



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

June 2013



REYNOLDS AND THOMSEN TAKE FIRST ROUND HONOURS

Inside this BUMPER EDITION of Veemag

- Dylan's Presidents Report
- Competition News and Notices
- Formula Vee Engine of the Future Report
- Driver Profile – Look inside and see who!
- Inside Line News and Gossip
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- Mat Coch - Life, The Universe, and Motor Racing! – A new regular column!
- Review – Round 1 Clemenger International Freight Australian Formula Vee Series
- Review – Round 1 Australian Institute of Motorsport NSW Formula Vee Championship
- What Recent Formula Vee Drivers are up to these days
- Formula Vee celebrates 50 years!
- Around Australia in Formula Vee

AND MORE!

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RACING TYRES – FROM



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

2013 FVANSW COMMITTEE CONTACT LIST

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Committee meetings take place on the second Wednesday of every month at the Ryde Ex Servicemen's Club

2013 RACING CALENDAR

March 29/31	Bathurst R1 Clemenger International Freight Australian Formula Vee Series
April 20/21	SMSP Long Circuit R1 FVANSW State Championship/R1 Club Pointscore
June 1/2	AASA WP R2 FVANSW Club Pointscore
June 22/23	SMSP GP R2 FVANSW State Championship/R3 FVANSW Club Pointscore
July 20/21	Sandown R2 Clemenger International Freight Australian Formula Vee Series
August 10/11	Wakefield Park R3 FVANSW State Championship/ R4 FVANSW Club Pointscore
August 17/18	Mallala R3 Clemenger International Freight Australian Formula Vee Series
September 21/22	SMSP GP R4 FVANSW State Championship
September 21/22	SMSP GP R5 FVANSW Club Pointscore
September 28/29	Morgan Park Formula Vee National Challenge
November 9/10	SMSP North R5 FVANSW State Championship/ R6 FVANSW Club Pointscore

POINTSORE SYSTEM

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

State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc To 1, with 1 for all finishers **DROP YOUR WORST RACE**

Club Pointscore 1600 and 1200 – As above, for ALL race meetings throughout 2012.

Division Two – As above for Division Two drivers only for ALL races throughout 2012.

The Pointscore system is voted on at the Annual General Meeting



FVANSW PRESIDENT'S REPORT



By Dylan Thomas

We are approaching the middle of the year and we have now completed the first round of state, club and national.

It's great to see some new names up the front of all of these, as the greater the competition, the greater the enjoyment for all competing and watching. Some would say there is no surprise at the instant speed of Ryan Reynolds as the family has the car well sorted and there is clearly some natural driving talent in the family. I would have to say the drivers that have impressed me the most are Daniel Stein and James Horne, who ran with or near the front at their first weekend in Vee's, which are not always the easiest cars to get your head around straight away.

Also Simon Thomsen in Butcher's lease 1200, although relatively unnoticed in racing terms to us 1600 guys, having only received his racing licence on the Friday, over the weekend he was setting times similar to what Butcher set in the same car last year. And we know the ability of the former Formula Vee great.

Also at the recent club round at Wakefield Park, Brodie Tilbrook, had a cracking weekend in both the wet and the dry, competing with probably NSW's fastest 2 cars, and even leading at times on merit.

Round 2 of the Australian Institute of Motorsport Formula Vee NSW State Championship is up shortly at SMSP GP circuit. Then next month is the second round of the Clemenger International Freight Australian Formula Vee Series, this time at Sandown. It's a great track and if you have not had a run there you should really tick this track off your list as it has both high speed straight and technical corners. It is also in Melbourne, so if you want, you can bring your loved ones away and sent them into the city for one of the days.

The FVANSW website now has a section where minutes from past committee meetings are posted, so you can all now keep an interested eye on what your committee is doing for your club. Unfortunately the minutes posted will always be a month behind as they cannot be posted until they get accepted as being correct which only happens at the start of following meeting.

One of the biggest problems the committee faces each year is getting people to volunteer their time to assist your club perform its functions. After the start of this year we have lost our state Tech. Director, and with the shortage of people being willing to perform this role we have split it into two parts for the remainder of this year. D.C has kindly accepted the phone hook-up part, and we have asked that our members and or their crew assist with at-track scrutineering when approached by Ray or one of the committee. Also, without a social person on board for the last couple of years, Leigh and Liz have run the BBQ but this year it has, and will be shared around with the different groups at the track, so once again, if asked to run the BBQ/hotdogs, please assist.

Checkout Auto Action the second Wednesday after each state round as FVANSW has an article, pictures, and the point score, go in the State wide section.

DYLAN

WHAT'S COMING UP FOR 2013?

March 29/31	Bathurst R1 Clemenger International Freight Australian Formula Vee Series
April 20/21	SMSP Long Circuit R1 FVANSW State Championship/R1 Club Pointscore
May 4	CXC Global Racing Dyno Day Warriewood
June 1/2	AASA WP R2 FVANSW Club Pointscore
June 22/23	SMSP GP R2 FVANSW State Championship/R3 FVANSW Club Pointscore
July 20/21	Sandown R2 Clemenger International Freight Australian Formula Vee Series
August 10/11	Wakefield Park R3 FVANSW State Championship/R4 Club Pointscore
August 17/18	Mallala R3 Clemenger International Freight Australian Formula Vee Series
September 21/22	SMSP GP R4 FVANSW State Championship/R5 FVANSW Club Pointscore
September 28/29	Morgan Park Formula Vee National Challenge
November 9/10	SMSP North R5 FVANSW State Championship/R6 Club Pointscore
November 27	Ryde Club FVANSW Annual General Meeting
December 7	Ryde Club 2012 FVANSW Awards Presentation Night

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED



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ENGINE OF THE FUTURE

Lyall Moyes



As you all should be aware, the FVAA, through the Board of Management, asked the New South Wales Sealers Group to work through a program that would identify and overcome engine parts availability problems that are currently impeding the future of Formula Vee. Many of the components that are being used in current specification Formula Vee engines are difficult, if not impossible, to obtain.

In response to this request, the Sealers Group, (Greg Douglass, Phil Lewis, Nathan Sansom, Frank Kleinig, David Cutts, Edan Fleming, Col Merz, and Morgan Freemantle) along with Greg Hepburn and myself, held a number of meetings, and compiled a basic engine specification using parts that we feel will be available for a sufficient number of years to guarantee the foreseeable future of Formula Vee.

The sealers group was given a “clean page” to develop this new engine, so we could have gone down the motorcycle engine path, or used another car engine altogether, but it is Formula Vee, not Formula Hyundai, so a certain amount of common sense had to prevail, and we chose to stay with the Volkswagen Type One engine that we currently use, but using some more modern components. The guiding principles of the program were identified as, but not limited to, ease of building the engine, ease of “tune ability” at the workshop and the track, ease of maintenance, increased reliability, and most importantly, longevity of parts availability.

We **are not** after more power, revs or speed, than is provided by the current specification engine, but are more interested in increasing the time between “freshen up’s” than is currently the norm.

The biggest differences between current specification engines and the proposed specification Engine of the Future are the Crankshaft, Flywheel, Pistons and Fuel System. Changing to a Dry Sump lubrication system was discussed, but for various reasons, this will not be vigorously pursued at this point in time.

The University of Adelaide is working on a prototype Fuel Injection system that may be compatible with Formula Vee, (refer to the News pages on the FVAA National Website) and I look forward to seeing the results of their program.

We sought, and received, permission from the BoM to order the parts and they have arrived and have been inspected, photographed and measured and are currently in my workshop. Some of the parts that were ordered have, upon inspection, been declared not suitable for Formula Vee competition, but they were the only option available at the time of ordering. Since the initial order was placed however, another source has become available that offers parts that are compatible for Formula Vee competition, one might say option “B”, and this source is being investigated.

The Crankshaft, Flywheel and Conrods are currently being checked for sizing, stroke and balance to determine if the components can be used “straight out of the box” or will need to be balanced further after purchase.

The Group aims to start assembly of the engine as soon as possible after the bottom end components are back from balancing, and the engine should be ready to run by mid year, albeit with a current specification carburettor, as fuel injection will not be available at this time. This is on target with our original proposal, and as we are using tried and tested components, we envisage no major problems occurring with this test engine.

At the risk of repeating myself, none of the proposed specifications of the Engine of the Future are set in stone. Any or all of the proposed specification components may or may not be used in the final engine specification, but, as all components, apart from the Fuel Injection, are well tried aftermarket Volkswagen parts, I feel that the Group's initial engine specification is very close to what will be the final engine specification.

I will report more as results come to hand.

