



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

OCTOBER 2013



SIMON THOMSEN'S INCREDIBLE ROOKIE YEAR IN 1200's

Inside this edition of the FVANSW Veemag

- Dylan's Presidents Report
- Competition News and Notices
- 2014 Formula Vee State Championship Calendar
- Driver Profile – Look inside and see who!
- Inside Line News and Gossip
- Mat Coch - Life, The Universe, and Motor Racing! – A new regular column!
- Review –Clemenger International Freight Australian Formula Vee Series - Porter Wins!
- Review – Rounds 3 & 4 AIM NSW Formula Vee Championship
- Review - The 2013 Formula Vee National Titles - Morgan Park - Matt Stubbs wins!
- Preview - Round 5 AIM NSW Formula Vee Championship - THE FINAL!
- Around Australia in Formula Vee
- Feature - Formula Vee in South Africa



FORMULA VEE -



OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY

FORMULA VEE RACING ON



RACING TYRES – FROM



AUSTRALIAN INSTITUTE OF MOTORSPORT



OCTOBER 2013 - CONTENTS

Dylan's Presidents Report	3
What's Coming Up/2013 Racing Calendar	5
Lyall's FVAA BoM Report	6
Mat Coch. Life, the Universe, and Motor Racing	7
Competition News and Notices	11
Inside Line – Formula Vee Gossip from around Australia and the World!	13
2014 NSW Formula Vee State Championship Calendar	16
Race Report - Round 3 2013 AIM NSW Formula Vee State Championship Wakefield Park	17
Race Report - Round 4 2013 AIM NSW Formula Vee State Championship SMSP	21
Around Australia in Formula Vee	26
Driver Profile – Check out who!	27
Feature - Formula Vee in South Africa	28
2013 Formula Vee National Titles Round Up	32
Final Round Preview - AIM State Championship SMSP November 8/9	33
Formula Vee Association of NSW Pointscores	34
Formula Vee For Sale	38

FVAA Sealers Sydney Metro Area

Frank Kleinig	BH 0245777221
David Cutts	BH 0296272810
Phil Lewis	BH 0245784924
Edan Fleming	Mob 0412477437
Nathan Sansom	Mob 0405018433

FVAA Sealers Central Coast

Greg Douglass Mob.0402237507

FVAA Sealers ACT

Col Merz Mob.0412316275
Morgan Freemantle Mob.TBA

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

President	Dylan Thomas	0431822997	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0417473761	Committee	Simon Pace	TBA
Secretary	Garry Hook	0405661877	Committee	Bernie Cannon	0408214080
Treasurer	Leigh Porter	0417439390	Committee	Darren Williams	TBA
Tech Director	TBA		FVAA Board Member	Lyall Moyes	0415465808
Comp Secretary	Ray Filetti	0404078636	CAMS MRP Rep	Ray Filetti	0404078636

Committee meetings occurs 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	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
November 23/24	Wakefield Park R7 FVANSW Club Pointscore

POINTSORE SYSTEM

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

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

Club Pointscore 1600 and 1200 – As above, for ALL race meetings throughout 2013.

Division Two – As above for Division Two drivers only for ALL races throughout 2013.

The Pointscore system is voted on at the Annual General Meeting



EVANSW PRESIDENT'S REPORT



By Dylan Thomas

Well, we are coming to a close of another year in formula Vee, and it's been a busy and exciting one. Benny Porter won the National Series with Mick Kinsella in 3rd. Simon Pace and Tim Brook finished 2nd and 3rd in the National Titles. As well as Ryan Reynolds, Brodie Tilbrook, and Dylan Thomas, (me), showing strong pace on the national level meaning that NSW members were amongst the strongest in the land.

Back locally there is a great tussle going on for the top 4 spots in the series with a round to go. Tim Brook, Ryan Reynolds, Simon Pace, and Darren Williams, will be letting it all hang out for the ultimate sheep station. While Simon Thomsen has already claimed his in the 1200 class, he will see how he goes in the 1600's next round.

On a committee level there is a whole heap going on as well. Firstly I would like to thank the Australian Institute of Motor Sport for coming on board this year and supporting us. They have been a pleasure to deal with and allowed us to create some good promotional activities.

We have a couple of other great promotional activities coming up with a display at the Cops and Rodders show, and a display in the dome at the V8 supercars at Homebush. If you would like to assist with either of these activities please let one of the committee know. With the V8 display this is pretty cool, it gets you in there and you can go off and check out what's happening around the place.

Make sure you also come along to the presentation night as it will be a great night this year and we are giving away tyres as door prizes!!!! Don't forget to RSVP early so your committee can finalize numbers.

Probably the biggest thing going on for the end of year is the Annual General Meeting!! All positions are to be re-elected with some of the positions not re-standing. I will not be standing for President next year as my work commitment have increased, and as I have a 3rd kid due in December I have concerns in regards to my available time. I will be happy to stay on the committee as a committee member however, and be of any assistance wherever I can. I have greatly enjoyed my time as president and have not made as many enemies as people suggested that I might. I believe the reason for this is when I came into the position I was still relatively new to Formula Vee, so I was not in to change the formula. The most important thing I did was listen to what members want. We tried a few things like the hill climb that we not supported, but generally I feel we got it right. The 2 questions I always asked myself when new ideas came to the table were; is it in the best interest of the members, and is it going to promote the category?

The President role is not a difficult role as the main task is to basically be the chairperson of the meeting. You are not making the content. This is done by the committee as a whole. You only have to deliver it. So I thank you for having me in as your Chairperson for the last 4 or 5 years (can't remember when I started!).

Other positions available and there functions will be found later in this magazines so please look at these positions and if you can find some time to give back to the club, please do. I joined the committee after my first year in the club and have found it greatly rewarding.

Cheers

Dylan

FORMULA VEE RACING ON  RACING TYRES – FROM

Gary's 
Motorsport Tyres

Notice

Annual General Meeting 2013

The Annual General Meeting of the Formula Vee Association of NSW Inc will be held as follows -

When: 8.00PM, Wednesday 27 November, 2013

**Where: Ryde Ex-Services & Community Club
724 Victoria Rd, Ryde.**

The main item of business is the election of office bearers for 2014. It is most important all members have a say in the running of your association. Holding general meetings at the circuit on race days has lessened the "burden" of attending general meetings, so please make every effort to attend this one special meeting for the year.

Nominations for positions can be made on the night, but prior nominations are preferred. Please advise secretary@fvansw.asn.au of nominations.

All committee positions are up for nomination. The committee consists of the following –

President	Nomination required – Dylan not standing
Vice President	
Secretary	Nomination required – Garry not standing
Treasurer	
Competition Secretary	Nomination required - vacant
Technical Director	Nomination required - vacant
Committee Members (3)	
FVAA Board member	Nomination required – Lyall not standing

In addition a Social Secretary and Editor are nominated. Please give consideration as to who you would like to see on the committee before the meeting and confirm those persons will stand for election. Apart from a willing nominee, a proposer and seconder are required.

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

fvansw.org.au

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
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September 28/29	Morgan Park Formula Vee National Challenge
November 9/10	SMSP North R5 FVANSW State Championship/R6 Club Pointscore
November 23/24	Wakefield Park AASA R7 FVANSW Club Pointscore
November 27	Ryde Club FVANSW Annual General Meeting
November 30	CAMS Awards Night Mount Panorama
December 7	Ryde Club 2012 FVANSW Awards Presentation Night
December 7	Homebush 400 Formula Vee Demonstration
December 14/22	Come and Try Day Wakefield Park (To be confirmed)

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMEDOnly 5 mins from Eastern Creek
Unit 3/13 Perry Pl, Amdell Park NSW 2148**(02) 9676 8655**www.garysmotorsporttyres.com.au

Gary's Motorsport Tyres offers more than just tyres! Gary's supplies a wide range of motor racing equipment, including all race apparel, specialising in Sparco - AND ROLL BAR PADDING!

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FVAA NATIONAL BOARD REPORT



By Lyall Moyes

The Board of the FVAA had its monthly teleconference in early October, and a number of salient issues were discussed.

There is an "Action Log" that is discussed and updated as each month passes, and some of the items from the "Log" are ticked off when completed, and the remaining are given "ongoing" status.

