



July 2008 Magazine



Photo: Trent Wallis

Vintage Vee-Dub Supplies
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The second package of rule changes has been approved and will be in force from 1 April 2008.
Please ensure you have reviewed the rule changes available at www.fvee.org.au

www.fvansw.asn.au

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FVAA NSW Sealers

Sydney Metro Area

Frank Kleinig	BH.45 777 221
David Cutts	BH.96 27 2810
Edan Fleming	Mob.0412 477 437
Phil Lewis	BH.45 78 4924

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.

Sealing fees apply.

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2008 RACING CALENDAR

Round 1	April 12-13	Wakefield Park
Round 2	May 24-25	Eastern Creek Raceway
Round 3	June 21-22	Oran Park
Round 4	July 26-27	Oran Park
Round 5	August 16-17	Wakefield
Round 6	September 27-28	Eastern Creek Raceway

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

POINTSORE SYSTEM

The various pointscore systems used throughout 2007 will continue into 2008.

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 2008.

Division Two – As above for Division Two drivers only for ALL races throughout 2008.

PRESIDENTS REPORT

by Ray Filetti

Half way through the year, and so far things have gone reasonably well, especially considering the extent of changes on the committee. We have had good fields of cars at all the races, and the committee have been responsibly and carefully managing the Formula Vee business. So while things are travelling smoothly behind the scenes, I would like all members to think about a few things.

1) Trophy Presentations – attending trophy presentations, regardless of where you finish, is all about sportsmanship. The last Oran Park was a great example of club spirit. Let's keep it up.

2) Our longest suffering sponsor, Vintage Vee Dub – have made their valuable vouchers available to assist in fostering the social side of the FVANSW. Our Sunday BBQ's are our main place where club spirit, friendship between competitors, is fostered. The VVD vouchers – winners in both 1200's and 1600's from the previous race meeting – will be handed out at the BBQ's, and you must attend to accept them. So please contribute to the club by showing your face at the BBQ's and have a laugh together.

Finally, as I closed in my last report, I will emphasis more strongly. **Please drive carefully, on and off the race track, and be pleasant at all times. This applies to non-members as much as members.**

EDITOR'S PIECE

By Daniel Pauperis



Hi All

It is interesting to walk around the pits and speak to people competing in other classes; it can really open your eyes. I have recently become involved in production sports racing (against every body's advice, when will I learn...), with both a Historic Porsche 914 for my Father and a MX5 for Naomi.

Hence I have been getting to know a lot of people competing in these classes and through my many conversations I have really seen first hand just how lucky we are. I spoke with an owner of a lotus who informed me that a minor accident was OK, because he would simply rip complete corners of his car, which of course could be ordered from Lotus; however a major accident would end his weekend because it could bend the aluminum chassis which is not repairable... Oh, and next time you think tires are expensive, the guys running up the front with MX5's are spending \$2500 on a set of slicks, each weekend. Let's not even contemplate what happens if it rains...

While I'm pilling it on thick and fast, the ever joyful HQ boys tell me of there unlimited compression ratio but low octane fuel that they must run, and what a red motor piston looks like with a hole in it... Last but not least, the one thing that makes Formula Vee what it is today is the people. Everyone from our committee to the one man racing on a shoe string budget make this class what it is today. What's the point of this rambling I hear you say? Next time you find yourself up the creek (pun intended) with a bent car, in front of the stewards or counting your pennies after the fact, try to take stock and look at the bigger picture.

On another note, thanks and welcome to Jason Cutts, his article on driving standards is intriguing to read and I'm sure will benefit many, myself included. I hope that this turns into a regular column. David and Ray have once again provided us with some excellent reading, and finally anyone wishing to contribute to this magazine is strongly encouraged to email.

Best of luck and see you all at Round 4

Daniel Pauperis

MEMBERS CORNER

Bathurst 2009 is nearly fully subscribed. All members should be informed that this race meeting is part of the Shannons National Series, and is organised by the Formula Vee Association of Australia, and not the Formula Vee Association of New South Wales. All requests for information should be made to the FVAA.

Nick Herford debuted his ex-Ian Chivas Jacer at Oran Park in late June, and after enduring and resolving a range of technical issues, got the car up to a good speed and will soon be a threat again to the front runners.



Due to resourcing problems within the FVAA, the **pump fuel rule** will not be introduced on July 1 as anticipated. For the foreseeable future, the current Schedule G rules will continue to apply.