Lyll Moyes

FORMULA VEE
Queensland



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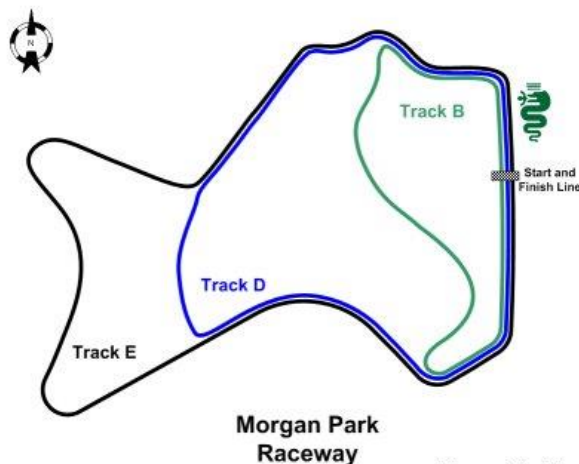


Diagram: Andrew Tewes

FORMULA VEE RACING ON



RACING TYRES – FROM





MAT COCH

LIFE, THE UNIVERSE, AND MOTOR RACING



Mat Coch started his motor racing journalism career writing race reports for the FVANSW in 2007. A few short years later he found himself in the Scuderia Ferrari hospitality tent sipping champagne and watching the sun set over the Arabian Sea at the Abu Dhabi GP. Mat is now lead F1 features writer for Pitpass.com, and has written for the Sydney Morning Herald. Mat now brings his insights into the entire world of motorsport exclusively for the FVANSW Vee Mag (apart from all his other clients).

When the phone rang, Henry Firth knew what it meant. A clever bunch of engineers had come up with the sports' next best thing, but it would soon be the last banned thing if the others caught wind of it. They needed help to make sure their team kept its advantage for as long as possible by making sure rivals were busy looking at something else.

Henry is a gun for hire, an engineer of limitless ideas employed for his ability to deceive. For decades he'd been involved in clandestine engineering and knew both everything and nothing about Formula One all at the same time. He is the most important technical mind in the sport, yet to those outside the innermost sanctum of Formula One development he doesn't exist.

Having graduated from university as a qualified aeronautical engineer Henry moved in to motorsport, quickly progressing to Formula One. Unfortunately once there Henry's designs never quite came up to scratch. They'd sneak a tenth of a second or two, and promise so much more, but after emptying his employers pocket books chasing his concepts, only for none of them never bear fruit, he was let go. Henry went from hot young talent to washed up engineer in two years flat.

Then, late one night and after a few too many pints, Henry had a thought. What if instead of trying to design the sports next big development he designed decoys? Most teams had something clever going on that they wanted to conceal from their rivals, perhaps he could come up with some subtle way of deceiving others as to where the real engineering benefit was. He dismissed the idea at the time though some months later, in the sober light of day and after the headache had gone away, he reconsidered. It made sense. Of course it made sense. Everyone has something to hide, and with experts everywhere it shouldn't be too hard to make it difficult to see the wood through the trees. Some clever looking engineering, even if it didn't work, with some false information leaked to the media should take care of it. So, donning his best suit Henry met with team after team, pitching his concept. They dismissed him off hand, claiming he was mad. He'd hit a dead end, until one day the phone rang. Soon there was another call, and then another. Slowly his business grew until he became indispensable to the sport, his name in pride of place among the little black books of all teams' senior engineers.

"Flexible wings have been done," Henry told one engineer who'd called looking for a way to conceal a new braking system. "Everyone has already fallen for it. Why don't we try a flexible floor instead?" The phone line went quiet for a moment before the voice responded. "Okay, the usual fee then. We need something by the end of the week so we can get it on the car by the middle of next month. We'll meet on Friday."

Henry sat back, his cheap chair and flat-pack desk belying the fact he'd just taken on a seven-figure project and had less than a week in which to deliver. The pressure wasn't anything new; it's par for the course in Formula One.

That his client had a new braking system was interesting, though Henry wasted no time on the detail. To him the car could have been running eight wheels and four-wheel drive, the specifics didn't matter, it was Henry's job to focus rivals' attentions away from those areas, and instead up other (expensive) development dead ends.

Flexible wings had been done, of course. Henry had pulled that masterstroke a year or two before and quietly enjoyed the hurrah that came in its wake. The media attention was a bonus, most of it carefully manufactured, however the biggest feather in his cap was the reaction from the sport's governing body, the FIA having come up with more stringent tests to counter-act flexible wings as a result. The sport had gone off on a tangent and taken the FIA with it, all the while his client quietly enjoyed its real development advantage, though Henry couldn't quite remember what that was anymore. He couldn't remember if anyone ever found out for that matter.

And now the latest task, to create a flexible floor. If the floor could flex closer to the ground, the car could generate more downforce. It'd be difficult to measure and test for, which made it an even more delightful prospect. Of course the theory was sound, which was the important part. If the theory wasn't sound the other teams would quickly reverse engineer it and realise the rouse. That would signal bad news for both Henry's clients and himself since his reputation survived purely on the quality of his work. He was a bright engineer, after all, but his concepts netted hundredths of seconds while engineers in rival teams went hunting for tenths. The trick was making everyone think the system was worth more than it actually was.

Henry got to work. His client had sent through the latest digital drawings for its current car, while in the past had come a particularly hefty contract. It was all to keep the legal department happy, of course, Henry wouldn't dream of sharing the information. It was worth more than whatever the team was paying him (or willing to sue him for) to keep what he knew to himself - it helped him stay one step ahead of the game which in turn meant repeat business.

The days went by with Henry hunched over his computer. Early mornings and late nights were not uncommon; time was always against him as he worked away feverishly. He applied the same thinking to the floor as he had with the flexible wings; laying carbon just so, and perhaps a spring mechanism or two thrown in just to make the system appear more complicated than it was. Always make it look more complicated to keep those clever minds thinking and questioning. Answers took time, so the more questions Henry's system could create the better. As the week drew to a close Henry found himself making his way to London where he met his client. He insisted on doing it this way, since visiting the team's office would mean he'd be easily spotted. Keeping his involvement secret was paramount to the project's success and so he would meet over lunch in a quiet restaurant or pub, but never in the same place twice. The meeting went off without a hitch.

There was a message waiting for Henry when he returned to his office. There often was. While he had a mobile phone it was never used for business, and certainly never when meeting with a client. When you cater to the entire Formula One paddock it wouldn't do to be caught out. So Henry insisted on using a landline, with an answering machine serving his needs. He played the message, taking notes before taking time to study the sports Technical Regulations. Nobody knew them better than Henry but even still it was important he remained familiar. It never paid to call back immediately, it made him look desperate.

After a while he picked up the phone. The conversation was always the same. "We've come up with this great new system," his new client would enthuse, "but we don't want to give it away. What would you suggest?" Henry thought for a moment. "We could use braking torque to control ride height..."



Mat Coch

News

COMPETITION NEWS AND NOTICES

STOP
AND
THINK

Important Information every member and competitor should know

	<p>Recent events at Bathurst and SMSP have again raised the problem of oil leaks from our VW engines. An oil leak caused a serious incident at Bathurst, but at SMSP a competitor wisely withdrew his car from competition after noticing an oil leak on the pre grid. Unfortunately, there were more reports of oil spraying on to following cars and drivers around the circuit at SMSP. As a result of the dangers that oil leaks can create, from now on every car will be checked for any leaks as they pass through scrutineering, and any post-race reports of cars spraying oil will be investigated. So please ensure your Formula Vee does not leak oil.</p>
	<p>One of the most basic preparation things we can do is to keep the exhaust system of your car clean and painted. A rusty exhaust brings down the standard of presentation of not just your car, but of the entire field of cars, and eventually will cost you a small fortune if you are silly enough to let it corrode before your eyes. So why don't you do the right thing and simply remove your exhaust system every few races and clean it thoroughly from rust scale and grease, and paint them with 2000F VHT paint?</p>
	<p>While on the subject of Round 1 at SMSP, one competitor's vehicle in the paddock was seen to have a small rubber hose hanging down below the floor. When someone suggested that the hose needed to be raised, the Formula Vee driver said that this was not necessary because only the floor had to be above 40mm. WRONG! The Formula Vee rules state: "With the driver aboard and the car in racing trim no part of the car with the exception of the complete wheel may be closer than 40mm to the ground". "No part of the car" includes hoses. Or wires. Or rivets. This is one fundamental and often scrutineered rule. If every competitor doesn't know the rules, not much sympathy should be given if a problem does occur in post-race scrutineering.</p>
	<p>Following another "One of Those Things" that occurred after Race 3 at SMSP scrutineering, PLEASE DO NOT ALLOW YOUR PIT CREW TO TOUCH YOU OR YOUR CAR UNDER ANY CIRCUMSTANCES UNTIL AFTER SCRUTINEERING IS COMPLETE, even if it is raining heavily, or if the vehicle's engine has stopped immediately after entering Gate 4 and doesn't have the momentum to roll all the way to the scrutineering bay, or for any other reason. If it is raining, then get wet. If your engine has stopped, get out of the car and signal for an Official or a Scrutineer to assist you with pushing the car. Remember, according to the CAMS rules, the queue leading up to scrutineering is Parc Ferme. The "No Touching" policy will be enforced for all scrutineering for the remainder of the year. Any car that has had an unauthorized person (that is anyone who is not an Official of the meeting) touching it without good reason will be referred to the scrutineers and will almost certainly be disqualified.</p>