At the latest teleconference, the following items were discussed;

- **Development of a potential 1600 engine for Formula Vee.**

This is the "Engine of the Future" that we have been working on, and it has ground to a halt, mainly due to the non availability of Cylinder Heads.

- The FVAA has ordered 100 heads from an importer in Sydney, and the delivery date has been put back several times, but the latest is they should be in our hands, probably before you read this report.
- **The Fuel Injection project that has been developed by the Engineering students at the University of South Australia has been progressing well, but it would appear that cost might be a limiting factor.**

Watch this space.

- **Process to Simplify Sealing Wherever Possible.**

This is something that is being worked on by the National Technical Committee, and its current status is "ongoing". That could mean that the NTC is working feverishly on this issue, or doing nothing at all. NSW does not have a State Technical Director, so I have no knowledge of what is happening with this issue.

- **Fuel Injection Status Update.**

This issue has been "closed off" as Michael Lloyd has provided a very detailed report to the BoM on the status of the F.I. system that is being developed.

There will be more to report as the development work progresses.

- **Michael Lloyd has sent a request to CAMS to add external aftermarket oil coolers and fans to the parts list. We are waiting on a reply from CAMS Technical.**
- **Leigh Porter is to draft a process for the sale and distribution of the new batch of Cylinder Heads.**

That is "ongoing" and as soon as the heads are available, Leigh will place that process on the Website for all to read.

- **Bruce Welsh, (W.A delegate) is to contact VESA to test the possibility of F.V. running on V8 Supercar meetings.**

Bruce has been out of the country with work commitments, so that issue is "ongoing".

- **Mark Mackay, (President FVAA) is to send a letter to CAMS asking for their position on last lap boards.**

This issue is in response to a request from Paul Corcoran following problems at a recent Clemenger Series round. My notes show this as “ongoing” and I can’t remember if the letter has been sent and we are awaiting a reply, or the letter has not been sent. My apologies for that, but there has been no minutes distributed from the meeting yet, so I am going from my notes only.

- **Ron Stevens, (S.A. delegate) is to approach Kartsport to advertise F.V. on their website.**

That also is “ongoing”

- **The National Sealing Database that Rod Kowalt (Assistant National Technical Director) has developed has been given to Mark Mackay to follow up.**

This issue is “ongoing”.

- **History.**

Last year I pushed for some form of National Sealers Database that would allow Sealers to place relevant sealing information straight on to a National Database, when the engine is sealed. This would negate the need for Sealing Sheets and would only require the name, date and seal numbers to be recorded. If there was a problem with an engine at any time, the Technical Officer would simply go to his Laptop or i-Phone and hit a few buttons and there is all the information that he needs. There was some resistance to a system as I suggested, but it was agreed that a Database was a good idea. Rod Kowalt developed his system about 12 months ago, but the BoM cannot approve it until it has seen the system and had its workings explained.

For reasons that escape me, this still has not happened.

- **Each State BoM Member to float the Direct Purchase of 1200 Control Manifolds to their relevant Committees.**

The BoM ordered a number of 1200 Control Manifolds from Paul Corcoran some time ago, and the order has recently been completed. Rather than the FVAA paying for the manifolds, Leigh and I came up with an idea that each State purchase a set number of manifolds and on sell them to members at a much reduced cost. The FVAA will bear the loss, but it will be minimised in this way, and the members will make a substantial saving when purchasing a manifold.

Each BoM member was asked to go back to their relevant Committees and run this past them.

NSW was the only State to do this.

- **I raised the question of what was happening with the Sealers Guide that Morgan Freemantle and Col Merz put so much time and effort into.**

This guide is being developed as a replacement to the F.V. Technical Manual, and Michael Lloyd is to “follow up” on this issue.

Lyll Moyes

NSW FVAA Delegate

Editors Note - The heads have arrived in Sydney, and are soon to be inspected by the FVANSW before taking receipt and distribution.



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).

In this edition of Mat's LTUAMR, Mat talks about CAMS recent decision to remove National Championship status from Formula Ford, and their push to shut Formula Ford down and replace it with a new low-cost carbon fibre tub wings and slicks class (low cost?) which is being pushed by the FIA in Europe.

The effective collapse of Formula Ford can be seen as a thermometer to the health of motor sport in this country. It is ill, spluttering like a throaty cough in a dry throat. Just why motor sport is ailing is anyone's guess, though money is an inescapable constant. Although vast Australia is dominated by V8 Supercars, the glutinous series consuming every commercial morsel, leaving precious few crumbs on the table for anyone else. That is where CAMS should step in, to protect the junior classes and their competitors against the ravishing intent of suits running the business of motor sport in this country. Australian motor racing is fundamentally an amateur endeavour.

From next year Formula Ford will run under the Shannon's umbrella, away from the spotlight for V8 Supercars but still providing that essential step on the motor sport ladder. And not before time, it must be said. For a series with the grandeur of Formula Ford there simply must be a national stage upon which it can stand. Beyond next year though there are bigger questions that just which promoter will support Formula Ford as globally there is a shift away from simple open-wheel motor racing, or more accurately, a move towards wings and slicks racing. Formula 4, if Gerhard Berger has his way, will provide the entry point in to motor racing. Berger's role is to redefine, simplify or simply bludgeon the development path towards Formula One in to some sort of shape, and Formula 4 is his trump card. But Formula 4 does not address the simple core issue in motor sport globally; cost.

The all-new formula will feature carbon-fibre chassis and comparatively low-capacity engines which will have a similarly low cost. It is a fantastic claim the world as one should be interested in seeing more detail on.

In fairness engines are comparatively robust. They are a chunk of metal and if developed correct can be all but indestructible to all but the most talented driver, if developed correctly. Anyone with a mechanical mind and a few power tools can work an engine. Carbon-fibre is rather less well-wearing and requires autoclaves, moulds and expertise. The cost of a carbon fibre Formula 4 front-wing would make for interesting reading, likewise a wishbone. Formula Ford uses spaceframes yet still one needs something like \$100,000 for a season, around \$30,000 of which has been eaten up in entry fees in recent years.

Thankfully Formula Vee seems somewhat immune to this. The only danger to Australia's oldest open-wheel racing category is CAMS getting bored with it. The simple solution is to simply keep grid numbers up, turning out well presented low-cost cars and producing the sort of racing Vee's are famous for. The cars may splutter and cough but, from what I saw at Mallala, the category is as strong as an ox.

But that does not mean Formula Vee can grow complacent for sweeping changes to the landscape of single seater racing in the country could see it lose CAMS support. It's almost happened once.

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AUSTRALIAN INSTITUTE OF MOTORSPORT SUPPORTS THE 2013 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

Andy Goodall, CEO of the Australian Institute of Motorsport; is proud to announce the Institute's support of the Formula Vee Association of NSW as the naming rights sponsor of the 2013 Australian Institute of Motorsport NSW State Championship.

The Australian Institute of Motorsport offers all forms of training in the motorsport sector, delivering courses from Certificate II in Motorsport all the way through to the Diploma of Motorsport. The program sees the students through the design and fabrication processes of various components, as well as performing diagnostic procedures and data analysis. Not only does the program include the building of the vehicles and their various components, but it also teaches how to perform within a race team environment through track support and teamwork.

"Students learn first-hand how to operate in a motorsport environment and what is really required to be part of a leading racing team."



The Institute has a fleet of vehicles at various stages of construction, which will compete in the 2013 New South Wales, Victorian, and National championships. As students develop each vehicle the development process can be quite lengthy, however Andy is confident it is now time for the students to showcase their engineering and racing abilities.

The Australian Institute of Motorsport awards a number of scholarship drives each year for its drivers; with the 2013 recipients including; Shaun Trounson, Brett Dickie and Russ Occhipinti. This scholarship program sees its recipients gain a fully expense covered drive. 2013 will see Andy take on testing and mentoring roles, whilst driving at selected rounds.

The Australian Institute of Motorsport is excited to announce this exciting partnership with the Formula Vee Association of NSW, and looks forward to the year ahead.