Rumours of mid-season car changes have spread through the Formula Vee ranks. One of our young hard chargers is rumoured to have changed from a red car to another red car. Meanwhile, the FVANSW's most often retired driver is rumoured to have created a record in the shortness of his latest retirement, and has purchased a top running Jacer.

Last magazine, I reported that **Dylan Thomas**, became a first-time dad recently, while, **Kieran McLaughlin** is to be a dad again in a few months time. We can **Darren Pritchett** to this list, after Darren became a dad for the second time in April.

Last magazine, we reported that **Andrew Curnow** has an ambition to build a Formula Vee competition in Darwin. Andrew is looking for assistance to trailer his car from Newcastle to Winton for the 2008 Nationals. Any offers will be greatly appreciated. Contact anyone on the committee.

Speaking of enthusiasm, the world's greatest Formula Vee treasurer, **Leigh Porter**, endured another racing weekend of pain in his hand after having had surgery on his hand a few weeks ago. Leigh still races fast, regardless of the pain. Hopefully his hand will heal soon.

Acknowledging all the **trackside officials** with a cheerful wave of the hand on the slow-down lap of every race is very much appreciated by the officials, who, as we know, are all unpaid volunteers who love motor racing as much as we do. Don't forget to keep waving to every orange, red, yellow, or white track-suite official standing trackside.

There are rumours of a possible Formula Vee adventure for several of our members **to an overseas destination**. Stay tuned.

Senior FVANSW member, **Colin Contessa**, has completed his **1200 survey**. A report will be submitted to the committee at their July meeting. A summary of his survey findings will be released to all members in the next few months.

Sealing cards have been handed out to most competitors at the various race meetings. All engine and gearbox seals must be immediately recorded on the sealing card, and any seal changes must thereon be recorded. It will be necessary to have your sealing cards present at all race meetings. If you don't have a sealing card, contact any of the committee and they will arrange for one to be delivered.

Jason Cutts made a triumphant return to NSW race tracks at Oran Park, this time driving Dean Cavanagh's F2K3 Jacer. Despite being a twice National Title holder, and three time State Champion, this occasion marked the first time in Jason's driving career that his car proudly wore the number "1" on its nose cone. Now his children can believe him when they grow up!



Some of you, (maybe all of you?) may have been accosted in the pits seconds after alighting from your Formula Vees after a race by a bluey haired bloke with a tape recorder and notebook in his hands. **Matt Cochino** is a budding young motor racing journalist, and he has chosen us to commence his apprenticeship. Matt started to get to know us at Eastern Creek, and by now he knows more about us all than we do ourselves! His first published report is repeated in this magazine. Expect to speak to Matt all year.

In the last few weeks, **Ben Porter** and **Grant Ironside** have joined the FVANSW. We all know Ben well. Grant is from South Australia, and we hope to see him race with us in NSW at one of the five remaining race meetings this year. Incidentally, as of June, we now are up to 70 paid members, and approximately 13 Life members.

Trent Wallis is proving to be Formula Vee's favourite photographer. Trent has graciously allowed us to publish his photos in our magazine. So if you want to see great pictures of yourself on the race track, go to <http://www.trentwallis.com/> and then order as many pictures as possible.

Don't Forget....

- Tyres need to be marked at every State Championship race.
- Colin Contessa's 1200 survey is nearly complete
- Any ideas on a new pointscore system need to be lodged by the end of July.
- The Sealer's Workshop will be on soon.

TECHNICAL – KEVIN HUMPHREY

One of the aspects of life in any organised activity that we participate in is that we have to obey the rules. Nowhere is this more evident than in Motor Racing.

Everyone is probably aware that if you race a Formula Vee your car has to meet the rules set down in the CAMS manual for the Formula Vee category. However, there are also a number of rules in other parts of the CAMS manual that apply to all competition vehicles and these rules apply equally to your Formula Vee as do those rules particular to Formula Vee..

The part of the CAMS Manual that you receive with you licence contains the General Competition Rules and other rules of a general nature relating to competition. This part of the manual is not sent to you to fill the envelope with your licence but is there to read and understand as it contains some areas that, if you don't abide by them, can get you into as much hot water as running a dodgy carby on your Vee.

The other parts of the CAMS Manual that are particularly relevant are set out under "General Requirements for Cars and Drivers". This section contains Definitions and Classification of Automobiles as well as Schedules A to R.

Schedules A & B relate to competition cars in general and provide requirements for such things as firewalls, brake pipes, video cameras, catch tanks, height and orientation of exhaust pipes and battery triangles among others.