	<p>Motor racing has been one of those activities where it has always been the other guys fault at everything. Well, almost everyone now has an on-car video camera on their car, and they rarely tell lies. Almost any incident on the track will be replayed for the world to see, and the video from any car on the track can be used by the Stewards when investigating an incident. So its best not to ruin your reputation - drive straight and clean at all times. Some very interesting driving manouvres by some well credentialled drivers have been observed on Youtube which have raised eyebrows.</p>
	<p>We at Formula Vee regret that the enforcement of rules such as those above can sometimes seem overly strict, but it has been demonstrated that unless the rules are enforced strictly, then all sorts of problems can occur. The FVANSW Committee has done its best with limited resources to carry out scrutineering to a high standard.</p>
	<p>On a completely different subject, and nothing to do with any rules, it has been observed that many sponsors signs on Formula Vees are located forward and low down on the cockpit sides between the wheels. If you think about it, most pictures of racing cars are front three quarter shots, and locating your sponsor's signs low down and forward will make them obscured by the front wheels in a front three quarter shot. If you can, mount your major sponsor signs higher and further back on the cockpit..</p>
	<p>The Formula Vee Association of NSW is still in need of a Scrutineering Director following Lyall Moyes regrettable resignation. Lyall's shoes were huge, and so in the meantime David Cutts will take over National Association technical business. Fortunately, Lyall continues looking after The Engine of the Future Project and being FVANSW BoM member.</p>
	<p>At SMSP, it was made clear by the Clerk of the Course that the white lines that on both sides of the track constitute the boundaries of the racing circuit. This subject was raised by the CAMS NSW Motor Race Panel following the freedoms given to the V8 Supercars at the exit of Turn 5 where the drivers crossed over onto the South circuit pit lane exit to widen their line and gain a performance advantage. The MRP requested the race management that this practice not be allowed to maintain consistency with the CAMS Manual and also with the proper principles of race car driving. Unfortunately, not only do some Formula Vee competitors not know our technical rules, they don't know the rules of race car driving, which includes staying between the white lines. Despite the warnings by the Clerk of the Course, many Formula Vee drivers crossed all four wheels over the outside white line at Turn 5 and Turn 8, and thus gained an unfair performance advantage. While Michael Schumacher could get away with this at Hockenheim, Formula Vee drivers won't get away with this much longer.</p>
	<p>All competitors should now note that, for safety reasons, at all races from now on, the grids for 1600's and 1200's will be split so that the fastest 1200 car will be gridded immediately behind the least fastest 1600 car. This change has come about following an incident that took place on the start at one of the Bathurst races in March. This was agreed by a general meeting of the members at the first Championship round, and has been approved by the CAMS NSW Executive. This practice is also undertaken at all Formula Ford races.</p>

WEIGHING IN - SCALES AT THE CIRCUITS

Weight can be a major influence on the acceleration and handling performance of your Formula Vee. That is why we regularly weigh cars. When we do, we do our best to undertake weighing as professionally as possible with the resources we have and with what we are provided.

Firstly, it is often overheard around the paddock that someone's car didn't weigh anywhere near that much more or that much less at the last round. Well, all measuring instruments, especially instruments as complicated as the piezo-electric type scales at race circuits, have a range of accuracy, usually expressed in +/- a percentage of the maximum capacity of the scales. The reading varies within this range, depending on things like ambient temperature and humidity. This means that there is no guarantee that you will get exactly the same reading twice in a row, especially after several weeks or months between race meetings. So you shouldn't expect to get the same reading as you did last time. Modern scales have a range of accuracy of 1%. This means a variation of 5kg over the minimum 500kg weight of a Formula Vee. So in theory, if your car weighed exactly 500kg, the scales could read anywhere between 497.5 kg to 502.5 kg. Get it?

So to avoid the variations that could occur since the last race meeting, ignore what your car weighed last time, and start again. Formula Vee always checks that the scales at the circuit are available on the Friday and Saturday morning (well, at SMSP at least), so roll your car on to the scales first thing well before qualifying or races take place, and then you can go away and set the weight of your car. All you have to do then is keep track of the fuel level throughout the weekend.

However, things don't stop there. When you do start to set your vehicle weight before official activities commence, you should think about what the rules say and what could happen on the circuit. The rules require your car to be weighed as it was raced, which means immediately after the end of any session. Because it has been known for the odd Formula Vee to lose a nosecone, or maybe even a wheel, you should adjust the pre-race weight of your car to take into account what could happen, such as a lost nosecone. So don't set your car's weight too close the minimum limit of 485 kg for 1200's and 500kg for 1600's, otherwise a lost nosecone or a slight miscalculation will end in disqualification. The closer you set your car to the minimum, the greater the risk you take. So think about the range of accuracy of the scales, and think about the weight of your nosecone. Its up to you.

Now, for your information, we also do our best to organise the weighing of all Formula Vees as consistently as possible. That's why we ask you to stop your car before the scales so that the scales have time to reset to zero, and then when you do drive your car onto the scales, we do our best to ensure all cars stop at the same position so we can take out any smaller positional variations on the platform that may affect readings.

Despite doing our best to make all the readings as consistent as possible, because of the range of accuracy and all the other variations that could affect a reading, the Scrutineers always allow any competitor who has unfortunately weighed in below the minimum, even by 1 kg, a second go over the scales, even though this is not a formal requirement. Unfortunately, if you do fail the second reading, it is highly unlikely that your vehicle will pass a third attempt, so you will then be referred to the Stewards.

Finally, you should all know that when any competitor is found to be under weight, Formula Vee does not determine whether the penalty is disqualification from the session, or something heftier, such as a financial penalty. That is always the role of the Stewards. We simply report the results.

INSIDE LINE**NEWS AND GOSSIP IN THE FVANSW**

Andy Goodall, the CEO of the Australian Institute of Motorsport, unfortunately couldn't be with us at SMSP for the first round of the Australian Institute of Motorsport 2013 NSW Formula Vee State Championship. Andy and his team from AIM have been working on new Supavee Formula Vees, and they had hoped to debut the new car at SMSP for Round 1. Unfortunately, Andy hasn't been in the best of health, and so his loyal team decided to keep the factory going to take the load off their leader. Hopefully Andy will be with us at Wakefield Park.



FVANSW Legend and Life Member, David Cutts, turned 50 in late May. "DC" eats, breathes, and sleeps, Formula Vee more than anyone anywhere in the history of Formula Vee, having made it his livelihood for the last 15 years. This is something for which everyone in Formula Vee should appreciate. No doubt everyone in Formula Vee wishes you a great and memorable 50th birthday.



Our very own Formula One accredited journalist, Mat Coch, has built a reputation of asking questions that the established F1 journalists are too frightened to ask. Mat rocked the F1 establishment again at Malaysia after Vettel disobeyed team orders to steal the win from Mark Webber, by asking the following question;

Mat Coch - Pitpass.com: *Sebastian, you say you didn't ignore the instruction on purpose but I suggest that it was a deliberate move to pass Mark, so I wonder how you can say that you didn't ignore the instruction when clearly passing was a deliberate action.*

Sebastian Vettel: *I think it's not an easy situation for me. Obviously I'm the black sheep right now. Obviously I put myself in that position so, as I said, all I can say is apologies to Mark. I know that right now, obviously, having just come out of the car, it's probably difficult to explain everything but the pass was deliberate, obviously I wanted to pass him, you could see that, otherwise you wouldn't even try, but I didn't mean to ignore the strategy or the call. I made a mistake, simply.*

Asking hard questions is not the done thing in F1 journalism, so perhaps Mat is the black sheep of the family? Keep it up!



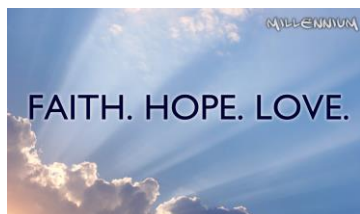
In late April, Mat continued his climb up the mountain of A-list interviews when he interviewed Martin Brundle for a Pitpass.com podcast. Brundle said quite a few surprisingly new things about his career. Go to Pitpass.com and look for Mat Coch Features.



There is a rumour going around that a high profile Formula Vee came loose in its trailer on the way back home from Bathurst. We hope it didn't suffer too much damage? If anyone has any facts, please tell us!



It was great to see Leigh Porter up and about at the May committee meeting, albeit still in his back brace. Leigh and Liz are off to Africa in a few months, so hopefully Leigh will be out of his back brace, otherwise he won't outrun the lions.

INSIDE LINE**NEWS AND GOSSIP IN THE FVANSW**

There was some consternation towards one word and towards one sentiment in the last edition of Vee mag. Please be assured that no malintent or negative feeling is ever intended by anything written in this magazine. If anyone has a problem with what is written, then please contact the committee to let them know how you feel, and how things can be repaired. As with any volunteer activity, anyone is always welcome to contribute to Vee mag to any extent.



It's the Formula Vee Association of Queensland's turn to organize the Formula Vee National Challenge for 2013, which will be held at Morgan Park on September 29/29. The 1989 Formula Vee Association of NSW Club Pointscore winner, the great Ken Taylor, is now the FVAQ President, and he needs all the support we can give to put on a first-class Nationals. Ken needs to know now who is intending to take part in the greatest annual Formula Vee event anywhere in the world, so contact Ken on 0412183458 (before 8pm only) or at president@fvaq.org.au



Late in April, motorsport lost one of its great supporters when Mick Ronke, manager of Winton Race way, passed away. The FVANSW passes its condolences to Mat and Adam and all his family.