**THANKS GOES TO ANDY GOODALL AND
FOR THEIR SUPPORT IN 2013**



FORMULA VEE RACING ON



RACING TYRES – FROM



AUSTRALIAN INSTITUTE OF MOTORSPORT



News

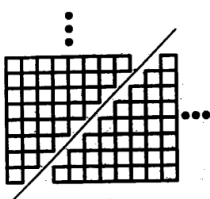
COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



The 2013 Formula Vee Association of New South Wales takes place at the Ryde Ex-Servicemans Club on the 27th of November at 8PM. Many of the committee will be standing down from their positions for 2014, so it will be absolutely necessary for everyone to be prepared to stand up and be counted with the running of the Association for 2014 and beyond. No longer will it be acceptable for you to have any reason whatsoever for you not contributing. It couldn't be simpler – if you don't bring your personal and professional skills to our Association, then the Association will become like any other club where not much gets done.



The FVANSW tried to get split grids between 1200's and 1600's during this year following the incidents that occurred at Bathurst, but the CAMS NSW State Executive rejected our proposal on the grounds of "insufficient supporting information" (cough). So the FVANSW will be working towards approval for split grids to be implemented for the first race meeting in 2014 which looks to be March 29/30. Split grid involve all 1200's starting behind the last 1600 for all races for safety reasons.



The calendar for the "jewel in the crown" of Formula Vee racing in Australia, the 2014 Australian Institute of Motor Sport NSW Formula Vee State Championship, is (as close as possibly) confirmed. For the first time in many years, we will have a six round Championship, with three race meetings at each of Sydney Motor Sport Park and Wakefield Park. The extra round will increase interest in Formula Vee for more of the year, and will make Formula Vee the number one class in NSW.



It was overheard that one of our best loved regular competitors had forgotten to lodge his entry for Round 4. The FVANSW emails the entry forms and closing dates to all members and competitors informed on entry opening and closing. Keep your Inbox open!



The annual Come and Try Day is on again at Wakefield Park. The final date is yet to be confirmed, but will be the 14th or 22nd of December. The Come and Try Day is an opportunity for all members to contribute something to their association, so please chip in with your car, or your hands, for the day.



After every race meeting, the FVANSW sends a representative to the control tower to forward our thanks to everyone in the control tower, and to ask that the Clerk of the Course sends a message on behalf of the FVANSW to all track side officials thanking them for their efforts throughout the weekend. Formula Vee members are known for their sportsmanship, so don't forget to show your appreciation to every volunteer official, who stands in the heat, cold, wind, rain, all day so you could have your fun, by waving to them on the slow down lap.

News

COMPETITION NEWS AND NOTICES

STOP
AND
THINK**Important Information every member and competitor should know**

The Formula Vee National Series looks like it will be on again for 2014. Dates are yet to be confirmed, but will most likely include three rounds in three different states as in previous years. Details will be forwarded to all members as soon as available.



The CAMS 2013 Motor Sport Awards will be held at Rydges Hotel on Conrod Straight at Mount Panorama on the 30th of November. First, second, and third placegetters in the AIM Formula Vee State Championship will be awarded trophies on the night by high profile motor sport personalities. The FVANSW expects a full contingent, including the top three placegetters, to attend. Contact anyone on the committee to attend.



The FVANSW will be inviting Historic Formula Vees to race with us from the beginning of 2014. The prime reason is simply to increase our grids in the same way that Formula Ford have Historics racing with them. The FVANSW started Formula Vee in Australia and were instrumental in the creation of Historic Vees, and so hopefully having Historic Vees being seen in another theatre will encourage their development. Many have been asking questions whether Historic Vees are faster than current spec 1200's, so racing together in the AIM State Championship would be an exciting prospect.



The V8 Supercars return to Sydney Motorsport Park in 2014 on the 23/24 August. Following Formula Vee's resounding success as a support category at the 2012 V8 Supercar meeting there, where our racing was easily the best of all categories (yes, including the V8's), the committee will be pursuing our inclusion on the program. Wait for more news over the next few weeks.



Had cause to work on someone else's Vee recently, and I was disappointed to see how dirty and unloved it was. Your Vee is worth many thousands of dollars, and so why wouldn't you keep it as clean as your road car? Also, keeping all parts of your car clean will help you find any oil or fluid leaks, and make it nicer to work on, and go faster.



Ben Porter took out the 2013 Clemenger International Freight Formula Vee Australian Series at Mallala, this being about the fifteenth time or so that Ben has won a National trophy. Excitingly, the result between him and Sabre man Daniel Reinhardt was only decided during the last race of the Mallala weekend, and followed a weekend of wheel banging and aerial acrobatics. Ben, Daniel, and the entire field, put on the closest racing ever seen at Mallala, all the drivers keeping the huge crowd of spectators breathless and on their toes. Congratulations to Ben, Daniel, the FVANSW contingent - Dylan, Mick, Brodie, Butchey, Steve Wood, and Bernie, as well as all the other interstateers and all the support crews, for supporting the FVASA for the weekend.

FORMULA VEE RACING ON



RACING TYRES - FROM





Presentation Night 2013

Come along and celebrate a great year's racing, tell a few stories, and enjoy a meal and a few drinks

When: 6:45 for 7.15PM, Saturday 7th December

Where: Ryde Ex-Services & Community Club
724 Victoria Rd, Ryde.

Details: Three-course sit-down dinner, open bar for house wines, beer and soft drinks.

Only \$20 per person

subsidised by the association.

Door prizes include a set of rear tyres, a set of front tyres and a year's free membership to the association plus other prizes!

Please confirm your attendance including number of guests **by Monday 2 December at latest** with Leigh or Liz Porter, on 02 9876 1618 or raceentries@fvansw.asn.au Book a table of 8 if you wish.

HURRY

HURRY

HURRY

Payment by direct deposit to FVA NSW, BSB 062-175, A/c 0090 3331 quoting your name as reference or by cheque payable to Formula Vee Assoc of NSW and posted to Treasurer, FVANSW, c/- 21 The Boulevard, Epping NSW 2121.



FORMULA VEE RACING ON



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AUSTRALIAN INSTITUTE OF MOTORSPORT



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

We can't know everything that's going on in every dark corner of the FVANSW. If you want the Formula Vee world to hear of your great Formula Vee gossip, drop us a line at

president@fvansw.asn.au



FVANSW lost one of its most talented drivers when Lachie Higgins suddenly got a "too good to refuse" opportunity to purchase a full race Porsche Carrera. Lachie tested his Porsche a couple of times at Wakefield Park under the supervision of Barton Mawer, and then entered it in the Production Sports race at Round 5 of the NSW MRC. Lachie, unsurprisingly to his Formula Vee mates, blew away his opposition, with pole in qualifying, and then three second places, all behind a car with double the power of his Porsche. Not bad for a rookie!

It has been confirmed that the Formula Vee Association of Tasmania will be hosting the 50th Anniversary of Formula Vee National Titles late in 2015 at Symmons Plains. The FVATAS have support from the Tasmanian State Government, and intend to put on the biggest and the best National Titles in its 50 years of fabulous history. Expect a huge contingent from the FVANSW.



The rumours of a new Hyper Vee reaching final stages of construction somewhere in New South Wales continue to spread. By all accounts, it features radical aerodynamic bodywork, and incredibly high standards of engineering. Manufacturers should watch out.

It looks like 2014 AIM State Championship leader may have driven his trusty LE100 for the last time. The LE100 looks like it will have a new home somewhere on the Southern Tablelands, with its new owner entering it for the final round of the 2014 Championship. But what is Championship leader Tim going to drive in the final round?



Just to prove that the most unbelievably good things can still happen in life, some good news came out of the blue a few weeks ago when former FVANSW Secretary, and now Historic Porsche driver, Daniel Pauperis, told the world he is going to be a dad. His new partner, Jade, is expecting sometime in the New Year. Best wishes go from everyone in Formula Vee to Daniel and Jade.

At our final round, it looks like Garry Hook will race his Formula Vee for the last time, at least for the foreseeable future, with his impending relocation to North Queensland. Garry is also not re-standing for the FVANSW Secretary position. Thanks go to Hookey for all his brilliant efforts on and off the track over several years.



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

Bumped into former multi NSW State Formula Vee Champion and National Titles winner, Ryan Simpson, at Gladesville Coles the other day. Ryan has been blowing them away in his latest racing endeavor after Ryan purchased an ex-Triple Eight Engineering Craig Lowndes Falcon V8Supercar, and is racing it in the Kumho V8 Touring Cars competition with the Shannons Series. Ryan joined the 2013 Series at Round 3, where his run of wins commenced in Race 3, and he has since clean swept Rounds 4 and 5, and has shot to the top of the pointscore. Its great to know that we taught him everything he knows! Keep it up Ryan, we are proud of you!



