



PO Box 7690 Norwest BC Baulkham Hills 2153

**FORMULA VEE ASSOCIATION OF NSW MAGAZINE
JUNE 2016**



RYAN REYNOLDS LEADS THE CHAMPIONSHIP!

INSIDE THIS EDITION OF THE FVANSW VEEMAG

- Johnny Mac's Presidents Report, Gary Ogden's Board Report, and Morgo's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip
- **FEATURE** - Paul Corcoran's Checkmate
- Round 1, Round 2, and AASA Race Reports
- Round 3 Sydney Motorsport Park Preview
- Driver Profile – Look inside and see who!
- FORMula VeeSALE

AND LOTS MORE!

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<u>FVAA Sealers Sydney Metro Area</u>	<u>FVAA Sealers Central Coast</u>	<u>FVAA Sealers ACT</u>
Frank Kleinig BH 0245777221	Greg Douglass Mob 0402237507	Morgo Mob 0431695569
Nathan Sansom Mob 0405018433	Phil Lewis BH 0245798107	Col Merz Mob 0412316275
Edan Fleming Mob 0412477437	Greg Hepburn Mob 0438169247	

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

2016 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0475959639	Committee	Gary Meyers	0455069569
Secretary	Bernie Cannon	0408214080	Committee	Stephen Horne	
Treasurer	Leigh Porter	0417439390	Committee	Dylan Thomas	0431822997
Tech Director	Morgan Freemantle	0431695569	FVAA Board Member	Leigh Porter	0417439390
Comp Secretary	Simon Thomsen	0433810225	CAMS MRP Rep	Ray Filetti	0404078636

Committee meetings occurs by Skype on the second Wednesday of every month

2016 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

March 5/6	Wakefield Park R1 CAMS NSW Formula Vee State Championship
March 5/6	Wakefield Park R2 FVANSW Club Pointscore
April 9/10	SMSP Brabham R2 CAMS NSW Formula Vee State Championship
April 9/10	SMSP Brabham R2 FVANSW Club Pointscore
May 7/8	Wakefield Park R3 FVANSW Club Pointscore
May 28/29	SMSP GP R3 CAMS NSW Formula Vee State Championship
May 28/29	SMSP GP R4 FVANSW Club Pointscore
July 2/3	Wakefield Park R4 CAMS NSW Formula Vee State Championship
July 2/3	Wakefield Park R5 FVANSW Club Pointscore
August 20/21	Wakefield Park R5 CAMS NSW Formula Vee State Championship
August 20/21	Wakefield Park R6 FVANSW Club Pointscore,
Sep 16/17	SMSP GP R6 CAMS NSW Formula Vee State Championship
Sep 16/17	SMSP GP 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 2016. **DO NOT DROP WORST RACE**
Division Two–As above for Division Two drivers only for ALL races throughout 2016. **DO NOT DROP WORST RACE**
The Pointscore system is voted on at the Annual General Meeting. All 1200 cars start behind all 1600 cars in all races.

The FVANSW acknowledges the pictures provided by Riccardo Benvenuti of Priceless Images, and also photos borrowed from various web sites and from Facebook for use in this non-profit club magazine.

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FVANSW PRESIDENT'S REPORT

By John McDonald

Well, the season is now off and running for another year. I promised last time to be more upbeat in this report and with the start we have that is an easy task! So far we have enjoyed two very close rounds of State level racing. A very big congratulations to Ryan Reynolds who has scooped four wins and one pole position so far. But Ryan will be the first to admit that he has had to work very hard on the track to achieve those results. Congrats also goes to former FVANSW President Dylan Thomas in his Stinger and our 'adopted' Tasmanian Kieran Glover in the remarkable Checkmate (and his first race laps at WP) for the other wins. But you only have to look a little further down the points table to see the variety in our current pack. In the current top eight there are two Sabres in Ryan Reynolds and Daniel Stein, Dylan Thomas and Stephen Butcher in their Stingers, current State Champion Michael Kinsella with Craig Sparke in Jacers and Simon Pace and yours truly in the mighty Makos. Now apart from a gratuitous opportunity to point out that I am in the top eight (it is only early in the season mind you), it also shows the successful diversity in manufacturers and that the FVee 'formula' means that thankfully this is not a one make racing class.

As well as mentioning Kieran Glover's efforts travelling up from Tasmania, a very big thank you should go to Curtis Porter and his father who have travelled down for not just the 'Australian Series' round at Wakefield Park but backed it up the following month with a trip to SMSP for round two of the state series. Curtis' results are only getting stronger and it won't be long before he will just be another car for me to try and catch way off in the distance with the rest of the lead group.

A very successful initiative from your committee this year was to seek round sponsors to cover the cost of the race reports in Auto Action (hopefully someone will takeover from this great magazine for this to continue). So far the response has been excellent with the first two rounds being supported by Simon and Aaron Pace's underground drilling company H.D.D. and Darren Williams' WilCon Group development & construction business. Future rounds have already been snapped up by Daniel Stein's family One Stop Battery Shop and out trusty Secretary Bernie Cannon's accountancy business. A very big thanks to all of you for your generous support. Promoting our category is the biggest task we have to face at the moment to keep our category numbers strong. The 'advertorials' in Auto Action and the 'Vee Tube' videos on line have been our weapons of choice at the moment, but if you can think of another method please let me know.