Schedule C relates to cars used for racing and lists requirements for among other things, rear vision mirrors and towing eyes etc.

Schedules D to N relate to items ranging from apparel, bodywork fuel, safety harnesses, marking on automobiles and log books etc.

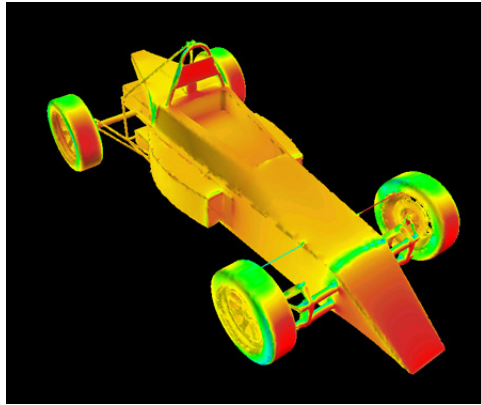
Schedule R relates to rallying, which would only apply to those who spend most of the race meeting someway off the black stuff !!

A couple of observations in the paddock area lately have indicated that there are some who have not read the above schedules. In particular competitors should note the requirements for exhaust outlets set out in Schedule B and the restrictions on bodywork dimensions set out in Schedule F (as well as those set out in the Vee rules).

Please take the time to read and understand all the rules not just those specifically for Formula Vee.

Also while on the subject of rules, there are some differences between the current Formula Vee rules and the Formula Vee Technical Manual. This is due to the recent updating of the Vee Rules and the need to revise the Manual to reflect the changes. Where differences do occur the Rules take precedence over the Manual. It is hoped that the Manual can be revised and be compatible with the rules by the end of the year.

A BRIEF SEMINAR ON RACING CAR AERODYNAMICS



We all know that aerodynamics is a big deal in Formula One. Drag, lift-to-drag ratio, and down force, are just a few aerodynamic terms we hear during the TV coverage and when reading magazines. All the same aerodynamic principles in Formula One also apply to Formula Vee.

So think about this to put Formula Vee aerodynamics into perspective:

The amount of engine power required to push the air out of the way as a Formula Vee moves is equal to:

Power = 0.5 x the projected frontal area x speed cubed x air density x drag coefficient

Got that?

A test carried out in the UK a few years ago in full-scale wind tunnel showed that a Sheane Formula Vee (not the most aerodynamic Formula Vee in the world) had a drag coefficient of around 0.85. (Compare this drag coefficient with a modern sedan's of about 0.35).

Using this drag coefficient, that means that if your Vee is moving at 100km/h, it takes only about 4.5kW (about 6 hp) from the engine to push the air out of the way. However, at our top speed of around 190 km/h, it takes about 33 kW (about 44hp) to push the air out of the way. That's about 40% of the engine's power at top speed, just to push the air out of the way.

So if you can make your car 10% more aerodynamic, that's worth around 2 to 4 hp to accelerate your car at racing speeds.

HELP WANTED

Does anyone have any old race programmes, results or photos of Vee racing from the years 1969 to 1974?

One of our members, Douglas Atkins, raced in Sydney during this period. Unfortunately, all of his memorabilia was lost during a house move and he is now trying to find any items or copies that will help him document his racing days.

Douglas drove an orange and white Mako Mk1 in National Open Meetings at Warwick Farm, Oran Park and Amaroo Park until 1974. Between 1969 and mid 1971 he raced mainly in club events at Warwick Farm and Oran Park

If you can help, please contact Douglas at douglasatkins@ozemail.com.au or phone a/h 9520 1810 – mobile 0412 434 078. Any help would be greatly appreciated.

DRIVER PROFILE – MARK MCHENRY



Mark McHenry joined Formula Vee in the early 1990's, racing an old Avanti, his dad David always at the track with a spanner in his hand. Mark soon made a name for himself in Formula Vee with strong performances, and before long found himself driving Jacer chassis number 2 and being Jason Cutts' brother in law.

Mark has countless top finishes to his credit, the highlight possibly being second in the State Championship behind David Cutts in 2002. Mark then undertook manufacturer status by purchasing the Polar jigs and moulds, which he turned into the RW Polar, with sophisticated front and rear suspensions.

Mark, now one of the "old men" of Formula Vee, is undertaking an assault on the 2008 Shannons Nationals in his brother in law's Jacer, and if his drive at Oran Park is any indication, he could be the winner.

Age?

34

What other interests do you have?

Riding dirt bikes, learning to fly a remote helicopter, my two dogs (staffies)

How did you get interested in motor sport?