Andy Goodall, CEO of the Australian Institute of Motorsport, sure wants to make sure his trips to NSW for the remainder of the 2013 Australian Institute of Motorsport will be easy. His transporter is about to have an engine transplant with a 400 cubic inch Cummins. It sure will be the fastest transporter on the Hume Highway!



Former FVANSW State Champion, Adam Proctor, continued his demolition of the Supersports category at SMSP for Round 1 of their State Championship. After a slow start in qualifying and Race 1, where Adam placed third and fourth respectively, Adam got his Stohr, in its new resplendent silver paint scheme, sorted for Races 2 and 3 and blew the opposition away in no uncertain terms.



Due to the heavy workload within the committee, the FVANSW committee has engaged a motor racing enthusiast photographer and writer to take pictures and write race reports for each of our state championship rounds. Riccardo Benvenuti, of Priceless Images, has provided the SMSP race report in this Vee Mag, and has provided dozens of great pictures of Vees from throughout the weekend. His pictures will be emailed to you in due course.



Stephen Butcher has kindly volunteered to step in to Championship Director position indefinitely. If you have any issues with the Championship rules, speak to Stephen. Volunteers have kept the FVANSW going through hard times. Thanks Stephen.



Did anyone hear Neil Crompton's reference during the Texas V8 Supercar telecast to the V8 drivers needing to think two or three corners ahead like Formula Vee drivers? This is a great PR opportunity – training V8 Supercar drivers in race strategy!

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

FORMULA VEE DRIVERS LEADING THE WAY AT PHILLIP ISLAND SHANNONS SERIES ROUND 3

The latest round of the Shannons Series at Phillip Island in late May proved again that Formula Vee drivers have all the racing skill necessary to challenge at the front of any form of circuit racing.

Current leading FVANSW driver, Dylan Thomas, and former FVANSW State Champ and Nationals Champ, Ryan Simpson, shared the duties in Dylan's Evo X in the Australian Manufacturer's Championship round endurance race, with several top five practice and qualifying placings, and leading the race for certain periods of time, before unfortunately succumbing to mechanical problems near the end of the race.

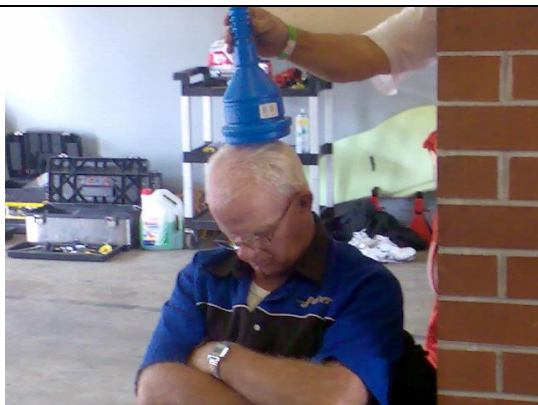


Meanwhile, multi Nationals Champ, Ben Porter, partnered with Andrew Macpherson in their Radical, with Ben leading the team lap times and race results with only Radicals with V8 engines nearly double the size of his 1500cc engine surrounding him throughout the weekend.

At the same race meeting, former FVAV star, Jack LeBroq, took time out from his National-level Formula Ford drive to steer an Erebus Motorsport Mercedes SLS AMG GT3 to several Heat wins in the Australian GT Championship during the weekend.

Dylan, Ben, and Jack, prove that Formula Vee drivers can bring skills that are the equal of any, and they should inspire all Formula Vee drivers to pursue higher classes of motor sport.

PHOTO OF THE MONTH



Alan Cutts has been involved in Formula Vee from the late Seventies, and has brought two great Formula Vee Champions into the world. After 35 years of involvement, you will still see Al at almost every race meeting, usually supporting any of the Team Cavanagh boys – Dean, Anthony, Simon Pace, Mark Williams, Darren Williams, or Craig Conlon. However, sometimes the days can be long and tiring, and Al has been known to succumb to postprandial hypoglycemia. Of course, none of his boys would take advantage of that, would they?

RACE REPORT

ROUND 2 FVANSW CLUB POINTSCORE

WAKEFIELD PARK AASA 1/2 JUNE 2013

DYLAN CLEAN SWEEPS WAKEFIELD PARK!

No one is more committed to Formula Vee, and to motor sport in general, than FVANSW President, Dylan Thomas. Dylan races full programs of Formula Vee and the Australian Manufacturers Championship at circuits all over Australia, as well as fettling racing cars full time at his new CXC Global Racing workshop.

After a hectic weekend at the Phillip Island round of the Australian Manufacturers Championship in late May, Dylan had only days to turn around his racing operation and get his Stinger to Wakefield Park. But by lunchtime on Saturday, Dylan was top of the timesheets and had secured pole position for Race 1, with the only time in the 1.08 second bracket. Dylan was closely followed by Ryan Reynolds, with great performances by James Horne, Stephen Gamarra, Garry Hook, Brodie Tilbrook (all in the 1.09's), followed by Corinne Perry, Bernie Cannon (first of the 1200's), Peter McDonald, Geoff Bassingthwaite, and Stephen Cannon.

With thick grey clouds circling, the dry weather held on for Race 1, with Dylan taking out a wheel to wheel race with Ryan Reynolds, the winning margin in the fast race being only fractions of a second. Brodie Tilbrook Hard Charged his way to third place, followed by Gamarra, Horne, Perry, and then Hook. The 1200's were led over the line by Peter McDonald, followed by Stephen Cannon, who was followed by Bernie three laps down, and Geoff Bassingthwaite, who failed to finish.

The thick grey clouds took control on Saturday afternoon, with the Race 2 regatta resulting in Dylan's third victory of the day, but this time with the ACT's Brodie Tilbrook challenging Dylan to the flag, followed by Ryan Reynolds seemingly only a millionth of a second behind Brodie all race, with Horne, Perry, Hook, and Gamarra, again fractions of a second apart. Stephen Cannon this time led the 1200's over the line, with McDonald and Bassingthwaite behind, and with Bernie taking his turn to DNF in the mud.

The rain and mud continued on Sunday morning, with Dylan making it four from four, with Brodie Tilbrook retaining second place, but with Corinne Perry moving up two places for third, followed by Hook, Gamarra, Stephen Cannon, Geoff Bassingthwaite, and a muddy Ryan Reynolds next. Bernie made it third 1200 over the line, with Peter McDonald and James Horne stranded on the circuit.

Dylan's commitment rewarded him with a clean sweep for the weekend when in Race 4 Dylan drove confidently to win ahead of a fast finishing Ryan Reynolds, with Brodie Tilbrook and Corinne Perry wheel banging to third and fourth respectively, with James Horne, Garry Hook, and Stephen Gamarra rounding off the 1600's. Stephen Cannon crossed the line as the first 1200, ahead of Bernie, then Geoff Bassingthwaite, and finally Peter McDonald.



Ph: 0417240908 Email: info@ap racing.net.au www.ap racing.net.au



All areas of race car preparation, including set up work, repairs, engine rebuilding, fabrication, storage, & race importing. AP Racing has over 10 years of experience and success in a range of categories. AP Racing also make to order quick jacks, car stands, and a range of car lifters.

SIMON PACE AND HIS SENSATIONAL MAKO 3 GRAPHICS SCHEME

We have seen some exceptionally well presented cars in recent years. The latest brilliant effort is Simon Pace's Mako. During the recent off-season, Simon and his son Aaron have remodelled his Mako 3 nosecone and engine cover, and then covered it with one of the most brilliant paint and sticker jobs ever seen on a Vee. Simon has been recipient of Best Presented Car award, and he may already be a front runner for this year. Thanks Simon and Aaron!



CLEMINGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management

The Clemenger International Freight Formula Vee Australian Series is GO for 2013!

The Formula Vee Australian Series is to continue in 2013, with a sponsor expected to be announced shortly. The rounds are:

Bathurst 29-31 March - Sandown 20-21 July - Mallala 17-18 August

As provisional drivers cannot run at Bathurst a separate pointscore for P-platers will be run over the Sandown and Mallala rounds. Any enquiries re Bathurst or the Australian Series please email Leigh Porter, raceentries@fvansw.asn.au.

DRIVE A **STOHR** SPORTS RACER!



FORMULA VEE RACING ON



RACING TYRES – FROM





CLEMINGER INTERNATIONAL FREIGHT
Automating and Simplifying Freight Management

THE CLEMINGER INTERNATIONAL FREIGHT 2013 AUSTRALIAN FORMULA VEE SERIES ROUND 1 BATHURST 30TH/31ST MARCH

Racing at Mount Panorama, surely one of the greatest racing circuits in the world, has always been the motor racing summit for all Formula Vee drivers. Our return to Mount Panorama in October 1999 allowed over fifty humble Formula Vee drivers to fulfill one life-long dream that appeared nothing but impossible after a break of over 25 years. Another nine years elapsed when in 2008 dozens more Formula Vee drivers took to the 6.3km long circuit, almost all going home with the knowledge that they have finally experienced the unequalled thrills that only The Cutting, or The Dipper, or Skyline, or Conrod Straight, or Hell Corner, can throw at a real open wheel racing car driver.

And no other circuit challenges our commitment to Formula Vee more than Mount Panorama, with its history, its fame, its glory, tempting us to return from every corner of Australia year after year. In our pursuit to justify the cost, the time, and the glory, illusion occasionally turns into reality, and sometimes we struggle to tell the difference.