This does lead me onto the possible support race at Bathurst next year. We last raced at Mount Panorama in 2013 and there is a surprising number of current drivers who have joined us since then who obviously have missed that opportunity. It is a wonderful opportunity, one that is getting harder and harder to achieve due to the number of classes also vying for the chance to race on such an iconic track. It is important that Formula Vee races at Bathurst and it is equally important that if we do - we do it with a full field of cars. In the last few days I have found out that our bid to support the 12 hour race in February was unsuccessful. We do however have a chance to compete at the Easter meeting. I know this is not an ideal date, but this is still the best marketing opportunity we have had for some time. If we can field a strong grid of cars and produce the close style of racing we are accustomed to, we have a wonderful platform to showcase our categories many strengths in front of a legitimately large audience. Formula Vee can reap the benefits of competing at such an event long before we ever make the trek over the hill to Bathurst. If we can secure our place on the grid we can advertise the fact and promote the opportunity to drivers outside our class to buy or lease a car and fulfill their own dream of racing on Australia's greatest track (obviously with the appropriate licence in place). There are enough rounds left this year for newcomers to race with us and come to grips with what racing in our class is all about. So - if we do get the chance to attend the Easter race an email asking you to state your interest in entering will again be distributed. We will only commit to the event if we can rally together a strong field, otherwise with a fixed entry fee per class, it simply becomes too expensive.

I look forward to seeing you at the track.

John McDonald

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WHAT'S COMING UP IN 2016

March 5/6	Wakefield Park R1 CAMS NSW Formula Vee State Championship
March 5/6	Wakefield Park R1 FVANSW Club Pointscore
March 5/6	Wakefield Park R1 Australian Formula Vee Series
April 9/10	SMSP Brabham R2 CAMS NSW Formula Vee State Championship
April 9/10	SMSP Brabham R2 FVANSW Club Pointscore
May 7/8	Wakefield Park AASA R3 FVANSW Club Pointscore
May 28/29	SMSP GP R3 CAMS NSW Formula Vee State Championship
May 28/29	SMSP GP R4 FVANSW Club Pointscore
July 2/3	Wakefield Park R4 CAMS NSW Formula Vee State Championship
July 2/3	Wakefield Park R5 FVANSW Club Pointscore
Aug 20/21	Wakefield Park R5 CAMS NSW Formula Vee State Championship
Aug 20/21	Wakefield Park R6 FVANSW Club Pointscore
Sep 17/18	SMSP GP R6 R6 CAMS NSW Formula Vee State Championship
Sep 17/18	SMSP GP R6 R7 FVANSW Club Pointscore
October 22/23	BARBAGALLO RACEWAY WA Formula Vee National Challenge
November 26/27	Phillip Island Magic R3 Australian Formula Vee Series
November TBA	Ryde Club FVANSW 2016 Annual General Meeting
November TBA	FVANSW Presentation Night Venue TBA
December TBA	FVANSW Presentation Night Venue TBA

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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FVAA NATIONAL BOARD REPORT

By Leigh Porter

FVAA Board of Management Report – April 2016

Cylinder Heads

DRD Racing Heads in the US had quoted to supply heads to FVAA of a specification fairly close to those we are using now. One pair of heads had been ordered for evaluation and paid for. However, after chasing supply for several months, DRD withdrew their offer and offered to refund the money. Therefore the issue is back with the NTC to try to work out a way forward.

1200 Crankshafts

The NTC have sourced three 1200 race prepared crankshafts. Please contact our NTC rep Morgan Freemantle if you are in need of a 1200 crankshaft.

Knife edging of counterweight cranks

Rules have been clarified as to permissible areas for removal of metal from counterweight cranks and details will shortly be up on the CAMS web site. Knife edging was never permitted and the clarification is now supported by a diagram.

Tyres

Hoosiers will still be the control tyre for 2017. There is speculation that Dunlop may recommence manufacture in late 2016. The BoM in conjunction with the NTC is planning a tyre test for late 2016. This could include Kumho and Yokohama R spec tyres to see if this style of tyre is a viable option.

Promotion

The BoM is looking at advertising the category on the iRacing web site.

Leigh Porter

FVANSW Representative on the FVAA National Board



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X

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2016 FVANSW FORMULA VEE RACING CALENDAR
SIX NSW STATE CHAMPIONSHIP ROUNDS AGAIN!
ONE FVANSW CLUB POINTSCORE ROUND ONLY!
THREE NATIONAL SERIES ROUNDS - AGAIN!
ONE NATIONAL CHALLENGE - AGAIN!