Watching it on tv as a kid.

What was your first racing vehicle?

An old Avanti.

How did you find out about Formula Vee?

Was a flag marshall at club meetings, love to watch the Veets.

What do you like about Formula Vee?

I have meet life long friends through vee's how can you ask for more then that.

What don't you like about Formula Vee?

Some of politics that are associated with the rules they can be hard to swallow.

What would you like to do next in motor sport, and when?

This year is my first crack at the full national series, so am hopping first time lucky.

What is your ultimate goal in motor sport?

Like all other manufactures to win a national title in one of my cars would be great.



I have noticed recently a lot of drivers wasting precious lap time and making their car unstable through careless gear changing.

Some might wonder how you could possibly make your car handle worse with the gears? Let me tell you, it happens!

There is also much to be gained from an efficient up change, and understanding when is the correct moment to change gear.

Let me start with the 4th to 3rd gear change, the “down change”.

We have all heard it, I cringe when I do, that screaming engine noise at the end of the straight where a driver has thrown it to 3rd before slowing down... ouch. This causes several nasties for your car. For starters, the engine doing 5000 rpm in 4th gear suddenly has to attempt to do over 6000 rpm... not good for the crank, the case, any of it, lets not even start on the 40+ year old gears in the transmission! It also becomes a sudden extra rear brake that attempts to make the car's rear end overtake the front. The drivers who do this often will complain about the car being unstable on turn in, and the engine seems to “go off” quicker... really?!!

Give your car a break, and your engine builder, while going faster and being in more control. Try braking first, before the simultaneous pedals and gear lever slam. Wash off some speed and attempt to perform the gear change half way between your initial braking and the moment you turn into the corner. What you should notice is the rear of your car suddenly becomes more stable. The turn in then gives more confidence and you will be able to start accelerating again much sooner. It is also likely you can add some more rear brake to your bias which will help you be able to stand on the anchors harder without locking front brakes.

Here is a tip. On your next practice day, attempt to go as fast as you can while staying in 4th gear. This will give you an appreciation and confidence in the initial braking capability of your car. Do the next session attempting the change down after initial braking, not before or during. I reckon you will notice just how much more stable the rear of your car is.

Now for the “up change”. Most people have had their car dyno tuned, yet I am willing to bet on the fact that even though you have a pretty graph in front of you, you have not read and understood how and where you should be changing up gears to make maximum effect of your available HP.

My advice is to see where your HP and torque start to climb and the point where they fall off. If you don't know how to map out your gear charts against RPM, then spend your Friday test session trying different RPMs in 3rd gear and see where the 4th gear RPM starts. Keep trying different RPMs until you get to or as close to having the start point of your HP curve as your 4th gear RPM, and the drop off point as your 3rd gear up change marker. Lap time reduction can be gained from ensuring the point at which you change up to 4th gear from 3rd is the best compromise for both rev ranges in terms of torque and HP.

There is no point revving the car to 6krpm if your power runs out at 5k. Most 1600 cars reach max torque and HP somewhere in the 4-5000 rpm region, I rarely rev a car past 5200, there's no point.

I will often be coming onto the straight at Eastern Creek doing what seems to be idling in 4th gear, yet I am making car lengths up on the car in front, who is revving the manhood out of their 3rd gear... it makes me laugh how some people think noise is power. Noise is wasted energy. The energy is better spent making torque in the higher gear.

Remember! Brake first, then change down gears on your down change. Use your tacho, not your ears for the "up change".

DC'S TECH ADVICE

I have decided to take a different path with this month's little rant offering opinion on various tales passed down over the years. Many of these tales often grow bigger and bolder than a Mark McHenry story does with time!

Firstly use grease in your front wheel bearings not oil or WD40 or cooking spray or any other lubricant that may tickle your fancy. Adjust them so they are loose but not so that you can feel the wheel wobble when jacked up. Tighten up the rear drums/discs TIGHT. About 250ft/lbs is enough. Leave them loose and you'll destroy the splines in the drum/discs and on the axles. While where at the gearbox end you have to remember that the 8mm stud that is threaded into 40 yr old magnesium that realistically when new only had a tension of 15 ft/lb isn't going to take a 15ft/lb tension unless you're really lucky so DON'T OVERTIGHTEN THEM! If you're not sure how tight that is buy a tension wrench and practice. With the advances in lubricants over the years you can buy HP gear oils now both mineral and synthetic that are quite 'slippery' and will be a lot kinder on your gearbox than old faithful ATF. This is especially the case with the 1600 gearboxes which cop a lot more abuse than in 1200 form.