One of FVANSW most talented drivers, Ben Oldfield, is taking a break from Formula Vee racing for a few months after selling his Jacer. Hopefully he won't be away for too long.

The best possible event in Formula Vee took place in September when Leigh Porter discarded his abhorrent back brace once and for all. Hardly a fashion statement, Leigh had been wearing the brace almost permanently since his frightening vertebrae fracturing collision at Bathurst on the 30th of March. Leigh has since been trekking through the African Serengeti with Liz, complete with back brace. Fortunately, the lions looked well fed, and Leigh didn't have to do a runner. Now for getting his Jacer fully repaired and getting back on the track!



On a similar subject, word is that James McDonald and Allan Yeo have also fully recovered from their injuries sustained at Bathurst in March. Great news.

Michael Cluderay and Nathan Sansom would like to express their sincere appreciation for the efforts that a few people went to keep Michael on the Wakefield Park track at the last round after Michael experienced engine problems with his Stinger during the Saturday race. Nathan and Morgo made the 160km round trip dash to Col Merz's place at Canberra to rebuild a head and obtain the necessary parts to allow the Nathan Sansom engineered Stinger to race again on the Sunday. On their return to Wakefield Park at 8PM, David Cutts was ready and waiting to reseal the head. The Formula Vee spirit lives on.



The slow and painful demise of Formula Ford over many years has been one of the great tragedies of Australian motorsport. CAMS recent decision to withdraw National Championship status after only a few years was a decision destined to occur due to the high cost approach of them supporting the V8Supercars. These great looking and driving racing cars are still a perfect step up the open wheel motor racing ladder.

STOP PRESS

Our fast President, Dylan Thomas, started on the front row for Round 4 of the Australian Manufacturers Championship at Wakefield Park in mid October in his CXC Evo 10, but technical problems DNF'ed Dylan to 12th.

FORMULA VEE RACING ON



RACING TYRES – FROM



PHOTO OF THE MONTH

The scrutineers at Wakefield Park and SMSP have been quietly assisting Formula Vee and every other category for decades, with pre-race checks, target scrutineering and post-race scrutineering. They are always helpful and cheerful, but often have to put up with the ire of competitors with ineligible cars.

Here Lance and his friendly team are putting on their best faces for this photo, knowing that everyone in Formula Vee would be seeing the cheery faces in the FVANSW Veemag. Thanks guys!



CLEMINGER INTERNATIONAL FREIGHT
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**The Clemenger International Freight
Formula Vee Australian Series is GO for 2014!**
The Formula Vee Australian Series is to continue in 2014, with the dates
and details to be announced shortly

**FOR ALL FVANSW INFORMATION, SUCH AS;
RULES, PHOTO GALLERIES, VIDEOS, VEE LEGENDS, ALL
POINTS SCORES
CHECK OUT THE FVANSW WEB SITE AT
fvansw.org.au**

2014 CAMS NSW FORMULA VEE
SIX ROUND STATE CHAMPIONSHIP CALENDAR

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

Non Championship race meetings in NSW for 2014 will be confirmed over the next few months.

FORMULA VEE RACING ON



RACING TYRES – FROM



RACE REPORT ROUND 3



AUSTRALIAN INSTITUTE OF MOTORSPORT

2013 NSW FORMULA VEE STATE CHAMPIONSHIP 10/11 AUGUST WAKEFIELD PARK TIM BROOK ALL THE WAY!

By Riccardo Benvenuti of Priceless Images

Wakefield Park can be fickle with the weather during the month of August. If a cold snap hits the region there is nowhere to hide. But during this round of the NSW Motor Race championships, it behaved and was dry and sunny even though the wind had a chill to it. This created perfect weather conditions for the Formula Vee fraternity to come out and play.....and they did.

Practice/Qualifying started Saturday morning and after a long gap between rounds the Formula Vee cars came out in full force. 23 cars rolled out in this session and most of the field managed 13 laps. The fastest out there was Tim Brook with a time of 1:07.9190, and alongside him on the front row was Simon Pace.

These two guys were the class of the field in qualifying and it transferred onto the races.



Tim and Simon raced clean all weekend

DOZENS OF AT WAKEFIELD PARK PICTURES SOON TO BE PLACED ON fvansw.org.au

FORMULA VEE RACING ON



RACING TYRES – FROM



Race 1 was 12 laps long held in dry sunny conditions. At race start it quickly became apparent that it would be a Brook and Pace show. Within a lap they build up a small lead to third positioned Darren Williams, who in turn was scrapping in a group of five other cars. Amongst the race start scramble Ben Oldfield went off relegating him to the back of the pack.

At the front Brook and Pace were exchanging positions throughout the whole race, their battle was a pleasure to watch. The fight for third was as intense between Williams, Ryan Reynolds, Brodie Tilbrook, and Corinne Perry.

At the end of the race Brooke prevailed from Pace. Williams took third place just ahead of Tilbrook. It was a surprise to see two drivers dominate a Vee race as much as the two leaders and there was more to follow.



Bruce Perry tried an interesting passing move on Daniel Stein, or was that Steiny on Bruce?

Race 2 held on Sunday morning was 14 laps long. Once the light went out at race start it looked like a repeat of the first race with Brook and Pace building a gap to 3rd placed.

On lap 3 Brook made a move on Pace and took the lead. Amongst the mid pack there was a collision between Bruce Perry and Daniel Stein at turn 2. The result of the incident was a retirement by Stein and a damaged nose cone by Perry. Fortunately he was able to continue racing. The lead that Brook and Pace built up soon evaporated when the Safety Car came out due to a stranded car at the fishhook. Once the Safety Car pulled into the pits the two leaders continued where they left off, they had too much pace for the rest of the field.

A second Safety Car came out due to another stranded car (Alan Harrison) and that is how they finished. The final result was an exact replica of race 1, Brook – Pace- Williams.

Race 3 (Trophy Race) was over 16 laps. Amongst the race start chaos Lachlan Higgins went off and lost plenty of time and positions. At the front it was normal proceedings with Brook and Pace leading the charge and building a gap to 3rd position.

During mid race Reynolds went off in the infield leaving the scrap for 3rd place open between Williams, Tillbrook and Thomas. The whole race weekend has been about Brook and Pace and again this race was no different, positions changed for the lead often and the racing was hard but fair. At checkered flag Brook was triumphant again with Pace the bridesmaid for the 3rd time in a row. The last position on the podium went to Tilbrook ending a successful week end for him. Congratulation to Tim Brook taking all 3 race wins, they were hard fought as Pace pushed him all the way.

DOZENS OF AT WAKEFIELD PARK PICTURES SOON TO BE PLACED ON fvansw.org.au



Pace leads Brook off the line in Race 2

Race 1 1600 and 1200

1 Tim Brook - Cxc Global Race Prep & Dyno	LE100	Mat Pearce	Lepton	Pearce Plumbing
2 Simon Pace - Pace Drilling	Mako 08	Simon Thomsen	Stinger	CXC Global
3 Darren Williams - DMW Masonry	Jacer F2K-9	Peter McDonald	Kestrel	PAM Racing

Race 2 1600 and 1200

1 Tim Brook - Cxc Global Race Prep & Dyno	LE100	Mat Pearce	Lepton	Pearce Plumbing 2 2
2 Simon Pace - Pace Drilling	Mako 08	Peter McDonald	Kestrel	PAM Racing
3 Darren Williams - D.M.W Masonry	Jacer F2K-9			

Race 3 1600 and 1200

1 Tim Brook - Cxc Global Race Prep & Dyno	LE100	Mat Pearce	Lepton	Pearce Plumbing
2 Simon Pace - Pace Drilling	Mako 08	Simon Thomsen	Stinger	CXC Global
3 Brodie Tilbrook - Contour HD Video Cameras	Sabre 01	Peter McDonald	Kestrel	PAM Racing

DOZENS OF AT WAKEFIELD PARK PICTURES SOON TO BE PLACED ON fvansw.org.au



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FORMULA VEE RACING ON



RACING TYRES – FROM



BEHIND THE SCENES AT THE

FIM

AUSTRALIAN INSTITUTE OF MOTORSPORT

ROUND 3 WAKEFIELD PARK



The orange devils – Bennett and Steiny



Simon and his healthy diet



The Wakefield Park winners. Well, almost.