ROUND 1 CAMS NSW STATE CHAMPIONSHIP ROUND 1 FVANSW CLUB POINTSCORE	March 5-6	Wakefield Park
ROUND 1 FVAA NATIONAL SERIES	March 5-6	Wakefield Park
ROUND 2 CAMS NSW STATE CHAMPIONSHIP ROUND 2 FVANSW CLUB POINTSCORE	April 9-10	SMSP Brabham
ROUND 3 FVANSW CLUB POINTSCORE	May 7/8	Wakefield Park
ROUND 3 CAMS NSW STATE CHAMPIONSHIP ROUND 4 FVANSW CLUB POINTSCORE	May 28-29	SMSP GP
ROUND 4 CAMS NSW STATE CHAMPIONSHIP ROUND 5 FVANSW CLUB POINTSCORE	July 2-3	Wakefield Park
ROUND 5 CAMS NSW STATE CHAMPIONSHIP ROUND 6 FVANSW CLUB POINTSCORE	Aug 20-21	Wakefield Park
ROUND 6 CAMS NSW STATE CHAMPIONSHIP ROUND 7 FVANSW CLUB POINTSCORE	Sept 17-18	SMSP GP
ROUND 2 FVAA NATIONAL SERIES	Sept 17-18	SMSP GP
FVAA NATIONAL CHALLENGE Organised by the FVAWA	Oct 22-23	Barbagallo WA
ROUND 3 FVAA NATIONAL SERIES	Nov 26-27	Phillip Island

**Go to the FVAA web site to view the entire
2016 Australian Formula Vee calendar**

**IF YOU WANT TO RACE AT ANY OF THE INTERSTATE
RACE MEETINGS THROUGHOUT 2016, GO TO**

<http://www.fvansw.asn.au>

**FOR THE FORMULA VEE RACING PROGRAMMES IN ALL
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CONTACT THE FVA STATE SECRETARY FOR ENTRY FORMS

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FVANSW TECHNICAL REPORT

By Morgan Freemantle

The first three rounds - 2 state and 1 club affair – have been run and won - the season has commenced with gusto that will likely result in hotly contested championships for both 1600 and 1200. The cars at the pointy end are well prepared and reliable, something the entire field should aspire to.

Discussions around the paddock have generally been positive with most aspects of Formula Vee, however the trend is downward on entries. This is being felt across all categories. It is apparent that FV competitors feel costs and parity are the key factors preventing bumper grids.

Affordable tyres and availability of satisfactory 1600 cylinder heads are currently the most prominent challenges Formula Vee is facing. Despite the best endeavours of state and national bodies, these areas continue to trial us. Sadly a balance of cost, performance, parity and longevity aren't 'off the shelf' items.

Tyres are being hotly debated at the moment. The fluctuation in the AUD vs. the greenback hasn't worked in our favour since late 2014 - despite Hoosier Aus absorbing as much as they can. The consensus is that the tyre performs well and has a decent life-span, which must be taken into consideration, however the price is prohibitive for some competitors. This has been taken up at National level and all options are being considered to address this.

Obtaining 1600 Heads comparable to those that were readily available 10 years ago has confronted engine builders in recent times. While there are suitable heads around, the 'good ones' are no longer available new and are getting harder to find 2nd hand. Avenues to investigate/assess/test decent heads on the market - cast with consistent ports and chamber volumes - have been hindered by suppliers being unable to guarantee supply of a consistent product. NSW is pushing forward on a few options for consideration in the coming months.

RULES:

The changes issued in B15/038: Formula Vee Technical Regulations, discussed in the last magazine, were incorporated into the CAMS Manual issued in late January. Please note that the reversal of the change: **2.6 Engine:** (xi)(b): "Throat cut shall be 60" to 75" back to "Throat cut shall be 75" has yet to be published, but is imminent.

RAIN LIGHTS:

Despite the consternation from the 'authorities with regard to what can and can't be used as a rain light (explanation is beyond the scope of this publication), please exercise some common sense – turn the rain light on if it's raining and don't hide it. Both these examples have occurred at the last wet race meeting. Flick the switch on and/or move your light out from behind the muffler!



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FVANSW TECHNICAL REPORT

By Morgan Freemantle

PARCE FERME SCRUTINY:

Weight and ride height have been checked at both state rounds so far. This will continue randomly at remaining meetings. Additional checks have been differentials, restrictor plates, carburettor castings, venturi diameters, distributors and electronic ignition modules – all without incident. Seal checks, sealing cards, valve lift and a few other items will be on the agenda for future meetings this year.

NSW SEALERS:

A sealers meeting was held at Frank Kleinig's workshop on 27 April. There was some good discussion regarding the status of the category, the current challenges – heads and tyres, sealing procedures etc.

Col Merz reported on his run at a Wakefield 2nd Gear meeting with the Weber 34ICT Carb. The carb was mounted with the float bowl forward. Col reported better mid-range, throttle response and jump out of corners with a similar top end. The next testing will be back-to-back between Solex and Weber.

Scales were verified for calibration and Frank even bought us a beer.