Tyre pressures are another dark art. Pressure increases with temperature and as such should always be considered as such. If you read some of the tech stuff on what they're putting in their tyres in F1 you'll realise its effects on vehicle performance not just getting it right but also getting it wrong. 17lb set at 7.30 in the morning with an ambient of 2 degs isn't the same 17lb that people seem to bleed off to at 12.30 with an ambient of 19 deg. When is cold cold? It is a variable. Don't set your tyre pressure to your set amount with the front tyres sitting out in the sun with the rears sitting inside the tent in the shade.

And finally there have been a couple of occasions over the past 6 months that guys have been racing the air conditioned model of Vee. If you are fitting a floor to your car go down to Bunning's and buy a tube of Sikaflex before you rivet your floor on. Yes you have to use a hammer and chisel to remove the floor after the removal of the rivets but that's the point.

RACE REPORT – ROUND 3 CAMS NSW 2008 FORMULA VEE STATE CHAMPIONSHIP ORAN PARK 26/27 JUNE

by Matt Cochino

Qualifying

A damp track beckoned as 34 Formula Vee's hit the track to qualify for Round 3 of the NSW State Championship. Rain had initially been forecast, though it was a bright sunny sky that welcomed the crews. The circuit though had not enjoyed basking in the sun long enough to dry, streams of water and puddles threatening to punish the adventurous.

It was a tentative start to the weekend as drivers took to the track. Weary of the potential of an interrupted session it was John McDonald in his Filesaver Document Manager Mako 03 leading the pack onto the circuit.

McDonald's fears soon became reality as the red flag was shown early on after the luckless Michael Stipo's Mako Mk II succumbed to a combination of gearbox and battery problems. It was unfortunate for Stipo, who returned to his 1200cc SRD Racing Team cockpit, sporting a new gearbox and rebuilt engine for this weekend.

Nick Herford was a casualty of the session too as Daniel Pauperis' General Auto Instruments Gebert 2005F tagged the back of the Freemans Claims & Insurance Service Jacer. The collision was heavy enough to crack the gearbox casing of the F2K7, as well as sparking a heated exchange of insurance details in the paddock afterwards. The team were confident Herford would make the grid for Race One, attracting an audience as they made the necessary repairs.

Leigh McGarvie returned to the series in his Body Alliance Jacer having missed the opening two rounds, clearly enjoying being back in the seat. His enthusiasm clearly evident he commented his efforts placed him "about perfectly midfield."

There was laughter too in the Lakesedge Engineering camp. Kevin Humphrey had made a change to his steering during the Friday sessions. Overnight Humphrey's evident lost the Herculean strength with which he practiced, parking the distinctive Kevant KM6 stating he "couldn't turn the bloody thing".

Matt White too was forced to park his Team 43 Spectre, poor handling and a misfiring engine the culprits. His dedicated crew were confident a new plug and a makeshift cable to control rear wheel camber will see him on the grid for Race One, before more permanent solutions can be applied in readiness for the second race on Sunday.

Story of the day however went to Shane Hart, who debuted his new Mick Motors / Exelite Jacer F2K8 by putting it on pole position. His was an understated session, the sparkling white livery seemingly masking the speed with which he hurled his new mount around the Oran Park circuit. It was 0.3s faster than next best Daniel Reynolds' Wild Digital Sabre 01, followed closely by Michael Kinsella in his Kinsella Engineering Jacer F2K7.



Philip Contessa shone in the Team Contessa Racing Mako, claiming pole for the 1200cc class by over a second from title opponent Sean Birk. Despite struggling with a gearbox

gremlin which had hampered him at Eastern Creek in Round Two, Birk was clearly thrilled to have got through Birko Racing Elfin NG through a session which caught out many, including young gun Aaren Russell, who all but spun his Go Karts Go sponsored Elfin NG.

As the sun continued to bear down on the circuit the surface however would dry, the nature of the beast changing as the drivers prepared for the opening race of the weekend. The battle lines however had been drawn for another nose to tail, hugely entertaining, race in what has to be Australia's most competitive open wheel category.

Race 1

The dust had barely settled on the qualifying session as 34 Formula Vee's returned to the track for the first of three races. The damp conditions which plagued the morning session had cleared, the circuit dried by the sun which sat high in the clear blue skies above. Michael Kinsella made best use of the change in conditions, flashing across the line nearly 2 seconds ahead of championship leader Adam Proctor.