Ben Oldfield showed lots of speed, occasionally



Alan Harrison made his long awaited debut in his self made Formula Vee



Bruce Perry - check out his stripe!

BEHIND THE SCENES AT THE

FIM

AUSTRALIAN INSTITUTE OF MOTORSPORT
ROUND 3 WAKEFIELD PARK



Reynolds defending from Corinne



Simon leads Tim at the end of Lap 1



The enthusiastic Team Stinger



Lachie picks up a trophy from last round



Thanks to Brock for racing with us



Brodie Tilbrook had a screamer of a weekend

RACE REPORT ROUND 4



AUSTRALIAN INSTITUTE OF MOTORSPORT

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

By Riccardo Benvenuti of Priceless Images

Round 5 of the NSW Motor Racing Championships was held at Sydney Motorsport Park. The Formula Vee's had two qualifying sessions for Saturday morning but unfortunately the first session was red flagged before any driver could set a lap. So it was all up to Qualifying 2 where Tim Brook continued his good form from the previous round taking pole in a time of 1.47:0127. Alongside him in the front row was Dylan Thomas.



Ryan Reynolds and his Vintage Vee Dub Supplies Sabre

A surprising small field of 16 cars gridded up for race 1. However the small field did not take away from the great racing, during the 10 lap event there was 5 lead changes. As the race started a 5 car group formed at the front, the protagonist where Brook, Thomas, Ryan Reynolds, Darren Williams and Simon Pace. These five cars raced meters from each with Brook leading in the first lap, Thomas on lap 2 to 4, Reynolds from 5 to 8.

Brook made a late charge taking the lead in the penultimate laps but it was Reynolds who took the honours at the checker flag. Thomas was 2nd and Brook finished 3rd. A very entertaining race, all should be congratulated.

DOZENS OF AT SMSP PICTURES SOON TO BE PLACED ON fvansw.org.au

FORMULA VEE RACING ON



RACING TYRES – FROM



Race 2 on Sunday morning was held in similar conditions to Saturday's race. A clean start by all drivers and as they rushed towards turn two the positions were Brook, Thomas and Williams. By lap 3 Pace came from nowhere to take the lead but unfortunately it was short lived as the four cars at the front again swapped position lap after lap. At the end of the race Brook was able to rise above it all and take the race win from Pace while Thomas was third. Only .4 of a second separated the first 4 cars.

The 3rd race was held in quite warm conditions on Sunday afternoon. Only 14 cars started this race and from the race start you could tell it was not going to be a normal Formula Vee race. By lap 1 the field had strung out a little with Brook leading Thomas and Pace. The surprise of the race was Ryan Reynolds. He was in sixth position on the first lap, and was about to commence one of the remarkable comebacks. By lap 7 of an 11 lap race he was second.....but still a gap to the leader Brook (who had been leading all the way). On the last turn of the last lap Reynolds got a good tow from Brook and just overtook him before the finish line, the winning margin was only 0.034 of a second. Third place almost unnoticed went to Pace in his Mako.

A great weekend racing as it is to be expected from the Formula Vee fraternity. Unfortunately the field was smaller than normal but let's see if this can be rectified and the next NSW Motor race round.



Brook and Thomas lead the pack in Race 3

Race 1 1600 and 1200

1 Ryan Reynolds - Vintage Veedub	Sabre 02	Simon Thomsen	Stinger	CXC Global
2 Dylan Thomas - CXC Global Race Prep and Dyno	Stinger			
3 Tim Brook - CXC Global Race Prep and Dyno	LE 100			

Race 2 1600 and 1200

1 Tim Brook - Cxc Global Race Prep & Dyno	LE100Mat	Simon Thomsen	Stinger	CXC Global
2 Simon Pace - Pace Drilling	Mako 08			
3 Dylan Thomas - CXC Global Race Prep and Dyno	Stinger			

Race 3 1600 and 1200

1 Ryan Reynolds - Vintage Veedub	Sabre 02	Simon Thomsen	Stinger	CXC Global
2 Tim Brook - Cxc Global Race Prep & Dyno	LE100			
3 Simon Pace - Pace Drilling	Mako 08			

DOZENS OF AT SMSP PICTURES SOON TO BE PLACED ON fvansw.org.au

FORMULA VEE RACING ON



RACING TYRES – FROM



23

BEHIND THE SCENES AT THE



ROUND 4 SMSP



Fast Daniel Stein hit bad luck



Michael Cluderay had a tyre screaming weekend



Alan Harrison returned in his Harrison Vee



Dylan had another eventful weekend



Rob Surman stopped in NSW on his way to Queensland - thanks for racing with us



Geoff Bennett finished the weekend

FORMULA VEE RACING ON



RACING TYRES – FROM



BEHIND THE SCENES AT THE



James Horne



Geoffrey Bassingthwaite in his Avanti



Johnny Mac made a welcome return



Morgo leads the low riding Perry



Simon Pace leads Darren and Tim



Simon Thomsen had the 1200 Championship locked up before the end of the weekend

AROUND AUSTRALIA IN FORMULA VEE SO FAR IN 2013



In Mid May eleven Vees took to the Mallala circuit for the second Round of the South Australian State Championship, with Rob Surman taking pole and two wins, with Sue Quigley taking one win, ahead of Glenn Moulds, Dylan Howell, Bruce Welsh from WA, Jay Thompson, Andrew Mutch, Jaimie Tilbrook, Ben Rebbeck, Michael Lloyd, and Brian Perdersen, who chopped and changed positions all day.



The latest round of the South Australian Formula Vee Championship took place in mid August, and coincided with the final round of the Clemenger International Freight Australian Formula Vee Series. Of the locals, Ben Forgan and Ben Rebbeck led their compatriots in two races, while Daniel Westcott led the SA charge for the fifth race. Rob Surman, Sue Quigley, Michael Lloyd, Jackson Freer, Dylan Howell, Jaimie Tilbrook, Brian Perdersen, Bob Fursenko, Jay Thompson, and Andrew Mutch, all acquitted themselves well throughout the weekend against the interstate onslaught.



At the winter race meeting at Barbagallo, a great field of ten 1600's and eleven 1200's lined up for qualifying and three races, with David Campbell taking 1600 pole ahead of Rod Lisson, David taking one win, Shaydan Penniment one win, and Rod Lisson one win. Dave Caisley took out 1200 pole ahead of Jayden Tonara, with Dave taking two wins and Jayden one win.



In late August at Barbagallo, a great field of 24 Vees lined up for the weekend of racing, with Rod Lisson taking out pole and one win, David Campbell one win, and Shaydan Penniment one win, and the weekend featuring two lady drivers, April Welsh and Kathy Lisson.



Round 5 of the Tasmanian Super Series took place at Baskerville in early September, with eleven Vees starting the weekend, and Kieran Glover taking pole ahead of Matt Holmes, and with Liam Caplice being the first 1200, followed by Richard Gray, Jack Saul, Brody Murfet, Lindsey Murfet, Pip Welch, Leon Glover, Ridsen Knightley, and Stephen Smith. Kieran and Liam took out the first four races, but with Liam edging out the more powerful Kieran in the Dick Crawford handicap trophy race.



Round 3 of the Victorian State Racing Championships took place in late July at Sandown, the weekend coinciding with Round 2 of the Clemenger International Freight Australian Formula Vee Series. Local Stewart Bracken took pole ahead of 38 other Vees, and Drew Beacham winning Race 1, Daniel Reinhardt Race 2, and with Daniel being the leading local in the final race, crossing the line in second place.



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FORMULA VEE DRIVER PROFILE – Ben Oldfield



What is your age? 27

What is your job? Salesman

Why and how did you get into Formula Vee?

Its cheaper than any other form of motor racing. And they are open wheelers! After I got into it, I quickly found how great everyone in Formula Vee are. So there are lots of reasons to like Formula Vee.

Who is your favourite Formula Vee competitor and why?