FUTURE TECHNICAL WORK:

In addition to heads and tyres, the NTC is drafting revisions to the wording and dimensions of H-Beams to make procurement of sections/tubing easier. This includes the tubes themselves (sizing and gauge), outer supports/uprights, mounting channel etc. A few more items are to be tidied up (e.g. tinware penetration, crank machining diagram etc.).

Until next time – good racing.

Morgo



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**THE FORMULA VEE
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IS GO FOR 2016!



Kieran Glover, the 2015 winner

ROUND 1 WAKEFIELD PARK MARCH 5/6 2016

ROUND 2 SEPTEMBER 17/18 SMSP 2016

ROUND 3 NOVEMBER 26/27 PHILLIP ISLAND 2016

Compete and uphold the pride of your State!

Reynolds and Glover Lead After Round 1

Round 1 of the 2016 Formula Vee Australian Series took place at Wakefield Park in early March, which was held in conjunction with the first round of the CAMS NSW Formula Vee State Championship. The weekend was a shoot-out between Ryan Reynolds in his Sabre, and Kieran Glover in the Checkmate, with Kieran qualifying first ahead of 24 other Formula Vees, and just 0.2 seconds ahead of second fastest, James Horne. Ryan then went on to win Race 1 with Kieran second, Kieran winning race 2 and Ryan second, and Ryan winning race 3 and Kieran second. Curtis Porter travelled down from Queensland to participate in the toughest National Formula Vee series in the world, and he was soon driving harder and faster than ever! Ryan now takes a slim points lead ahead of Kieran into Round 2 which takes place at Sydney Motorsport Park in September, with Dylan Thomas, Michael Kinsella, and Daniel Stein completing the top five. (Photos courtesy of Priceless Images)



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COMPETITION NEWS AND NOTICES

Important Information every member and competitor should know

THIS COULD SAVE YOU \$\$\$\$ (OR MORE IMPORTANTLY, A WIN!)



Have you ever wondered why some people are always up the front? You probably think they have heaps of money and so can afford fresh tyres and expensive dyno-tuned engines, etc etc. Well, that may be true. But there is one other reason why some drivers are always at or near the front - they practice and practice and practice. One driver in particular amongst us never misses a race meeting or a hillclimb, and is often taking days off work to practice his skills or trying something new on his car. Motor racing drivers are notorious for letting their egos get in the way of their driving skills, so why not practice your driving skills rather than wonder?



There have been a few incidents lately where Formula Vees being lapped have had their races ruined when faster passing cars have got too close. Wheels have been bumped, and cars have been pushed off the track. While the rules do require lapped cars to move out of the way, it is not always possible to do so cleanly. This often does lead to the lapping car sometimes needing to compromise by moving off line, or backing off the throttle to avoid a disaster. Respect works both ways.



The subject of driver protection has been a hot topic in F1 lately, with windscreens now being proposed for 2017. The risk of bits of racing cars falling onto the circuit and bouncing around is not restricted to F1. Formula Vee over the years has dropped nuts and bolts, mufflers, exhaust pipes, nose cones, and on one occasion, even a starter motor, having made their way from their supposedly firmly bolted locations to a new home in the countryside. Despite warnings in the past that cars that demonstrate a poor level of preparation will be suspended by the scrutineers, poor preparation is still apparent. Because safety is an ongoing, and growing, concern, don't be upset if the Scrutineers direct you to tighten nuts and bolts before you can go racing. You have been told.

If you want to win at motor racing, you need to know everything that is going on, from the gossip, to the rules. All this can be found in the three FVANSW committee reports that are published at the front of every FVANSW Magazine. The reports from the President, John McDonald, the FVANSW Rep on the FVAA Board, Leigh Porter, and the report from the FVANSW Rep on the FVAA Technical Committee, Morgan Freemantle, tell everyone what is going on. It is important to read them and keep informed.



Speaking of mirrors, how about looking in them occasionally or more even when you don't have another Formula Vee behind you? You may then see a trail of smoke behind you indicating that oil leak. Yes, it can be sometimes hard to see a smoke trail behind you when travelling at 160 km/h, but maybe the two-fingered salute from the driver behind could be more visible?



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And while still on the subject of oil leaks, an interesting situation arose recently with a Formula Vee when the source of an annoying oil leak was found on his engine after many months of race-destroying "slipstreaming". The source of the leak was so obvious and basic that any experienced and observant Formula Vee engineer could have discovered and repaired it in seconds. Anyone can be blind to simple things, so the lesson is if you can't find a problem with your car, ask someone!



On the subject of oil, we have had a few more oily incidents on the circuit recently, not only severely affecting the racing, but, indirectly, damage to a precious Formula Vee. Oil is meant to stay inside engine sumps and gearboxes. When it doesn't stay inside, it becomes an issue of safety. The CAMS NSW Motor Race Panel will be considering changing the sporting rules so that the driver of a leaking car when showed the black flag must immediately stop racing. Any driver who fails to do so will be instructed to speak with the Clerk of the Course, and a charge of dangerous driving could result. So why take the risk? Look in your mirrors, and stop if you see any smoke, and also if you see the drivers behind you waving their fist at you!