The Kinsella Engineering driver was in confident mood after qualifying, his enthusiasm only multiplied as he bounced out of the car after claiming the opening victory. The normally subdued Kinsella was only rueful that Proctor in the Glenella Group Jacer finished second, minimizing the inroads he'd made in the points standings.



Following the pair home was the green Penrith McDonald's car of Mathew Pearce and behind him was defending champ Jason Cutts, proudly displaying the number 1 on his car for the first time ever in what was his first race since September. "I'm a bit nervous actually," he admitted before the race, though showed no signs of mid-race jitters, climbing to second before finishing a creditable fourth in the long wheelbase Carrier Transcold Jacer.

In the 1200 class it was again Phil Contessa who took the honors, staying out of trouble while the competition self destructed around him. Bernie Cannon retired in dramatic fashion, spinning into the barrier at turn 6 and triggering the Safety Car. It signaled the end of the weekend for the Careel Bay Stay Kingfisher, the rear axle suffering heavily in the impact. Bernie was philosophical after the race, though lamented that his perfect finishing record had now been tarnished.



Having suffered a substantial repair bill after the Eastern Creek round, Brad Lewis was keen to avoid trouble in the Ray White Kurrajong Spectre. Lewis managed to avoid the opening

lap exchanges, however shortly after the restart fortunes were against the ambitious red headed racer. Wheel to wheel into the final corner, a touch sent him careering into the barrier, bending the front suspension.



David Swan endured the wrath of the team manager after committing a cardinal sin. The Team Stinger/Ugly Duck Racing entry bogged down at the start, battling with teammate Dylan Thomas in the CXC Consultants Exchange Stinger. With everything locked and one eye on Tim Hamilton's Rennsport Technologies car Swan collided with the rear of Thomas, breaking the steering on the Stinger and thrusting the front of his car skyward in dramatic style Nathan Brumby compounded Team Stingers' work with an over zealous right foot. Braking heavily into the first turn the nose dug in, sheering off the car. Brumby, battle scarred, battled on, finally finishing in 25th.

The first turn caught several drivers out, with Keiran McLaughlin spearing out of contention and into contemplation as his car got stuck in the mud. McLaughlin cleverly surveyed his new surroundings before deciding he'd much rather sit in his car.



Hart too was caught out at Turn 1. Hart had dropped to fourth off the grid, though battled through for the lead at the restart. Having been forced to defend on the dirty side of the track from Proctor the Mick Motors / Exelite Jacer of Hart spun off, rejoining the pack well down before finally recovering to 14th place at the flag.

The unluckiest driver on the grid though has to be Michael Stipo. After managing to make it to the grid his Mako Mk II refused to go on, a faulty battery the culprit. Stipo retired the SRD Racing Team car on the inside of the final turn, his season of frustration continuing.

Daniel Reynolds race, which has promised so much, ended abruptly with an electrical problem on the opening lap, leaving Reynolds was left to climb from the Wild Digital Sabre 01, standing disconsolately on the infield pondering what might have been.

Having started well down the order due to a collision with Pauperis in qualifying, Nick Herford in the Freemans Claims & Insurance Services Jacer drove an inspired race to be 16th at the flag. What makes the drive more remarkable is the fact he was forced to run the majority of the race with no front brakes.

It was, as is always the case, a hugely entertaining and action packed race. With drivers out of positions and rivals alongside one another the script could not have been written for a more enthralling race to follow.

Race 2

A windy morning welcomed the Formula Vee grid back to Oran Park, the early start seeing several bleary eyed drivers and crew as the cars were called to the dummy grid. It caught many competitors by surprise as they sipped coffee and chatted among each other, having to rush into their overalls. There was further confusion as the cars pulled up to the grid hatchings, the grid girls having gone on strike this weekend.

One absentee was the unfortunate Michael Stipo, the gremlins which plagued his Saturday carrying over forcing the luckless rookie to sit out the remainder of the weekend. Darren Williams too was forced to sit out, suffering an engine problem that forcing the DMW Masonary car to pit at the end of the formation lap. It was a disappointing end for Williams', who retired the opening race having qualified a respectable 15th.

In stark contrast to the fortunes experienced by Williams was the race of Daniel Reynolds. The Wild Digital sponsored Sabre 01 had the drive of the season so far, moving from 33rd on the grid to 7th at the flag, breezing past the midfield in an inspired drive. It was an appropriate way to celebrate, the 21 year old enjoying a frustrating birthday the day before having been forced to spectate from the infield.

