karters by advertising in Australia's biggest Kart in magazine, Karting Australia. The FVANSW has since lodged two half page advertisements in Kart Australia, and the FVAV and FVAQ has followed with one more. It is hoped that all states will have contributed over the next few months.
- Formula Vee continues to contribute to Australia's population explosion, with Nathan Sansom fathering Cooper John Sansom who was born on November 21. Congratulations to Nathan and partner Bethany.
- FVANSW President-Elect, Dylan Thomas, continues to prove that Formula Vee racing experience makes the best racing car drivers following his third-outright placing in the recent Classic Targa Adelaide. Dylan also placed fourth outright in the Targa West rally earlier this year.
- It looks like NSW will host one round of the 2010 Formula Vee National Series, with September 11/12 locked in for Formula Vee to race with other National-level categories on the CAMS National Series program. Leigh Porter is working hard to coordinate a three-round national Formula Vee series. Wait for news on the final national series calendar soon.
- The most prestigious annual Formula Vee racing event, the Formula Vee National Titles, takes place this year at Mallala on the weekend of October 30/31. Keep that weekend free!
- The 2009 FVANSW Presentation Night took place on the night of December 5. All the usual FVANSW awards were handed out in front of over 80 FVANSW members and supporters. Congratulations to all the awards winners!
- It looks like the FVANSW will certainly be invited to the last-ever race meeting (as opposed to the last ever State-Level race meeting held last November) at Oran Park on the 34/24 January. This race meeting WILL NOT contribute to the club pointscore.
- Anglo Australian Motorsport proprietor, Time Beale, awarded the Anglo Australian Formula Ford test drive not t to one winner, but two - Aaren Russell and Daniel Reynolds! Time hopes to hold the test at Wakefield Park before the end of the year.



WAKEFIELD PARK PICTURES





Clockwise, starting from top left on previous page - Simon Pace, Bruce "Legend" Pearce, Sue "Never Say Die" Cannon, Simon "Nice Guy" Duffy, Kieran "What Happened" McLaughlin, Jon "It Wasn't Me!" Collins, Mark "Watch Out!" Williams, Nathan Brumby and Kent Shepherd, Kent and dad, Beacham Racing on form, Anthony Cavanagh, Tim Hamilton, Brendon Woods, Bernie "Tough Guy" Cannon, Everyone!, Daniel Reynolds leading Beacham Racing.

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES

FORMULA VEE LEGENDS



JOHN MOXON

Many years ago, John Moxon's youngest son, Ray, was asked what he wanted to be when he grew up. "Just an ordinary bloke, like Dad," he said. However, John Moxon is not ordinary, as you'll now find.

John grew up around Sydney in the early Fifties, attending Fort Street Boys High School before leaving to pursue a rural lifestyle. After several years working on farms, the bright lights of Sydney drew him back, and to an apprenticeship as a Fitter and Turner. While working in a factory and studying his apprenticeship duties during the day, John also studied Mechanical Engineering at Sydney Tech at night.

Despite his heavy workloads, John always remained passionate about motor racing, regularly following the major meetings across NSW. He joined a car club, and owned a succession of cars, rallying and racing them for the next few years. The turning point in his motor racing life came when he joined the FVANSW within a month or so of it being formed in the mid 60's. Soon he was on the Committee, also taking a position as an engine sealer. Acquiring one of Frank Kleinig's Mako kits and a wrecked Vee, John proudly built his own Moxon Vee in 1969, debuting it in February 1970.

But things didn't quite go according to plan when, after only a few months, a crash left him a quadriplegic.

While stuck endlessly in hospitals, then rehab, and finally in a wheelchair, John continued to serve selflessly on the FVANSW committee, even holding the position of President for a time while also representing the FVANSW on the FVAA. Despite not being able to enjoy his beloved race driving, his continuing cheerful and loyal service to Formula Vee was deservedly recognised with an Honorary Life Membership of the FVANSW.

By the late 1970s, John and his first wife, Pauline, split up, and he finally graduated with an Honours degree from Macquarie University. Despite all his obstacles, he soon found a job that complemented his strong interest in the rights of people with disabilities, culminating in the last part of his working life as director of a successful consultancy business advising corporate and government clients.

John also still found the time to meet a new lady, although it took nearly 20 years before he finally married Margaret Tucker.

Well, he is one for thinking things through very carefully!

Fortunately, John never lost his interest in car racing. In the last few years, he has started popping up at historic meetings, often politely pestering the Group V Formula Vee people! He and his good friends, Formula Vee greats Ken Goodwin and Bob Britton, also regularly get together to reminisce about their glory days.

Margaret and John courageously travelled to the UK in 2008 and spent several adventurous months living in a motorhome. He is now retired, which means he works only some of the time! He is writing a family history for his five grandkids, and he occasionally still causes a stir among the local council when something's not 100 per cent right.

By the end of his working life, John's commitment to Australian values of fairness have earned him a reputation as being one of Australia's leading advocates for the disabled. And despite his obstacles, and amongst his fantastic achievements, his family may say that this determined, patient, and thoughtful man is an ordinary bloke. But deep down, they, and everyone else, know that

John Bruce Moxon is a very special man indeed!

DAVID CUTTS TECH TALK



THE LATEST INSTALLMENT IN BUILDING A COMPLETE FORMULA VEE ENGINE - THE CRANKCASE!

Ok. Time to put the case together.

Again there is a wide range of people's preferences in regards to what you put between the case halves. I use red rtv but whatever you use it needs to be done sparingly. One of the biggest crimes I see when sealing is people coating every surface with at least a millimetre high mound of the stuff. Remember the sealant isn't there to fill in huge craters and that all the excess will get inside the engine.

A trick to making sure that you don't crush the bearings by misaligning the dowel pins is to pre-fit the bearings into the case and align the dowels. If you mark the back of the bearing with text it will make lining them up easier when assembling.

The use of assembly lube on the cam journals and followers is recommended.

As with all threads in an engine cleanliness is highly important. It is easy to get the wrong tension on a nut or bolt if the has 'resistance' in the threads. Oiling the threads and the washer to nut surface is a must.

Put the case halves together and use a pair of multi grips to squeeze the halves down. If the halves don't pull down and have a gap between them pull them back apart to check why. Slowly tighten the 6 big nuts following the VW sequence checking the crank still turns with each nut.

Make sure you do tighten all the 8mm nuts if you are using a hard setting sealant as the sealant will dry unevenly and probably leak if you don't.

A short one this time, hopefully more next time.