Here are a few random tips (learned the hard way of course). When disconnecting electrical connections from you coil, dash switches, sensors, etc, why not stick some masking tape over the end and write down what the wire was connected to. That way it will be easy to reconnect things back the way they were.



Here is an interesting fact (one of a few in this Veemag) - Sydney Motorsport Park is the only FIA Level 2 approved permanent racing circuit in Australia! Not Phillip Island, nor Bathurst, nor Queensland Raceway. Not sure exactly what this means - will Sydney Motorsport Park hold a Formula E race? Or a round of the World Endurance Championship? The thought of electric racing cars may not be too exciting, but seeing WEC Porsches race against Audis and Toyotas sounds like a fantastic idea! Go on ARDC!

BULLETIN WATCH - CAMS Bulletin B16/007 came into implementation on the 1st of March, and updates details on helmet requirements for all race meetings up to and including National level. All CAMS Bulletins can be found at <http://www.cams.com.au/motor-sport/regulations/rule-changes-bulletins>



And now for some Editor's licence. Its heartbreaking when crashes occur. The work required to repair a car (let alone the cost) is usually extensive, and back breaking! Although many crashes are deemed to be "a racing incident", the truth is all crashes can be avoided. One great Former Formula Vee driver who won the Formula Ford Driver to Europe series, once said, you need to have an escape plan in every situation. Some of the best advice is simple -look ahead and use your brakes.



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NEWS AND GOSSIP INSIDE 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



Dylan Thomas



Ben Porter



Adam and Mark

Four former and current FVANSW drivers stole lots of limelight from the regular Production Touring drivers at the Hi Tec Oils Bathurst 6 Hour. Scott Bargwanna, Mark McHenry, Dylan Thomas, and Adam Proctor. Dylan unfortunately failed to finish after an engine gremlin struck about half way in to the race while in second place. Adam and Mark teamed up to drive Adam's WRX STI, with Adam qualifying 17th, but concentrated on a good race set-up, and so they circulated all day very reliably and climbed up the ladder to fourth place, until, on lap 110, their STI engine expired with Mark driving, and only 16 minutes remaining to go to the end of the 6 Hour.



Speaking of Dylan Thomas, he has done it again. At the Rennsport Pro Am round of the Carrera Cup at Sydney Motorsport Park in early May, Dylan was back behind the wheel of the Bob Jane T Marts Porsche Carrera, in which he drove to a win at the Phillip Island Pro Am last year. Dylan, and the regular driver of the Porsche, Nick McBride, finished a disappointing eighth in the first race on Saturday afternoon, but Dylan's strong first stint in the second race on Sunday afternoon brought Nick into contention to take the Porsche to second place. Dylan now has a win and a second under his Willans with the number one Porsche team in Australia. Dylantastic!



It was great to see Darian Scott back behind the wheel of a Formula Vee at the recent Wakefield Park AASA FVANSW Club Pointscore round. Darian is an extraordinary young man, as well as having an extraordinary racing talent. Darian entered a few race meetings last year, and he carefully built up speed in the Team CXC lease cars that CXC generously prepared for him. Darian has put racing behind him this year while he studies for his HSC, but he returned for a one-off at the AASA Club Pointscore Round, and he showed that none of his talent had faded in the wet conditions by making up thirteen positions in Race 1 after problems in Qualifying. Darian repeated the Hard Charging in Race 2 after a DNF in Race 1, this time making up about six positions. Hopefully we will see Darian in a Formula Vee for every race of 2017!

And now for some quiet advice - when you are making contact with any officials or organisers, whether it be face to face or by email or phone, please be polite. An ARDC employee received a rather terse email from a Formula Vee competitor recently, which was relayed to the FVANSW. Although you may think you are being "to the point", and assertive, others may not take things your way. If you have a problem with anything to do with an upcoming race meeting, its best to contact your FVANSW rep, and not go direct. This way relationships and reputations can be kept cordial and professional.

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NEWS AND GOSSIP INSIDE THE FVANSW



Not only does Formula Vee provide the best racing entertainment at Sydney Motorsport Park, but Formula Vee also contributes significantly in getting all categories on to the track so they can also entertain the spectators. Laura Colbey and Rhonda Turner (whose husbands Bruce and Neil are FVANSW Life Members) help keep the wheels of every SMSP race meeting turning from behind the administration desks. Meanwhile, Neil Turner (yes, the husband of Rhonda), patiently awaits the arrival of unhappy competitors in one of his many roles as Competitor Relation Officer. All competitors give their appreciation to Laura, Rhonda, and Neil, as well as all the other volunteers at all race meetings. Speaking of Rhonda Turner, she has been going through uncomfortable times in recent months with a particular health problem. But it was great to see her back at SMSP recently, and looking in great spirits. Rhonda is thankfully on the mend, and we all hope to seeing her smiling and happy at Sydney Motorsport Park for many more years.

RYAN'S RAMPAGE

RYAN REYNOLDS dominated Formula Vee at Round 1 of the CAMS NSW State Championship Supported by Pace HDD at Wakefield Park on March 5-6.