So it was that what should have been a celebration of Formula Vee at Mount Panorama for Round 1 of the Clemenger International Freight Australian Formula Vee Series turned into tears for some, and worse, injury for others.

Two races finished prematurely, with the dreaded arrival of ambulances tendering to three of our colleagues. Ironically, the safe completion of our first ever fully wet race for Formula Vee since our return in the modern era was the only, if unfulfilling, reward for our commitment.

The injuries to Leigh, James, and Allan, make the glory of pole position, or of winning, seem empty. Thankfully, they are all recovered, or soon fully recover, but their Formula Vees will take many more months to be repaired.

One thing is certain, that Formula Vee will return again to Mount Panorama.



FORMULA VEE RACING ON



RACING TYRES – FROM



PICTURES FROM ROUND 1 OF THE CLEMINGER INTERNATIONAL FREIGHT 2013 AUSTRALIAN FORMULA VEE SERIES



Corinne Perry is fast everywhere



David Campbell steers Butcher's Stinger



Mat Stubbs is always at or near the front, but only for half a lap



Gary Meyers finally races at Bathurst!



Garry Hook had an interesting weekend



Margo helped other people change their gearbox this time

Thanks go to Lyndon Tilbrook for his excellent pictures above.
(Much better than the usual Vee Mag photographer. Ed.)

PICTURES FROM ROUND 1 OF THE CLEMENGER INTERNATIONAL FREIGHT 2013 AUSTRALIAN FORMULA VEE SERIES



Mitch Quiddington showed his talent in the Race 2 rain



Purvis leads Hook, Campbell, Myers, and Morgo



Bernie Cannon leads Steiny



Mat Stubbs ahead Rheinhardt, Thomas, and Kinsella



Deano returns after his Wakefield Park crash



Morgo and Hooky enjoying the sights from Skyline

RACE REPORT ROUND 1



2013 NSW FORMULA VEE STATE CHAMPIONSHIP 20/21 APRIL SYDNEY MOTORSPORT PARK RYAN REYNOLDS ON TOP!

By Riccardo Benvenuti of Priceless Images

Finally the long wait is over, and after a long summer, racing resumed at Round 1 of the NSW Motor Race Championship at Sydney Motorsport Park. The weather on Saturday race weekend was ordinary as it rained all Friday night and continued right through Saturday morning.



Formula Vee in action at Sydney Motorsport Park

QUALIFYING

As the Formula Vee's came out for their qualifying sessions the rain seemed to increase in intensity. Twenty six cars braved the conditions, tip toeing around the track, with Tim Brook managing fastest time with a respectable 2:07.2432. Alongside him on the front row was Dylan Thomas in what was a brave effort by these two drivers, but as most people know, front row in Formula Vee's does not guarantee anything.

FORMULA VEE RACING ON  RACING TYRES – FROM 

RACE 1

Race 1 on Saturday afternoon was run under very different conditions to the morning sessions. The track had dried up rapidly due to the windy conditions combined with sunshine. All what the drivers learned in the morning could not be transferred to the race. Just after race start five cars created a group at the front as Vee's often do; they were Thomas, Brook, Williams, Stein and Conlon. This group of cars dicing lap after lap were joined by the fast charging Higgins. These six cars in the lead kept on exchanging positions. Amongst all this racing Darren Williams was able to extend a rare 3 seconds gap to second placed Ryan Reynolds and that is how they finished. Third fell to Tim Brook.

RACE 2

Race 2 was arguably the best race of the weekend. As the race began there were group of cars forming at the front, mid pack and at the tail, there was wheel to wheel action up and down the field. The leading group again consisted of Reynolds, Williams, Higgins, Thomas and Brook and it was shaping up to a very similar battle that occurred in race 1. Unfortunately on lap 3 Brook retired leaving the remaining cars fighting for the lead. The final outcome was Reynolds in first, Williams in second and Higgins third. Only 1.5 seconds separating the top six places.



Reynolds leads Stein, Higgins, and Williams

RACE 3

Race 3 was run under a setting sun on late Sunday afternoon and as previously the Vee's served a cracking race. After the start the leading group was trying to find space in the track, the pack fluctuated in size and during periods of the race it was eight cars large. They were slipstreaming down the main straight and pulling out three wide at turn one. This type of racing was occurring right down the field and to prove so two of the back markers had a coming together in turn 1. Geoff Bassingthwaite right front end collided with the rear left of Stephen Cannon and both cars speared off the track at speed into the large grass run off area outside turn 1. Luckily no one got hurt and both recovered to continue racing despite some minor damage to the cars. At the checker flag it was Reynolds first completing a successful week end from Williams and Brook third recovering from the bad second race and also setting a new lap record in the Grand Prix track.

Formula Vee races hardly ever disappoint and this weekend was no exception, looking forward to Round 2.

NEXT ROUND JUNE 22/23 SYDNEY MOTORSPORT PARK GRAND PRIX CIRCUIT**RACE 1 RESULTS**

1 st	79	Darren Williams	DMW Masonry Jacer F2K9
2 nd	87	Ryan Reynolds	Vintage Veedub Supplies Borland Sabre 02
3 rd	34	Tim Brook	CXC Global Race Prep/DynoTune LE 100

RACE 2 RESULTS

1 st	87	Ryan Reynolds	Vintage Veedub supplies Sabre 02
2 nd	79	Darren Williams	DMW Masonry Jacer F2K9
3 rd	18	Lachlan Higgins	Higgins Trading Racing Borland Sabre 01

RACE 3 RESULTS

1 st	87	Ryan Reynolds	Vintage Veedub Supplies Sabre 02
2 nd	79	Darren Williams	DMW Masonry Jacer F2K9
3 rd	34	Tim Brook	CXC Global Race Prep/DynoTune LE 100



Stephen Cannon and Geoff Bassingthwaite found an interesting place to collide - Turn 1



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

BEHIND THE SCENES AT THE AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 1 SMSP



Simon Pace may have qualified third, but this came to nothing when only seconds before Race 1 it was found that his generator pulley was spinning but his fan impeller was not. The broken generator was replaced overnight, and Simon stormed through the field to race with the front pack in Race 3.

There were four brilliant debuts by rookies at SMSP; Daniel Stein – Steiny – raced wheel to wheel with the front pack all weekend in his brilliant orange Jacer; James Horne drove faster than many regulars: Simon Thomsen led all three 1200 races from flag to flag on debut; Ryan Reynolds won two out of three races in the 1600 class. With young talent like this, Formula Vee and racing cars are in good health.



On Saturday afternoon, Lachlan Higgins' dad asked how long it takes for a new Formula Vee engine to loosen up. Two hours later he had his answer. Lachlan was leading the racing.

Dylan Thomas DNF'ed Race 1 on Saturday, but his drive from last place to finish fourth in Race 2 was a master class in Formula Vee driving. Dylan's on car video showed he didn't miss one apex, nor once run wide, nor miss a gear, nor did he miss squeezing every hp out of his engine. This video is now posted on Youtube, and every new Formula Vee driver should watch it to learn how to drive a Formula Vee racing car.



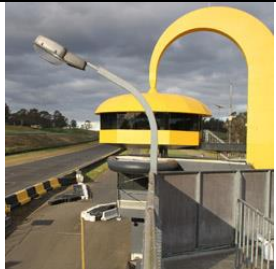
It was great to see Leigh McGarvie back on the circuit, Round 1 being the second time Leigh has raced in two years. With no fanfare, Leigh rolls up, knocks out 1.48's and low 1.49's in the races, packs and goes home with his signature smile. Hopefully his PhD won't keep him away from racing with us.

Craig Conlon deserves mention for his perseverance in Formula Vee, and now for getting to the front of the pack. The pressure did get to him though – when leading the last race coming in to the last corner, he ran wide and lost place. Later, he was overheard saying "When I got to the front, I panicked!"



BEHIND THE SCENES AT THE AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 1 SMSP

With all of Daniel Reynolds dominance in recent years, it may have gone unnoticed that Darren Williams Race 1 win at SMSP was his third in a row there in his Jacer. Darren was at or near the front for the entire weekend, and the racing was so close another win could easily been his.



As we well know, scrutineering ride heights or weigh-ins always results in long queues outside the scrutineering bay. The queue outside the scrutineering bay after qualifying was even longer than usual due to the great field of 29 Vees. Unfortunately it rained heavily, and many drivers got very wet. Was the chief scrutineer very sympathetic? No. I think he even enjoyed it!

It was great to see Kent Shepherd back on the track racing with us after a break, but it was bad luck to see Kent trailering his car away before the end of the weekend with suspension damage on his self designed and built Stealth after a trip through the SMSP 4WD test circuit inside Turn 4.



Michael Cluderay was another driver to return after a break of a couple of years, but this time he was behind the wheel of his mate, and FVANSW Sealer, Nathan Sansom's Stinger, this time not in the Stinger's last time out CXC red white and blue, but in this brilliant green. Unfortunately, engine trouble cut Michael's weekend short.

In the last 12 months, Corinne Perry has led, and almost won, races, and regularly been in the top ten, with 10th in qualifying at SMSP. Is she the fastest woman driver in Australia right now?