Reynolds very nearly caught onto the back of Tim Hamilton in the beautifully presented Rennsport Technologies car as he battled Adam Proctor battle for 5th. The two Jacers dived throughout the race, Proctor in the Glenella Group liveried car crossing the line just ahead of his Queensland rival.

Pauperis' eventful weekend continued as a rear suspension problem saw the General Auto Instruments Gebert attacking the circuit from several unique angles. A spin through the esses early in the race from Pauperis inspired Kevin Humphrey, whose unique Laksedge Engineering Kevant joined in the grass tracking action. On the opening lap David Swan, battling in his Team Stinger / Ugly Duckling entered Stinger 007, spun as the field navigated the esses on the opening lap, the chasing pack scattering in avoidance.

The majority of the action was on track, the twelve lap race running uninterrupted throughout. Race One winner Michael Kinsella made best use of the longer race, after dropping to sixth at the start after being unable to find second gear. Purvis too struggled off the line, pulling fourth when in search of second.

After a strong race in the opening event on Saturday afternoon Tim Brook went into Race Two with high hopes. They were soon dashed however as the G&C; Brook Contract Cleaners car slowed down the main straight, a spark lead marking the end of the race after nine laps.



Eastern Creek Race Two winner Ryan Stott also failed to make the finish, pulling into pitlane

in his LJ Hooker Menai Jacer V2K. Likewise Brad Lewis managed just 3 laps before he too was forced to park his Ray White Kurrajong Spectre, struggling with locked rear brakes, among other things, as his frustrating weekend continued.



At the front though there was no catching Kinsella, taking advantage of the traffic to put lapped cars between himself and Hart behind, giving the blue Kinsella Engineering car its second win of the weekend. Shane Hart threw his Mick Motors / Exelite Jacer around the circuit in an effort to close, his tail out line off the bridge entertaining the fans, before settling for a very respectable second having climbed from 13th on the grid.

It was a composed race up and down the field, the 32 starters keeping out of trouble. Clean, intelligent racing with the customary swarms of cars without doubt the highlight of the race, Reynolds certainly catching the eye. It demonstrated the quality racing the formula can produce, and goes a long way to justify the categories reputation for close, competitive and entertaining racing.

Race 3

The growing crowd grew restless with anticipation prior to the final race of the weekend for the Formula Vee's, the 15 lap trophy race eagerly awaited as the championship battle closed at the top. It was to be an enthralling race, with one eye on favorite Kinsella in the Kinsella Engineering Jacer as he aimed for a clean sweep, while Daniel Reynolds promised to threaten on the back of his Race Two performance.

There was no repeat of the confusion on the grid as the cars took to the line, 32 Formula Vee's gleaming in the early afternoon sun, the grid stretching back to the uphill exit of the final turn.

Off the line it was Hart who got the jump, his Jacer F2K8 dynamite off the line. "I blew my race engine last weekend so we put the spare in for this weekend" was the claim from Hart, beaming after sealing victory in the 15 lap event.

With Reynolds charging Hart controlled the race. "I had an eye on him in the mirrors, I tried to pace myself." Hart briefly dropped to second after the Safety Car as Reynolds in his red Wild Digital car muscled through, though dived back up the inside into the sweeping first turn on the final lap. "Not quite," was Reynolds philosophical conclusion "still a very good result. I actually got my first taste of the lead" said the level headed 21 year old who continues to impress. "The car really started losing front end grip as the race went on," going on to say the best he could do was to hold on, despite leading in the closing stages. Daniel was composed after the race, satisfied with his weekends work and thankful to have enjoyed the success he's clearly capable of, and more than happy to plug those who've helped him. "I'm still really happy with the way the car went. I've known for a while that I'm capable (of running at the front). I lacked top end power for all of last year and the beginning of this year, thanks to VW Performance for giving me a great engine."

Following Reynolds across the line was reigning champion Jason Cutts, the Carrier Transicold Jacer under his spell all weekend. The wily Cutts even backed off in the opening

race so as not to interfere with the championship battle, though taking the opportunity to thank Dean Cavanagh for the opportunity to proudly display the number 1 plate for the first time in his distinguished career.

It was not all flowers and chocolate though, a coming together between young charger Aaren Russell in the Go Karts Go Elfin and John McDonald in his black beauty Filesaver Document Management sponsored Mako sparking debate after the race. Sporting a damaged hub which had been unceremoniously confined to the trailer Russell lamented, "we just got hit in the rear end. It destroyed our weekend."