The opening round combined with the opening rounds of the National Series and Kieran Glover took pole and the win in race two. However, he was not eligible for NSW Championship points as he is not a Formula Vee NSW member.

That left Reynolds to claim victory and the points in all three races. Michael Kinsella and Dylan Thomas finished equal on points, eight behind Reynolds.

Thomas started the weekend strong but seemed to fade as the weekend went on. Conversely, Kinsella struggled early but got stronger with each race. Fourth for the round was James Horne stepping into the factory Jager. Horne qualified on the

CHAMPIONSHIP STANDINGS

POSITION	DRIVER	PTS
1	Ryan Reynolds	60
2	Michael Kinsella	52
3	Dylan Thomas	52
4	James Horne	48
5	Daniel Stein	46
6	Craig Sparke	45
7	Simon Pace	43
8	Stephen Butcher	41
9	John McDonald	36
1200cc Leader	Geoff Bassingthwaite	60

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NEWS AND GOSSIP INSIDE THE FVANSW



Jacer reached a milestone in early January when the first customer Jacer F2K16 rolled off the production line, and made its way to Western Australia, and into the hands of its new owner, FVAWA Board Member, David Campbell. At its first race meeting, David qualified fifth, and then improved to take out three second places against the rampaging David Caisley (also in a Jacer).



Formula Vee has been congratulated by the ARDC for their response in maintaining within the track limits at Turns 5 and 9 at Sydney Motorsport Park in recent race meetings. While many competitors at the beginning of the clampdown a couple of years ago could not see the issue with driving 5 metres over the white line, everyone now seems to be in agreement that high driving standards should be adhered to. As one famous competitor put it, imagine if there was a concrete wall on the line?



No one Formula Vee competitor represents the spirit of Formula Vee better than Leigh Porter. A Sports Car class lap record holder in an earlier motor racing life, a motor racing father of a top Formula Vee and sports car competitor in Ben Porter, and a former great Formula Vee competitor himself from the early 2000's until a couple of years ago when two frightening crashes at Bathurst and Wakefield Park in his trusty Jacer brought his beloved racing career, and his Jacer, to a premature end while in his late 60's. Or so we thought. Liz didn't want him moping around the house any more, so when permission was granted Leigh rushed out and quietly purchased the Geoff Bassingthwaite Jacer F2K6 over the recent off-season. Leigh's Jacer is slowly being improved, and will take a few races to get to full speed, but despite this Leigh has shown no signs of slowing down. And did I mention his FVANSW Life Membership, and his great contributions to the FVAA, the Australian Formula Vee Series, and Bathurst? Leigh is a great Formula Vee Legend!



An interesting fact came to light recently involving one of our most respected drivers. It may be incredibly hard to believe, but the great Mat Pearce has never won a race! But more interesting is that Mat took the lead of one race with one lap to go, and was certain to win. But then a Red Flag came out, and on the count back, the race was awarded to previous leader! This must make Mat the greatest Formula Vee driver never to have (yet) won a race. We won't mention who caused the Red Flag.. Keep it up Mat!



One of our most enthusiastic Formula Vee competitors of recent years, William Pym, hasn't been seen on the circuit as regularly this year as recent years. So far, Will has competed in the first round of the year, and is taking a partial sabbatical while his racing budget gets consolidated following his purchase of the fast and beautiful Jacer that Aaron Pace raced last year. William will keep his skills sharpened by racing one more time this year, but will be expected to compete in every race meeting after 2016 for many years.

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NEWS AND GOSSIP INSIDE THE FVANSW



The AASA Club Pointscore Round for the last few years has also seen one of our (now former regular) great drivers and personalities, Leigh McGarvie, make his annual cameo appearance while he studies for his PhD. Leigh has led races, and has raced fast and safe in all the years he competed prior to putting his studies ahead of his fun. Similarly to Darian, Leigh showed that his abilities had not faded by lapping within a few seconds of the leaders in the wet at Wakefield. Hurry and finish your PhD, Leigh!



While Dylan Thomas and Tim Brook have been showing National level racing drivers in Carrera Cup and GT86's how to drive a racing car, they are not the only ex-Formula Vee drivers racing in various categories and on the National stage. Chris Pither (Formula Vee New Zealand), Shane van Gisbergen (Formula Vee New Zealand), Aaren Russell (Formula Vee NSW), Karl Reindler (Formula Vee Victoria), Jack le Brocq (Formula Vee Victoria), Cam Waters (Formula Vee Victoria) have made names for themselves in Australia's top racing sedan category, V8 Supercars. Reigning V8 Supercars champion, Mark Winterbottom, also raced with us in New South Wales for a while. Then there is our own Ryan Simpson in V8 Touring Cars and Porsche GT3 Cup, Jason Gomersall (Formula Vee South Australia) in Touring Car Masters, and TV personality, Grant Denyer, who is now occasionally racing a GT McLaren. These boys, (sorry to those I have not mentioned) prove that if you want to get to the top, start in Formula Vee.