SMSP was the first meeting in years with Leigh Porter racing with us, and without Leigh and Liz not behind the BBQ. Fortunately, Team CXC did a great job volunteering to run the hot dog stand. Thanks guys! Who will be next to "volunteer" to run the BBQ?

Bruce Perry raced his ex-Morgo ASTEC for the first time at SMSP, and all indications are he drove it faster than Morgo ever did. No doubt Morgo is now looking back through years of race results....



BEHIND THE SCENES AT THE AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 1 SMSP



Tim Brook battling with Stephen Gamarra



Ryan Reynolds leads the front pack early in Race 2



Brodie Tilbrook makes the Sabre go faster than it should



Craig Conlon raced at the front in Race 3



Ryan leads Craig, Lachlan, and Darren in Race 3



Michael Cluderay returns to Vee racing

BEHIND THE SCENES AT THE AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 1 SMSP



James Horne was fast and clean



Steiny had a fantastic debut in the AIM NSW Championship



Simon Pace and his Mako 3 stormed forward throughout the weekend



Mark Williams made a welcome return to racing



Thomas had problems, but showed race winning pace

BEHIND THE SCENES AT THE AUSTRALIAN INSTITUTE OF MOTORSPORT ROUND 1 SMSP



Geoff Bassingthwaite in his Avanti



Peter McDonald is getting nearer to the front of the 1200's



Tim Brook and sweetheart Bec on pole for Race 1










Stephen Gamarra and Mark Williams wheel to wheel



Ben Oldfield showed form, most of the time

AROUND AUSTRALIA IN FORMULA VEE SO FAR IN 2013

	<p>At Baskerville in late March, the Tasmanians kicked off their 2013 Super Series with a great field of nine Vees, with Matt Holmes and Kieran Glover swapping paint through qualifying and all races, with Lindsey Murfet, Jack Saul, Liam Caplice, Leon Glover, Pip Welch, Ridsen Knightley, and Nino Bocchino, pushing Kieran and Matt all the way.</p>
	<p>Meanwhile in Victoria, twenty Formula Vees lined up in early March for Round 1 of the VMRC, with the great Matt Stubbs taking out pole, and then Race 1, and Race 2, and Race 3, and Race 4, ahead of a strong field including Heath Collinson, Phil Oakes, Daniel Westcott from South Australia, Davin Field, and Jason Coppard, as well as the FVANSW's debutantes, Ryan Reynolds and Daniel Stein.</p>
	<p>The FVASA's year started in mid February at Mallala, and eight Formula Vees lined up for the first round of the SA State Championship, with SA Formula Vee great, Robert Surman clean sweeping the day ahead of a field full of great Formula Vee personalities, such as Michael Lloyd, Susan Quigley, Glenn Moulds, and Andrew Mutch, as well as more recent Formula Vee personalities Dylan Howell, Jaimie Tilbrook, and Jackson Freer.</p>
	<p>The first round of the Victorian State Circuit Racing Championships took place in early April, and eighteen cars lines up for Qualifying, with Stephen Jones taking pole, with Heath Collinson, Stephen Jones, taking out the three races.</p>
	<p>At Symmons Plains, in late April, the Tasmanians had a great field of eleven Vees on the grid for Round 2 of the Tasmanian Super Series, with Matt Holmes and Kieran Glover being the class of the field throughout the weekend, and his competitors, Lindsey Murfet, Leon Glover, James Curran, Jack Saul, Liam Caplice, Brody Murfet, Pip Welch, Ridsen Knightley, and Nino Bocchino, pushing Kieran and Matt all the way.</p>
	<p>Round 2 of the Victorian State Circuit Racing Championships took place in mid May with a great field of twenty Formula Vees, including a healthy field of six 1200's, with Stephen Jones heading up the grid for Race 1. Matt Stubbs took out Race 1 with Stephen Jones spinning off on the last lap, but Jones then raced through the field to take out Race 2, with Stubbs retaliating in Race 3 and Race 4, ahead of Jones each time.</p>
	<p>At Baskerville in late May, the Tasmanians had another great field of nine Vees on the grid for Round 3 of the their Super Series, this time with Liam Caplice and Richard Gray trading wins through the four races, with Jack Saul, Leon Glover, Lindsey Murfet, Pip Welch, Brody Murfet, Ridsen Knightley, and Steven Smith, all chasing closely behind Liam and Richard throughout the day.</p>



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FORMULA VEE DRIVER PROFILE – CORINNE PERRY

Corinne Perry burst onto the Formula Vee scene in 2010 after watching Formula Vee race at Bathurst. After only two years of persistence and great support by her family, Corinne got the very front of Formula Vee racing, a place where she is destined to stay for quite a while



What is your age? I am not shy, I am 27 years young.

What is your job? At this point in life I am a full time mum to William. I have Certificate 2 in Child Care, though BC (before child) I was the office manager for a company called Ozcraft Aluminium.

Why and how did you get into Formula Vee? I hassled Dad to race karts and after 10 years was looking for something else. After seeing a YouTube video of Vee's racing at Bathurst we decided to investigate more. It looked like a fun class with close racing, affordable and not as fragile as Formula Ford. We went to a few meetings and spoke to a few people who all gave different advice. Everyone was friendly and encouraging so we gave it a go.

Who is your favourite Formula Vee competitor and why? This is a hard question. My favourite competitor is Leigh Porter. I guess Leigh is who I race most, we race close and clean. He and Liz also do so much for the club which I admire.

Who is your favourite racing car driver of all time and why? I think Marcos Ambrose is a great driver. He came through the ranks from FF and excelled in the V8's. He could probably have stayed in Australia and banked some more championships but he backed himself to take on the NASCAR challenge. That has to be one of the toughest championships in the world.

What do you like about Formula Vee and why? I enjoy the competition of the Vee's and like that we can engineer the car ourselves. Having said that, we need to thank Chris Reynolds for his invaluable help and advice to help us improve. We have lots to learn and are keen to get better results with the budget we have.

What are your motor racing plans? My racing ambitions are simply to enjoy my racing to the best of my and my team's ability. I was close to a win last season and like to think we can put ourselves back in that position again some time in the future. While we are having fun (no sheep stations in this class) we will be on the grid.

What road car do you drive? My current road car is a Nissan Navara Titanium. Hubby also has a WRX which I try to take "shopping" when I can.

FORMULA VEE RACING ON  RACING TYRES – FROM 

DYLAN'S DYNO DAY AT CXC GLOBAL RACING

In early May, FVANSW President Dylan Thomas, threw open the front gates of his new race prep business, CXC Global Racing, to Formula Vee members to bring their cars along and be shown a few basic car prep tips and to have their cars dynoed on CXC Global Racing's new Dynopac dynamometer. Formula Vee members from all over Sydney, the Central Coast, and the lower Highlands area south of Sydney, attended the day, with CXC Global Racing's mechanics checking



CXC Global Racing's unmissable front The CXC Global Racing's Dynopac dyno ready to go

CXC Global Racing provides all forms of motor racing related automotive engineering services for racing classes from kart level, Formula Vee and Formula Ford, up to any higher level of sedan or open wheel racing car, from crash repairs to full race prep, including full dyno testing on their brand new Dynopac direct-coupled modular dyno.



CXC Global Racing's Subaru STI track day car

James and Steve Horne' Polar being fettled by Dylan

CXC Global Racing also offer Track Day services and support, including hire of their own Subaru WRX STI track day car.

CXC Global Racing also share space with SVT Australia's Sydney training centre, where all racing car drivers or other sportsmen can undergo eye-hand coordination and reflex training using the latest SVT Australia's Sports Vision trainer (SVT™) machine. The SVT™ was exclusively researched for over 3 years and is manufactured in Australia. It provides athletes with visual-motor reaction time training. Independent research conducted at the New South Wales Institute of Sport, has shown that training on the SVT™ 3 times a week for 5 weeks in 30 minute sessions significantly improves eye-hand coordination.

Contact CXC Global Racing's Dylan Thomas at dylan@cxcglobalaracing.com, or check out their great new web site at <http://cxcglobalaracing.com/>, or ring 0299137282.

MORGO'S AND DANIEL'S 2013 WAKEFIELD 300 By Morgan Freemantle

"Hit the Pace Car" seemed an apt instruction after about 10 laps (in practice) of the Wakefield 300. Never mind the 137 laps of the actual race. Tin Top racers have a little less respect for each-others fenders than we have for our rubber corners... Lesson 1 learnt! After Daniel Reynolds and I were blessed with the STOHR F1000 test, there was a yearning for more. A well timed approach from Targa Racing's Zane Al-Said to Daniel triggered a search for a suitably financed partner to lease a Targa Racing MX-5 for the Wakefield 300. With the early onset of my mid-life crisis, the scene was set for a partnership made in racing heaven (at least from my perspective).

Held annually, the WP300 accommodates a wide range of tin top's that are sorted into classes by the outright qualifying times. Racing lap times are to be slower than the class lap time or you get bumped-up into the next class, along with a hefty time penalty. No sand-bagging! The top ten have a shoot-out on Saturday afternoon for starting position while the rest of the field start where they qualified. Class 1 cars have to make two compulsory pit-stops while classes 2-5 need only make 1. A refuelling stop is a minimum 5 minutes from pit entry to exit. Drivers must complete a minimum of 41 laps each.