Daniel Reynolds. He is incredibly fast and consistent. His driving is meticulous, and he doesn't seem to drive with any negative attitude. I can't remember the last time he lost control of his Sabre. Was it the last round last year? In that case, I can't remember any time before that when he lost control.

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

Glen Seton. Glen is a gentleman racer. He has great talent, and he still races TCM cars near the front like John Bowe. And of course he is a Ford driver!

What do you like about Formula Vee and why?

Competitive racing. All the cars use the same mechanicals, and the rules make the chassis and bodies all similar, so that means that if you win in Formula Vee, then you are a good driver. I do have some issues with the future, like with the cost of racing and the need to have good bits, like exhausts and carburettors, which also means lots of dyno time. It would be good if we could make things a bit closer again.

What are your motor racing plans?

I still want to continue racing in Formula Vee, but I would like to move on, so maybe that means to continue racing in someone else's car?

What road car do you drive?

I drive a turbo diesel SZ Ford Territory. I like it because its a Ford, of course, and better still, its free. OK, its a company car.

FORMULA VEE IN SOUTH AFRICA



From information obtained off the internet

Formula Vee arrived in South Africa in 1965, where, at a meeting of interested persons, the Formula Vee Association of South Africa was formed, and on the 15th May 1965, three Formula Vee cars competed at a Club Race meeting at Kyalami. Six weeks later, the first Formula Vee race in South Africa was run at the same venue.



The old days of South African Formula Vee racing looks a lot like the old days of Aussie Vee racing

For the 1966 season, Formula Vee was granted Transvaal Championship status. This first Championship was won by Dave Charlton, driving a Peco Vee, and with assistance from Volkswagen SA, he was sent to represent South Africa in a Formula Vee race at the Nurburgring in Germany. Unfortunately he crashed early in the race.

In its first year, the Formula was restricted to 1200cc air cooled Volkswagen Beetle engines. The following year, 1300cc engines were introduced and run together with the 1200cc cars in two separate classes. Once again a Transvaal championship was run, and this time it was Tony Jeffries in a Capital Vee who took the honours. Again the Champion was given the opportunity to represent South Africa overseas. Tony was sent to compete in an International Vee race in the Bahamas. Ninety six cars from fourteen countries entered the event, which the Americans declared a Formula Vee World Championship race. Not only did Tony qualify for the 200 mile final, but led for most of the race in his Pretoria built Capital Vee. In the end he won the race by 13,2 seconds from the Austrian Champion Dieter Quester, with Jochen Rindt finishing third, and Dr Helmut Marko fourth.

These three drivers all became well known racing drivers. Dieter Quester won the European Touring Car Championship four times. Jochen Rindt posthumously won the Formula One World Championship driving for Lotus, and Dr Helmut Marko also became a Grand Prix driver.

In 1968, Formula Vee attained South African National Championship status for the first time. That year it was Meyer Botha's turn to represent South Africa overseas, and he was sent to Daytona in the United States of America. In the final, he had worked his way up to sixth place after starting near the back of the grid, but then he made contact with another competitor and was flipped out of the race. Fortunately, he escaped with no more than a broken nose, but that put paid to any chance of repeating Tony Jeffries' success from the previous year. The last of these overseas trips saw Terry Townsend represent South Africa at the Nurburgring in Germany.

FORMULA VEE RACING ON



RACING TYRES – FROM



A number of top South African drivers competed in Formula Vee during its early days. They included Cooper works Grand Prix driver Tony Maggs, six times South African National Driving Champion John Love, and top Formula One and Sports Car driver Peter De Klerk.

Many ex Vee drivers also moved on to compete successfully in other categories. They include National Driving Champions like Dave Charlton and Tony Martin, Formula Ford Champions like Desire Wilson (Randall), Roly Nofke, Braam Smith, Basil Mann, and Heinrich Lategan, and Formula GTi Champions like Basil Mann, Marco Dos Santos, Etienne Van Der Linde, and Johan Smith, while ex Vee drivers Malcolm Cochrane, and Tony Scott also won the Formula GTi Class B Championship.

Judy Charlton (Witter) became the first woman to win a circuit racing SA National Championship, securing the Formula Vee title in 1973 and then went on to share the 1977 Group One Championship with Sarel Van Der Merwe.



More South African Formula Vee racing from the old days



Scott Temple in his Rhema 1 Formula Vee

More recently, Marco Dos Santos and Heinrich Lategan also distinguished themselves as privateer entries in the South African Touring Car series, while George Ferreira won the 2001 SA Vodacom Sports Prototype Championship, Darren Murphy claimed the 2003 SA Junior Production Car Championship, and Lee Thompson won the 2007 National Polo Cup Championship.

There have been a number of ex South African Formula Vee drivers who went on to compete successfully overseas. Mick Formarto did some Formula Ford racing in the UK. Tony Martin won the Daytona 24 Hour Sports Car Race, Basil Mann won various European Formula Ford 2000 Championships, and Rad Dougall won both British Formula Ford 2000 Championships in 1977. Rad then moved on to compete in the European Formula Two Championship, finishing fifth in the Championship in 1979.

Dave Charlton had a few Grand Prix drives overseas, and in 1980 Desire Wilson became the first woman to win a Formula One race while competing in the British Formula One series. Prior to that she had also won Formula Ford 2000 races in England, and went on to win some Sports Car World Endurance Championship races, sharing the De Cadinet Ford with Alain De Cadinet. She also had a once off drive in a works Tyrrell in the South African Grand Prix (a non Championship event that year, due to a dispute between the FIA and FOCA). Desire then moved to the United States of America where she also raced Champcars for a while.

Toby Scheckter went on to compete overseas, as did his brother Thomas who became a Jaguar Formula One Team test driver, before moving to the United States, where he became a regular Indy Car driver.

Our youngest SA National Formula Vee Champion, Etienne Van Der Linde, finished second in the 1997 British Formula Renault Championship, and then went on to win the 1998 Formula Opel Euroseries Championship. Wesleigh Orr had a few outings in the Mexican Formula Renault Championship before spending the 2007/2008 A1GP season touring the world as the A1 Team South Africa rookie driver.

Over the years South Africa's Formula Vee drivers have had thousands of spins, hundreds of crashes, and been involved in more close multi car battles than you could possibly imagine. But eventually the reign of the Volkswagen Beetle air cooled motor came to an end, and in 1990 the water cooled Volkswagen Golf 1300cc motor was introduced. This move proved to be a resounding success, and a new chapter in the history of Formula Vee racing in South Africa was opened.

For the first year the new motor was run alongside the old Beetle motor for a transitional period, and by the end of the year Heinrich Lategan had become the first driver to win a South African National Formula Vee Championship in a car powered by a water cooled engine, and was also the first competitor from the Orange Free State to win the title. More recent changes to the regulations have seen the introduction of a performance camshaft, twin carburettors, and the introduction of disc brakes, while in 2004 the category upgraded the motor to 1400cc after Volkswagen SA stopped production of the 1300cc unit. Then in 2005, the category moved away from road tires for the first time in its history with the introduction of the Dunlop Formula R Semi Slick.



Revell Crossland in his Tasman 90 Formula Vee



Peter Meintjies in his Rhema 1

Anniversary events were organized for the 21st and 25th Anniversaries of the category in South Africa. Then in 1995, the 30th Anniversary event saw a number of overseas competitors come over to compete in our event, including five times American Champion Bill Noble, five times German Champion Urwin Gasser, the 1997 and 2003 German Champion Joachim Lutz, the 1995 British Champion Andres Serrano, and an Australian Champion, Daniel Orr. In addition to them, another American driver, another British driver, three more Germans and a Swiss driver, made the trip to South Africa, for the event.

A couple of years earlier four South Africa drivers had competed in the American 30th Anniversary at their own expense, including the only person at that time to have won the South African National Formula Vee Championship three times, Gawie Gouws. Then in 1996 no less than nine South African drivers, more than likely the biggest contingent of South African drivers to have raced in an overseas event, went to Germany for their 30th Anniversary run on the new Nurburgring circuit. The South African contingent distinguished themselves, with Victor Marcon, Symm Grobler, Peter Hills, and Jack Tocknell, finishing second, third, fourth, and fifth, in their race, and Gawie Gouws being the second of the British spec cars to finish, in his second heat.