It was great to see Formula Ford hotshot, Daniel Holihan, get behind the wheel of James Horne's trusty Polar Formula Vee at the AASA round of the FVANSW Club Pointscore in early May, Daniel wanting a taste of a VW-powered Vee. Sadly, Daniel had a bit of a bump in the car early in the weekend, and was forced to retire with some slight discomfort. Hopefully we will see Daniel back soon behind his Formula Ford, and maybe a Formula Vee again before long. Daniel has entered for the National Formula Ford round at Sydney Motorsport Park in his regular Tim Beale Anglo Australian Motorsport Mygale in late May. Good luck Daniel.



The CAMS NSW Motor Racing Panel, who is responsible for the CAMS NSW Motor Racing Championships, as well as all other CAMS-accredited circuit racing in NSW, has started its own Facebook page. You can catch up on lots of the news, information, and gossip, that goes on with all ten CAMS NSW Motor Racing Championship categories, including quite a few behind the scenes items on Formula Vee (that wouldn't usually be published in the FVANSW Facebook page or the FVANSW Veemag).



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SCENES NEWS**



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THE FVANSW PHOTOS OF THE MONTH

SIMON THOMSEN'S NEW FORMULA VEE

Former FVANSW 1200cc State Champion, Simon Thomsen is taking a sudden sabbatical from Formula Vee racing after accepting a temporary position with his employer in the UK. This proved to be a hard decision for Simon because he was in the final stages of completing his self-designed new Formula Vee. Fortunately, before he departed Simon did get the opportunity to present his Vee at a ceremony in Sydney's North in early March in front of dozens of friends and supporters. Not only were the hors d'ouvres very tasty, but Simon's Formula Vee was extraordinarily sophisticated, with clear inspirations taken from a modestly successful Formula Vee called a Checkmate. Simon should be back in Australia early next year after a year long custodial sentence in the Old Country, and it will still take him a few months of hard work before his new Formula Vee is ready for racing, but it is extraordinary what Simon had achieved with the construction of the car in less than one year of hard work. Simon will soon be posting photos of the construction of the car at various stages on Twitter at his account of . Stay tuned.



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THE FVANSW PHOTOS OF THE MONTH

James Horne had every reason to believe that his prodigious talent would be more apparent throughout 2016 by being the driver of the factory Jacer F2K14. However, one third of the way through the Championship, and James' luck hasn't quite allowed his supporters to cheer as loudly as they hoped. A number of collisions in the beautiful Bionic coloured Jacer (all of which were racing incidents not initiated by the super clean James) has resulted in lots of garage floor wiping. James' incredible natural talent, level-head, and dad Stephen, won't let a few setbacks get in the way of that first win in the F2K14.



TIM BROOK DOES FVANSW PROUD IN HIS GT86 AT WINTON



(Photo from Facebook)

Tim Brook, the 2013 CAMS NSW Formula Vee State Champion, is the latest in a long line of former Formula Vee drivers who have showed the motor racing world that Formula Vee is the best place to start a career in motor sport. Tim debuted his David Seiders Racing-built Toyota GT86 in the first ever round of the new Toyota 86 Racing Series at the Winton round of the V8 Supercars Championship in Mid May. Tim, and his beloved new wife Bekky, have been looking forward to the GT86 Racing Series for several months now, and for a while it looked like the David Seiders Racing GT86 may not be ready in time. But Tim, never doubting things, got the car to Winton in time, and then took the car to second on the grid after Friday qualifying. Tim continued to dispense driving lessons to all his Toyota GT86 competitors, which included former V8 Supercar regulars, National Champions, and the occasional Formula Vee driver (good luck Frank), by finishing the three races throughout the weekend in second, second, and second place, including setting the first ever GT86 lap record, and one other fastest lap. Tim was clearly the fastest driver in the entire field, the winner clearly pulling a few car lengths away from Tim down the pit straight every lap with his extra hp. We are proud of you Tim (and Bekky)!

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ALLAN HARRISON **1961 - 2016**



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SPECIAL FEATURE**PAUL CORCORAN'S ALL-
CONQUERING CHECKMATE
FORMULA VEE****Ben Porter and the Checkmate**

In the 51 year-long history of Formula Vee in Australia, many Formula Vee drivers have become famous, and indeed, household names. Colin Bond, Larry Perkins, John Bowe, Jason Bargwanna, just to name a few. Unfortunately, the racing cars that took these great drive-rs to the start of their long and illustrious careers in motor racing seem to be largely forgotten. Its only within the Formula Vee community that the great Formula Vee cars are remembered. The most famous of these Formula Vees include the Damon Beck Rennmax, the Warwick Manderson Elfin, the David Cutts Spectre, the Frank Kleinig Mako, the Frank Haire Elfin, the Jason Cutts Jacer, the Steve David Commando, and the Ryan Simpson Jacer, to name just a few.

But its in more recent times that one Formula Vee car in particular has been forging a competition history so rich with success that it has deservedly earned itself the title of The Greatest Formula Vee. And not only should we all be proud that it has been designed and built in New South Wales by one of the FVANSW's greatest technicians, but we are still in a privileged position in seeing it race in competition while at the top of its game.