The 2006 naturally aspirated 2 litre MX-5 is essentially standard with a few mods: 7,500 rpm redline, coil over adjustable shocks, cold air induction, custom headers and exhaust and a 'flashed' ECU. It's not unlike a Vee in handling, braking and acceleration. Lap times are a few seconds slower. Pushing out 110kW and weighing just on 1 tonne, it was particularly handy in the wet where it outperformed much more expensive and powerful machines.

Friday practice was primarily wet with a few sessions where the track started to dry. We ran the new set of tyres for the first session, then changed to an old set – saving the "primes" for the race. This gave us the chance to get familiar with the car and its characteristics in changing conditions. Putting in about 80 laps between us shed some light on the opposition – however it was pretty obvious that most of the competitors had kept their powder dry for the official practice and qualifying sessions the next day. There were no incidents to report, the car felt solid, responded well to setup changes and we were confident in changeable conditions.

Saturday started with similar weather to Friday. The first practice session went well. The field was split into two groups (1 & 2) with separate sessions. I went out first, banked some laps then returned for Daniel to do the same. With the track drying toward the end of the session, it looked good for the rest of the weekend.

MORGÓ'S AND DANIEL'S 2013 WAKEFIELD 300 continued.....

Practice session 2 was run in dryer conditions. Setting the front and rear shocks to hard proved beneficial in the dry. I did a few 'installation laps' to ascertain times from pit entry to our pit bay, then pit bay to pit road exit. This would be factored into the 5 minute compulsory fuel stop. Handing over to Daniel early in the session, the outright pace started to show. Then... Daniel went under a Triumph TR7 into the fish-hook and wham, the TR7 turned in on him. There goes a fender, and our wheel alignment. Session over.

With little choice but to Qualify with 9mm toe in, Daniel lapped the 2.2km circuit in 1.09.4 – which was quick. This put us in the D3 (1.08-1.10) class while similar MX-5's were in D4. 23rd on grid – smack bang in the middle for the rolling start. Just wait until we put on our new boots and get the wheels straight!!!



On Sunday morning we did just that. A wheel alignment on an MX-5 was similar to the Vee... New tyres on. Fresh pads. Before we knew it we were due out for the warm-up session. The circuit was dry and there was some rubber down. 60k's, brake to 40, 80ks, brake to 60, 100 – 80... Give it some then come in. Those were the instructions to bed in the brakes then allow them to cool. Park brake off or you'll warp the discs – never had that problem in a vee! I went out after the procedure and did as fast an out-lap as I could, then returned to the box, hitting the mark and practicing a driver change – along with aligning the seat forward 100 notches so Daniel could reach the pedals. The circuit was busy, very busy. Regardless, Reynolds set a 10.1 then came in. We were in for an afternoon of satisfying mayhem.

Mayhem was a gross understatement from the outset. Lightning McQueen (car 95, V8 RX7) stalled in P4 on the grid. ...Waiting...I should have had that 2nd nervous pee. I was next to a Triumph Dolomite 3.9l V8 with its exhaust bolted to my ear. He was intent on starting on top of me rather than next to me for the rolling start. Lights off on the safety car – some semblance to a grid formation and we're ... Delayed start, another lap. No idea why, but the Triumph thought we were racing and I was an apex he should 'hit'. 2nd time around and we hit the gas.

Chaos ensued. A few Turbo's, V8's and Future-racers went past me on the straight, then I was able to round a few up across the top. Busy Busy. Phew – lap one complete – it can only get easier from here. Not to be. Within ten laps I had my first 'touch-up'. A turbo MX-5 didn't like being overtaken through turn 3 so made his a point by rubbing my rear left wheel and guard. Handling feels a bit different – I better point at it when I go past the pits. Next lap – thumbs up. I guess everything must be OK. I could see smoke in the pit bay though – this was the sole's of Daniel's boots burning up with all his pacing.

MORGÓ'S AND DANIEL'S 2013 WAKEFIELD 300 continued.....

Before long the pit board had displayed 20 laps, then 30 – wow this is going fast. It was about this time I was able to get in a nice racing groove with an MX-5 turbo. There were about 10 'quiet' laps where we only had to let a few faster cars through and it felt sublime. Then we came up on two BMW 3 series. Despatched one in the fish-hook – now worries, turn 10 for the other one I think... turning in late, I had the apex as he was wide – easy – just accelerate past. Lotus on right, leave enough room for both – I'm through...Bang...what the? The BMW was into the left flank, depositing paint and some red mist and I was sideways. All I could see were arms in the air on pit wall and a cash register symbol appear on the dash. I was out of there, opposite lock, straighten and boot in. The beamer was parked infield on the next lap – small consolation.



Lap 50, Safety Car. It might have been the longest in history – even the safety car was touch 'n go on fuel. Should I come in? No – stay out – not in the window yet. After picking up the leaders we were off again. Before I knew it pit board 15 read "IN". I woke up and hammered it around, attacked the 40KPH pit sign, hit 2600revs in 2nd and made for Chris Reynolds – our car controller - at the pit bay. Ignition off, in gear, belts undone – jump cross the line into the garage so they can refuel. Wow. 62 laps done.

My only advice to Daniel was "watch out for all the other cars". Fair enough he said. Despite being onto his fifth pair of shoes for the morning he was relatively composed. Refuelling finished, Daniel in, seat moved, belts done up. Ready to go. Sit and wait to be released. Having to wait to ensure the 5 minute stop wasn't completed 'early' was excruciating. Finally Daniel was out and amongst it.

Managing to pass a number of cars on his out-lap, Daniel showed some serious speed only to start shaking his head on his 7th pass by the pit wall. Something was wrong. Given the lap times, it didn't seem to be causing too much concern, until his 10th lap when he pitted with a loud knocking sound emitting from under the bonnet. Park it, we're out.

Despite the obvious disappointment of not finishing, it was an enjoyable weekend. We were in 22nd position outright when we DNF'd and were within sight of the class leader right the way through. Targa Racing were easy to get along with, knowledgeable and well set-up. Chris Gough, Nick Marteninko and Zane Al-Said run a tight ship, taught us a lot about the MX-5's and racing in these type of events. I'd do it again in a heartbeat!

Thanks also to Chris Reynolds for taking on pit and car controller duties for the weekend.



FORMULA VEE TURNS 50 IN THE US

From various sources



The Formula Vee single seat race car was conceived in 1959 by Hubert Brundage, a Florida Volkswagen Porsche dealer, who commissioned Nardi of Italy to build a prototype racing car using standard VW parts for Formula Junior races. A new 1958 Beetle was sent to Turin by Brundage for Nardi to disassemble and use the engine, transmission, suspension, etc. to produce the car.

In 1961 the car was sold to George Smith and William Duckworth, who were interested in creating a new series based on Volkswagen components that they wanted to call 'Formula Vee'. Using the Nardi as a model, they began constructing and selling their Formcar. The idea was to promote and start a new low cost race car class.

In 1962, four Formula Vee single seat cars competed in a race in Savannah, Georgia, USA. The newcomers were looked at as slow modified Beetle-descendants, and were to start from the back of the grid. The race however ended in a spectacular triple victory for the new Formula Vee cars. On January 18, 1963, the Formula Vee Racing Association was founded, and Formula Vee is still popular today in many countries.

To celebrate the 50th birthday of Formula Vee in the US since that race in 1963, two major events recently took place.

In early April, the regular Formula Vee fraternity arranged a race meeting at at Roebing Road Raceway in Bloomingdale, outside of Savannah, Georgia, the highlight being the Brundage Cup, which is held every five years. The two-day weekend event drew 112 Formula Vees

Formula One veteran Chris Amon and 1969 world champion Jochen Rindt were the first two drivers to have their names inscribed on the prestigious Brundage Cup trophy for excellence in Formula Vee.

In 2013, Brad Stout, who won the Cup in 2003, joined the elite group for a second time as the class marked 50 years with a Formula Vee Birthday Festival. Brad beat a field of more than 40 Formula Vees in the 10-lap Brundage Cup sprint race.



Brad Stout winning the Brundage Cup



The official 50th Birthday Logo



The Nardi

The Brundage Cup honors the memory of Hubert Brundage, who died in a motorcycle accident in 1964. The original Nardi car, restored more than a decade ago, drove demonstration laps during the event on Saturday. In 1965, Amon won the first Brundage Cup race, held in Nassau, in the Bahamas. Rindt won the following year. The perpetual trophy was retired six years later only to be revived in 1983 for the 20th anniversary of the official start of the Formula Vee. The prestigious Brundage Cup, which draws many of the best Vee drivers in the nation, has been held every five years since.

In January, VW America sponsored the 50th Anniversary of Formula Vee celebration at the Daytona 24 Hour Sports car race, which was attended by some of racing's biggest names, a lot of whom also trace their roots in the series. Indy 500 winner Arie Luyendyk was there, as were U.S. star Michael Andretti, Daytona champion Didier Theys, Le Mans winner Hurley Haywood, former DTM greats Hans-Joachim Stuck, Leopold Prinz von Bayern, Klaus Niedzwiedz and Dieter Quester, and rally icon Markku Alén.