FORMULA VEE RACING ON  RACING TYRES – FROM 

Rob Opeka competed at the American 35th Anniversary event in 1998, and in 2000 a small contingent of German drivers came to South Africa for the South African 35th Anniversary. The following year, six South Africans competed at the German 35th Anniversary event, the last race meeting at Hockenheim before the circuit was changed dramatically for the 2002 German Grand Prix. In 2005, South Africa celebrated the 40th Anniversary with another event that included overseas participation from Germany, and was run with the Altech Grand Prix Masters at Kyalami. A week later, the annual Formula Vee Two Hour Endurance event at Zwartkops formed part of the 40th Anniversary celebrations, and once again a contingent of South African Formula Vee drivers visited Germany in 2006 to compete in their 40th Anniversary at the Nurburgring.

The category continues to write new pages to its long and illustrious history, with Alan Holm equalling Gawie Gouws' three National Championships, the first driver to achieve that in three consecutive seasons, after Gouws had won his three Championships, in three different decades. Holm then went on to claim an unprecedented fourth title in 2009. The Formula Vee Motorsport South Africa NLDTF supported development program is also making its contribution to the record books, and in 2008 seventeen year old Courtney Steenveld, racing at his home circuit in Cape Town two days after his father's funeral, became the first development driver to lead a National Championship race, and the first development driver to finish a race in the top three. A few days before his eighteenth birthday he won at Phakisa, and went on to finish third in the 2008 South African National Formula Vee Championship. In 2009, he became the first development driver to start a National Championship Formula Vee race from pole position, and the first development driver to head a South African National Championship point's log. Then in 2010, Zaahir Essa came out of the development program and missed out on the Championship by one point.



A Rhema 2 leads a Rhema 1



A typical field of South African Formula Vees

After all these years, the Formula still continues to fill the roll of a low cost, entry level, National Championship Formula, providing close, exciting, action packed racing. The ideal platform, to launch South Africa's motor racing stars of the future.

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FORMULA VEE RACING ON



RACING TYRES – FROM



ROUND UP

2013 FORMULA VEE NATIONAL TITLES

MORGAN PARK 28/29 SEPTEMBER

FVANSW'S MAT PEARCE WINS 1200's!

MATT STUBBS WINS 1600's.

FVANSW DRIVERS DO FVANSW PROUD!

The FVANSW's own Mat Pearce is the 2013 Formula Vee National Title holder for the 1200 class following his resounding victory at Morgan Park in late September. Despite strong competition, including several wheel banging incidents, Mat came through to secure the crown of 1200 Formula Vee racing. Unfortunately for the FVANSW, reigning 1200 National Title holder, Stephen Butcher, could not hang on to his crown after engine troubles sidelined him early in the weekend.



In the 1600's, another Mat, the great Matt Stubbs, took out the 1600 National Titles win following an incredible 1600 final where cars went flying through the air, and great opportunities were lost, in true National Titles style.



Early in the final, Mick Kinsella led the race with a clear margin, only for an excursion to send him back in the field. Mick's departure saw Ben Porter and Ryan Reynolds racing nosecone to tail pipe and wheel to wheel for many laps, only for them to excuse themselves from between the white lines and from the remainder of the competition with only a few laps left. This allowed Mat Stubbs to become the 2013 Formula Vee National Title holder, with the FVANSW's safe Simon Pace crossing behind Stubbs, Simon showing that smart driving will always provide great results.

Early favourite, the FVANSW AIM Championship leader, Tim Brook, didn't dominate the weekend as he had hoped, some tuning changes perhaps cutting a hp from his engine's power curve. But third place is still a great achievement in such company. Mick Kinsella recovered from his excursion to finish fourth, ahead of former National Titles winners, Gary Ogden and Ben Porter in fifth and sixth. Darren Williams took out ninth place, three spots ahead of the now banana-bender, Craig Conlon, who made a welcome and ultimately successful return to Vee racing. Ryan Reynolds couldn't return to the circuit and so was unclassified, as were Dylan Thomas and Bruce Pearce, who succumbed to mechanical problems.

Congratulations to winners Mat Pearce and Matt Stubbs, all the FVANSW competitors, and all other competitors, for their participation and successes. Finally, thanks go to Ken Taylor for all his efforts in arranging the 2013 Formula Vee National Titles at Morgan Park.

FINAL ROUND PREVIEW**2013 NSW FORMULA VEE STATE CHAMPIONSHIP****9/10 NOVEMBER SYDNEY MOTORSPORT PARK****THOMSEN LOCKS UP THE 1200'S****BROOK? REYNOLDS? WILLIAMS? PACE? FOR 1600'S**

Simon Thomsen cleaned up the 1200 AIM State Championship one race meeting early following an incredible Rookie year of countless wins against stiff competition from the 1200 regulars, Mat Pearce, Bernie Cannon, Geoff Bassingthwaite, Peter McDonald, and Stephen Cannon. But while Simon has the 1200 championship locked up, second place is still up for grabs, with only a handful of points separating second-placed Geoff from third-placed Peter. One race out of place for Geoff and Peter, and the junior podium positions will rotate.

**The top three 1200's**

The 1600 AIM championship is in a different situation, with only a few points separating almost all the competitors from each other, from the top to the bottom of the pointscore ladder.

**The top three 1600's**

Tim Brook's 23 point lead is comparatively one of the most comfortable margins on the ladder, but the relentless Ryan Reynolds will be on the attack as always, and following his SMSP form at the last round, nothing less than second places will secure the championship for Tim.

So much that happened throughout the year could have easily changed the current positions. Simon Pace could well be challenging Tim, Ryan, or Darren, for the championship lead if his generator shaft had not snapped before Race 1 of the year. With only four points between Darren and Simon, Darren has third place to lose and Simon has nothing to lose. Dylan's busy schedule no doubt affected his Formula Vee year, so imagine a more focussed effort? And James Horne will no doubt be stronger next year after a full year under his belts.

The 2013 AIM NSW Formula Vee State Championship by 2013 has become another of those classic Formula Vee down-to-the-last-race years. One thing is sure, if any competitor is not at their best on the fast and open SMSP North circuit, they will lose their position.

FORMULA VEE RACING ON**RACING TYRES – FROM**

FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2013 POINTSCORES

FVANSW OPEN STATE CHAMPIONSHIP

Driver	Round 1	Round 2	Round 3	Round 4	Sub Total	Worst Race	Total
1) Timothy Brook	50	73	90	82	295	0	295
2) Ryan Reynolds	87	71	55	55 60	273	0	273
3) Darren Williams	84	58	72	68	282	16	266
4) Simon Pace	43	64	81	74	262	0	262
5) Dylan Thomas	23	77	43	75	218	0	218
6) James Horne	56	60	38	42	196	0	196
7) Corinne Perry	44	51	64	19	178	0	178
8) Bruce Perry	35	42	43	52	172	11	161
9) M Freemantle	33	10	58	58	159	0	159
10) L Higgins	69	55	31	0	155	0	155
11) Geoff Bennett	0	32	48	63	143	0	143
12) M Cluderay	20	46	34	38	138	0	138
13) Ben Oldfield	51	41	42	0	134	0	134
14) Daniel Stein	64	37	31	0	132	0	132
15) S Thomsen	29	31	29	46	135	8	127
16) S Gamarra	39	38	36	0	113	0	113
17) Brodie Tilbrook	29	0	71	0	100	0	100
18) Gary Ogden	0	87	0	0	87	0	87
19) Allan Harrison	0	0	24	49	73	0	73
20) P McDonald	24	16	29	0	69	0	69
21) M Pearce	0	32	36	0	68	0	68
22) Geoff Bass	22	17	26	0	65	0	65
23) Craig Conlon	64	0	0	0	64	0	64
24) L McGarvie	53	0	0	0	53	0	53
25) S Butcher	17	34	0	0	51	0	51
26) Garry Hook	17	26	0	0	43	0	43
27) Bernie Cannon	20	20	0	0	40	0	40
27) Mark Williams	40	0	0	0	40	0	40
29) S Cannon	8	17	0	0	25	0	25
30) J McDonald	0	0	0	17	17	0	17
31) Bruce Pearce	0	13	0	0	13	0	13