The contact occurred on the entry to turn two, McDonald diving underneath the 16 year old Russell. "He went straight across in front of me," was the retort from McDonald, dismayed after the race as he struggled to contain his frustration. "He's a very good little driver, but his race craft is somewhat strange."



While Russell's race was over McDonald was able to continue, minus the nose. His eventful race continued as he attempted to accelerate out of the final corner, brushing the wall in the process.

Dylan Thomas' eventful weekend continued, an off at Turn 2 bringing out the Safety Car to allow the stricken CXC Consultants Exchange Stinger to be towed clear. Thomas was classified at the finish, though 3 laps down in 26th place.

Tim Brook, clearly inspired by the exploits of Reynolds in Race Two drove through the pack from 30th to 9th, benefiting from the intervention of the Safety Car as is bunched the pack back up. His red and blue G&C; Brook Contract Cleaners LE-100 running well, though the team are confident that once niggling problems with the steering and gearbox are resolved Brook will be even more of a force at the front of the field.

The 1200cc force all weekend had been Phil Contessa in the easily recognizable Team Contessa Racing Mako MkII. Contessa though got slightly over zealous in the final stages of Race Three though, dropping a wheel over the curb and damaging the underside of his car. It opened the way for Sean Birk, who was happy just to finish, to claim the 1200cc victory, and with it a trophy for the Birko Racing cabinet.

Adam Proctor was also an early casualty, his black Glenella Group Jacer failing to complete a lap. His demise opened the championship, though Kinsella's excursions meant he was unable to exploit the opportunity to the full. A spin on lap 2 dropped Kinsella well down the order, another off track excursion through the esses further hampering his chances of catching the leaders. The advent of the Safety Car helped somewhat, though with Matt White caught up in the leading bunch Kinsella was forced to navigate McLaughlin, Freemantle and White before he could close on Purvis.

It all proved too much, a late dice with Purvis slowing Kinsella enough to allow the front four to pull out an unassailable lead, Kinsella sneaking by Purvis' Purtek Motorsport liveried Polar RW06 into the final turn.



After 15 laps though there was none who could deny Shane Hart a well deserved victory. Having controlled the race and battled with Reynolds after the Safety Car released the field it was a hard earned debut win for his new Jacer F2K8.

The result throws open the championship battle, as Proctor dropped points while Kinsella recovered well. Reynolds too drove superbly to always be in contention, while Tim Hamilton endured a challenging weekend, though consistency helping his points tally. Nick Herford will be looking for better luck out of his ex-lan Chivas Jacer, while in the 1200cc Championship Bernie Cannon will be eager to drive again, while Sean Birk tries to close further still on Contessa.

We must now wait another month before the cars hit the track again, when they return to Oran Park for Round 4 of the State Championship. With so much at stake and so many drivers still in contention it will prove to be a fascinating weekend of racing, just like what was on show in Round 3.

HISTORIC REPORT: HSRCA ALL HISTORIC MEETING, JUNE 28 & 29, ORAN PARK GP

Historic Formula Vee enjoyed 3 successful races running with group M & O racing cars recently at Oran Park. 5 Vee's entered showcasing formula Vee racing with the 1966 Renmax of Noel Gibson right through to the 1981 Spectre of Eamonn Matthews.

Qualifying was at 9:20AM on Saturday morning and saw Kevin Humphery in the 1974 Nimbus post the fastest time for a Vee of a 1:29:6. Eamon Matthews was close behind with a 1:29:8. Splitting Matthews and the Elfin Malmark of Chris Reeks was a Elfin Formula Junior, next came the '65 Nota of Nick Sebesfi and rounding out the formula Vee grid was Gibson in the Renmax.

Race 1 and Matthews got the jump from Humphery and drove away to record an emphatic win. In true formula Vee style, the next three cars of Humphery, Reeks and Sebesfi finished within seconds of each other, with Gibson not far behind and chasing hard in the Renmax.

Race 2 allowed Humphery to get the jump back on Matthews, with just over a second separating the two at the line. Reeks and Gibson battled for the final podium spot, with Reeks coming out on top. Sebesfi came in next, but had to contend with the Group M formula Junior of Brian Lear.

The final race of the day and Reeks drove away from the other Vee's to record the final victory. Gibson fought hard to stay in front of the group O Gryphon to record a second in class finish, while Humphery and Sebesfi battled hard with a formula Junior and each other to round out the formula Vee field.

The next major Historic Vee meeting will be the Tasman Revival on November 28, 29 and 30 2008. See www.tasmanrevival.com for more details.