Just a few famous drivers who started their careers in Formula Vee - Markku Alén, Arie Luyendyk, Michael Andretti, Mika Arpiainen, Hans-Joachim Stuck, Klaus Niedzwiedz, and Leopold Prinz von Bayern.

One of the engineers of the early years, Kurt Bergmann, and the very first Formula Vee car, the 'Nardi', owned by the founding family of Hubert Brundage, gave the event added appeal. This car was driven at the revival by the two-time Indy 500 winner Arie Luyendyk.



The invited former Formula Vee stars were delighted as well. Hans Joachim "Strietzel" Stuck: "A magnificent feeling! I am an emotional kind of guy and I was really looking forward to this lap here in Daytona. To sit in a Formula Vee car again after more than 40 years and then to drive around these high banks was fantastic."

Michael Andretti: "Seeing the Formula Vee cars brings back wonderful and funny memories. The time I spent at Conte Racing with Super Vee was an important springboard for my later career. "

Historic Formula Vee Association of Australia



Historic Vee Owners, Racers & Enthusiasts

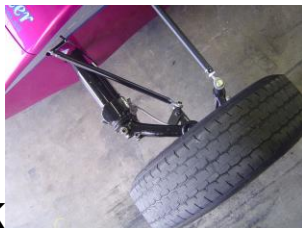
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FORMULA VEE RACING ON



RACING TYRES - FROM



TECH TALK**TYRES BY DC**

It's always been a topic of discussion for good and bad reasons but tyres are one of the most critical aspects of Formula Vee racing.

Whether it be how many heat cycles, how much tread, pressures, etc, tyres are our first and hopefully last point of contact with the track, but how we get to this tyre in the first place isn't always clear.

FVAA has a tender process in place where various tyre manufacturers are invited to tender for a 5 year contract. As part of the agreement they must respond with a financial commitment to be part of the testing process. Generally a track is booked where a number of cars are used to test the tyres on a rotation basis. Driver feedback of feel, grip levels, and also wear, is taken into account.

As part of the evaluation the FVAA must have a list of criteria to work from.

- Firstly the tyres must fit our rims
- They must be of similar diameter to the current tyre used as almost all cars have had been designed for the current sized tyres in terms of geometry and ride heights/engine installation height.
- Grip levels as a rule should be similar again as suspension components and pick ups have been designed to accept certain forces, anything over and above the current grip levels may lead to some failures.
- Costs are an obvious one.

Costs also can be broken down further by evaluating a slick tyre for dry and wet for the rain for example. Is it more cost effective to have a slick that may be cheaper and extra rims and tyres for the rain? Will the extra tyres and rims and their added cost outweigh the cheaper cost of a slick? Will that place the more professional guy at an advantage with being able to change tyres quicker than the average guy if the weather changes? Wear levels are also a cost issue one that isn't that easy to quantify. Do you go after a harder tyre that will survive Barbagello or Morgan Park on a hot day then be undrivable on a cold day at Phillip island or Baskerville or visa versa? Do you chase that perfect balance of grip and wear on a dry surface with a negative effect on wet track performance? Will the tyre supplier have strong support network Australia wide?

We are about half way through our current contract and as we approach the next tender contract these and more questions will again come up. From the surface arriving at a control tyre can seem easy but be aware that there is a lot more going on behind the scenes that gets us to the end goal of something we can all use in all conditions Australia wide.

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2013 POINTSCORES

Driver Name	OPEN STATE CHAMPIONSHIP AFTER R1 SMSP 20/21 April				Sub	Worst Race	Total
	Race 1	Race 2	Race 3	Total			
1) Ryan Reynolds	27	30	30	87	87	27	60
2) Darren Williams	30	27	27	84	84	27	57
3) Timothy Brook	25	0	25	50	50	0	50
4) Lachlan Higgins	21	25	23	69	69	21	48
5) Craig Conlon	22	20	22	64	64	20	44
5) Daniel Stein	23	21	20	64	64	20	44
7) Simon Pace	0	22	21	43	43	0	43
8) James Horne	20	18	18	56	56	18	38
9) Leigh McGarvie	18	19	16	53	53	16	37
10) Ben Oldfield	15	17	19	51	51	15	36
11) Morgan Freemantle	19	14	0	33	33	0	33
12) Corinne Perry	16	13	15	44	44	13	31
13) Brodie Tilbrook	13	16	0	29	29	0	29
14) Mark Williams	14	12	14	40	40	12	28
15) Stephen Gamarra	11	15	13	39	39	11	28
16) Bruce Perry	12	11	12	35	35	11	24
17) Dylan Thomas	0	23	0	23	23	0	23
18) Michael Cluderay	10	10	0	20	20	0	20
19) Simon Thomsen	9	9	11	29	29	9	20
20) Peter McDonald	8	6	10	24	24	6	18
21) Stephen Butcher	0	0	17	17	17	0	17
21) Garry Hook	17	0	0	17	17	0	17
23) Geoff Bassingthwaighe	7	7	8	22	22	7	15
24) Bernie Cannon	6	5	9	20	20	5	15
25) Stephen Cannon	0	8	0	8	8	0	8

Driver	1200 STATE CHAMPIONSHIP R1 AFTER SMSP 20/21 April				Sub Total	Worst Race	Total
	Race 1	Race 2	Race 3	Total			
1) Simon Thomsen	30	30	30	90	90	30	60
2) Peter McDonald	27	23	27	77	77	23	54
3) Geoff Bassingthwaighte	25	25	23	73	73	23	50
4) Bernie Cannon	23	22	25	70	70	22	48
5) Stephen Cannon	0	27	0	27	27	0	27

1200 CLUB POINTSCORE AFTER AASA JUNE 1/2										
Driver Name	State Championship Round 1				AASA FVANSW Club Pointscore R2					Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Race 4	Total	
1) Peter McDonald	27	23	27	77	30	27	0	23	80	157
2) Geoff Bassingthwaighte	25	25	23	73	0	25	27	25	77	150
3) Bernie Cannon	23	22	25	70	25	0	25	27	77	147
4) Stephen Cannon	0	27	0	27	27	30	30	30	117	144
5) Simon Thomsen	30	30	30	90	0	0	0	0	0	90

DIVISION 2 AFTER R1 AASA JUNE 1/2										
Driver Name	NSW 2013 State Championship Round 1				AASA FVANSW Club Pointscore R2					Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Race 4	Total	
1) Ryan Reynolds	30	30	30	90	30	27	22	30	109	199
2) Stephen Gamarra	18	20	20	58	25	23	27	23	98	156
3) Brodie Tilbrook	20	21	0	41	27	30	30	27	114	155
4) James Horne	23	23	22	68	23	25	0	25	73	141
5) Peter McDonald	16	14	17	47	22	21	0	19	62	109
6) Geoff Bassingthwaighte	15	15	15	45	0	20	23	20	63	108
7) Stephen Cannon	0	16	0	16	21	22	25	22	90	106
8) Bernie Cannon	14	13	16	43	20	0	21	21	62	105
9) Lachlan Higgins	25	27	27	79	0	0	0	0	0	79
10) Daniel Stein	27	25	25	77	0	0	0	0	0	77
11) Ben Oldfield	22	22	23	67	0	0	0	0	0	67
12) Mark Williams	21	19	21	61	0	0	0	0	0	61
13) Bruce Perry	19	18	19	56	0	0	0	0	0	56
14) Simon Thomsen	17	17	18	52	0	0	0	0	0	52

1600 CLUB POINTSCORE AFTER AASA WAKEFIELD PARK JUNE 1/2										
Driver	State Championship Round 1				AASA – FVANSW Club Pointscore Round 2					Total
	R1	R2	R3	Total	R1	R2	R3	R4	Total	
1) Ryan Reynolds	27	30	30	87	27	25	21	27	100	187
2) Dylan Thomas	0	23	0	23	30	30	30	30	120	143
3) Corinne Perry	16	13	15	44	21	22	25	23	91	135
4) Brodie Tilbrook	13	16	0	29	25	27	27	25	104	133
5) Stephen Gamarra	11	15	13	39	23	20	22	20	85	124
6) James Horne	20	18	18	56	22	23	0	22	67	123
7) Garry Hook	17	0	0	17	20	21	23	21	85	102
8) Darren Williams	30	27	27	84	0	0	0	0	0	84
9) Lachlan Higgins	21	25	23	69	0	0	0	0	0	69
10) Craig Conlon	22	20	22	64	0	0	0	0	0	64
10) Daniel Stein	23	21	20	64	0	0	0	0	0	64
12) Leigh McGarvie	18	19	16	53	0	0	0	0	0	53
13) Ben Oldfield	15	17	19	51	0	0	0	0	0	51
14) Timothy Brook	25	0	25	50	0	0	0	0	0	50
15) Simon Pace	0	22	21	43	0	0	0	0	0	43
16) Mark Williams	14	12	14	40	0	0	0	0	0	40
17) Bruce Perry	12	11	12	35	0	0	0	0	0	35
18) Morgan Freemantle	19	14	0	33	0	0	0	0	0	33
19) Michael Cluderay	10	10	0	20	0	0	0	0	0	20
20) Stephen Butcher	0	0	17	17	0	0	0	0	0	17



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