FVANSW 1200 STATE CHAMPIONSHIP

Driver Name	NSW 2013 State Championship Round 1				NSW 2013 State Championship Round 2				NSW 2013 State Championship Round 3				NSW 2013 State Championship Round 4				Sub Total	Worst Race	Total
	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Total	Race 1	Race 2	Race 3	Total			
1) Simon Thomsen	30	30	30	90	27	27	30	84	27	23	27	77	30	30	30	90	341	23	318
2) Geoff Bassingthwaighe	25	25	23	73	25	21	21	67	23	25	23	71	0	0	0	0	211	0	211
3) Peter McDonald	27	23	27	77	0	25	25	50	25	27	25	77	0	0	0	0	204	0	204
4) Mathew Pearce	0	0	0	0	30	30	27	87	30	30	30	90	0	0	0	0	177	0	177
5) Bernie Cannon	23	22	25	70	23	23	23	69	0	0	0	0	0	0	0	0	139	0	139
6) Stephen Cannon	0	27	0	27	22	22	22	66	0	0	0	0	0	0	0	0	93	0	93

FVANSW 1200 CLUB POINTSCORE

Driver Name	NSW 2013 State Championship Round 1				AASA NSW Championship - Club Pointscore Round					NSW 2013 State Championship Round 2				NSW 2013 State Championship Round 3				NSW 2013 State Championship Round 4				Total
	R1	R2	R3	Total	R1	R2	R3	R4	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	
1) Simon Thomsen	30	30	30	90	0	0	0	0	0	27	27	30	84	27	23	27	77	30	30	30	90	341
2) Geoff Bassingthwaighe	25	25	23	73	0	25	27	25	77	25	21	21	67	23	25	23	71	0	0	0	0	288
3) Peter McDonald	27	23	27	77	30	27	0	23	80	0	25	25	50	25	27	25	77	0	0	0	0	284
4) Bernie Cannon	23	22	25	70	25	0	25	27	77	23	23	23	69	0	0	0	0	0	0	0	0	216
5) Stephen Cannon	0	27	0	27	27	30	30	30	117	22	22	22	66	0	0	0	0	0	0	0	0	210
6) Mathew Pearce	0	0	0	0	0	0	0	0	0	30	30	27	87	30	30	30	90	0	0	0	0	177

Historic Formula Vee Association of Australia



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FORMULA VEE RACING ON



RACING TYRES – FROM



EVANSW 1600 CLUB POINTSCORE

Driver Name	NSW 2013 State Championship Round 1				AASA NSW Championship - Club Pointscore Round					NSW 2013 State Championship Round 2				NSW 2013 State Championship Round 3				NSW 2013 State Championship Round 4				Total
	Rac e 1	Rac e 2	Rac e 3	Total	Rac e 1	Rac e 2	Rac e 3	Rac e 4	Total	Rac e 1	Rac e 2	Rac e 3	Total	Rac e 1	Rac e 2	Rac e 3	Total	Race 1	Race 2	Race 3	Total	
1) RReynolds	27	30	30	87	27	25	21	27	100	23	27	21	71	21	22	12	55	30	0	30	60	373
2) D Thomas	0	23	0	23	30	30	30	30	120	30	20	27	77	0	20	23	43	27	25	23	75	338
3) Tim Brook	25	0	25	50	0	0	0	0	0	25	23	25	73	30	30	30	90	25	30	27	82	295
4) D Williams	30	27	27	84	0	0	0	0	0	16	19	23	58	25	25	22	72	23	23	22	68	282
5) C Perry	16	13	15	44	21	22	25	23	91	18	15	18	51	22	21	21	64	19	0	0	19	269
6) J Horne	20	18	18	56	22	23	0	22	67	19	25	16	60	20	18	0	38	21	21	0	42	263
7) S Pace	0	22	21	43	0	0	0	0	0	20	22	22	64	27	27	27	81	22	27	25	74	262
8) B Tilbrook	13	16	0	29	25	27	27	25	104	0	0	0	0	23	23	25	71	0	0	0	0	204
9) S Gamarra	11	15	13	39	23	20	22	20	85	14	14	12	40	18	0	18	36	0	0	0	0	200
10) B Perry	12	11	12	35	0	0	0	0	0	12	16	14	42	16	14	13	43	16	18	18	52	172
11) M Freemantle	19	14	0	33	0	0	0	0	0	0	12	0	12	19	19	20	58	18	20	20	58	161
12) L Higgins	21	25	23	69	0	0	0	0	0	15	21	19	55	0	16	15	31	0	0	0	0	155
13) GBennett	0	0	0	0	0	0	0	0	0	10	13	11	34	17	17	14	48	20	22	21	63	145
14) Michael Cluderay	10	10	0	20	0	0	0	0	0	11	18	17	46	0	15	19	34	0	19	19	38	138
15) B Oldfield	15	17	19	51	0	0	0	0	0	21	0	20	41	13	13	17	43	0	0	0	0	135
16) D Stein	23	21	20	64	0	0	0	0	0	22	0	15	37	15	0	16	31	0	0	0	0	132
17) G Hook	17	0	0	17	20	21	23	21	85	13	0	13	26	0	0	0	0	0	0	0	0	128
18) G Ogden	0	0	0	0	0	0	0	0	0	27	30	30	87	0	0	0	0	0	0	0	0	87
19) AHarrison	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	11	25	15	17	17	49	74
20) C Conlon	22	20	22	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
21) L McGarvie	18	19	16	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
22) S Butcher	0	0	17	17	0	0	0	0	0	17	17	0	34	0	0	0	0	0	0	0	0	51
23) M Williams	14	12	14	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
24) B Pearce	0	0	0	0	0	0	0	0	0	0	11	10	21	0	0	0	0	0	0	0	0	21
25) J McDonald	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17

DIVISION 2 POINTSCORE

Driver Name	NSW 2013 State Championship Round 1				AASA NSW Championship - Club Pointscore Round					NSW 2013 State Championship Round 2				NSW 2013 State Championship Round 3				NSW 2013 State Championship Round 4				Total
	R 1	R 2	R 3	Total	R1	R2	R3	R4	Total	R1	R2	R3	Total	R1	R2	R3	Total	R1	R2	R3	Total	
1) Ryan Reynolds	30	30	30	90	30	27	22	30	109	30	30	30	90	27	27	19	73	30	0	30	60	422
2) James Horne	23	23	22	68	23	25	0	25	73	23	27	23	73	25	25	0	50	27	27	0	54	318
3) Stephen Gamarra	18	20	20	58	25	23	27	23	98	21	21	20	62	23	0	27	50	0	0	0	0	268
4) Bruce Perry	19	18	19	56	0	0	0	0	0	20	23	21	64	21	21	20	62	23	25	25	73	255
5) Brodie Tilbrook	20	21	0	41	27	30	30	27	114	0	0	0	0	30	30	30	90	0	0	0	0	245
6) Simon Thomsen	17	17	18	52	0	0	0	0	0	18	22	18	58	17	17	17	51	21	22	22	65	226
7) Geoff Bennett	0	0	0	0	0	0	0	0	0	19	20	19	58	22	23	21	66	25	30	27	82	206
8) Geoff Bassingthwaite	15	15	15	45	0	20	23	20	63	17	16	13	46	15	18	15	48	0	0	0	0	202
9) Peter McDonald	16	14	17	47	22	21	0	19	62	0	19	16	35	16	19	16	51	0	0	0	0	195
9) Lachlan Higgins	25	27	27	79	0	0	0	0	0	22	25	25	72	0	22	22	44	0	0	0	0	195
11) Ben Oldfield	22	22	23	67	0	0	0	0	0	25	0	27	52	18	20	25	63	0	0	0	0	182
12) Daniel Stein	27	25	25	77	0	0	0	0	0	27	0	22	49	20	0	23	43	0	0	0	0	169
13) Bernie Cannon	14	13	16	43	20	0	21	21	62	16	18	15	49	0	0	0	0	0	0	0	0	154
14) Stephen Cannon	0	16	0	16	21	22	25	22	90	15	17	14	46	0	0	0	0	0	0	0	0	152
15) Allan Harrison	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	18	37	22	23	23	68	105
16) Mark Williams	21	19	21	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
17) Bruce Pearce	0	0	0	0	0	0	0	0	0	0	15	17	32	0	0	0	0	0	0	0	0	32



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