Paul Corcoran has been connected with Formula Vee in one form or another for decades. The idea for a Formula Vee had been brewing almost the entire time. During the early 2000's, the concept for the car slowly matured inside his pedantic head while changes in his work arrangements limited his resources in constructing the car to the levels of accuracy he required. Along came John Kelcik, a man of Czechoslovakian background, who was one of Paul's business contacts and owns Kel-Fab, a water jet cutting and fabrication business in the same industrial estate in the Sydney suburb of Castle Hill where Paul owned a welding business.

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PAUL CORCORAN'S ALL- CONQUERING CHECKMATE FORMULA VEE

Through John's generosity, Paul then found a home for his project on the mezzanine landing of John's workshop. Before long, the chassis was taking shape, and soon after, "Checkmate" became the natural name for the new car.

Reflecting Paul's attention to detail as a master welder and fabricator, the chassis also included some non-standard sized members that Paul folded himself to exacting standards. Paul also took advantage of the water jet cutting facilities at Kel-Fab, with many of the chassis and suspension components shaped to microscopic tolerances, which can clearly be seen in components from one end of the Checkmate to the other. Even the production of the body plug used water jet cutting to perfectly jig saw thick sections of MDF to ensure that the Checkmate body would be the straightest, squarest, and most perfectly curved racing car this side of a Formula One McLaren.



Paul Corcoran at the wheel of his creation, which set still unbeaten engineering standards

As the Checkmate was taking shape, rumours starting spreading about who would be the test pilot. Lots of denials and the use of smoke and mirrors were required to keep Ben Porter's name out of the newspapers, right up to the point of the entry list for its debut race at the 2007 Formula Vee Australian Series at Phillip Island. By the end of its first ever official session on the track though, Ben took the Checkmate to the top of the time sheet. So commenced the racing career of the greatest Formula Vee. One, that nine years later, is showing no signs of fading.



Australian Series and Nationals winners in the Checkmate, Ben Porter and Kieran Glover

The Checkmate and Ben Porter instantly became the fiercest Formula Vee combination anywhere on a racing circuit in Australia. The closest comparison is Ayrton Senna's yellow helmet in a black Lotus or a red and white McLaren. And just like Senna, Ben courted controversy. No one will forget the desperate dying seconds of the 2012 Nationals at Wakefield Park, or the aerobatics at Mallala! But Ben Porter knew better than anyone that winning races in the most competitive Formula Vee competitions in the world brings with it great rewards from the great risks.

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PAUL CORCORAN'S ALL- CONQUERING CHECKMATE FORMULA VEE



The Checkmate was the test car for the tyre contract in the late 2000's

Then, when Ben Porter decided that he and the Checkmate could not achieve any more in Formula Vee in 2013, Tasmanian Kieran Glover became the anointed driver. In his first year, Kieran came close to winning the 2014 Australian Formula Vee Series, and finished in the top ten at the incredible 2014 Nationals at Phillip Island. But 2015 was the year when Kieran and the Checkmate inspired each other to go faster, with Kieran taking out the Australian Formula Vee Series on the last lap of the last race, and then won the National Titles at Symmons Plains after making up four positions in the last lap in one of the most exciting Formula Vee races of the year.



The Checkmate has been involved in its fair share of controversy

With Ben and Kieran piloting, and always dressed in its distinctive white paint and red and blue "Checks", the great Checkmate has now won three National Titles, an unbelievable seven Australian Formula Vee Series, and countless individual race wins. At one stage, it won an unbelievable 35 out of 53 races with Ben Porter behind the wheel, a record that, while hard to beat, is within the reach of Kieran's abilities.

Everyone in Formula Vee should be very thankful to Paul and John for their perfect four-wheeled racing creation. It has inspired other car builders and other competitors to beat it off and on the track, something this ageless car will continue to do for many years to come.

And to cap off a great motor racing career, it was announced recently that the Checkmate will soon have a sibling to keep it company in Sydney. The Checkmate's baby brother will have great tyre prints to follow!

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RACE REPORT



RYAN REYNOLDS AND GEOFF BASSINGTHWAIGHTE LEAD AFTER TWO ROUNDS OF THE 2016 NSW MOTOR RACING CHAMPIONSHIPS



Round 1 winners, Ryan Reynolds (1600) and Geoff Bassingthwaite (1200)

In what was one of the most subdued Formula Vee weekends ever, the Australian Capital Territory took out outright honours after the end of Round 1 of the 2016 CAMS NSW Formula Vee State Championship at Wakefield Park in early March, with Canberra's Ryan Reynolds winning two out of three races over the weekend. The weekend of racing was subdued because there was one competitor missing from the grid. And Al Harrison was more than a competitor. He was one of the bravest motor sport competitors from any category.



Kieran Glover finished the weekend in second place, while James Horne took control of "Effie"

With the front row of the Race 1 grid vacant and all Al's Formula Vee mates still in shock, a hard year of Formula Vee racing commenced in the worst possible emotional conditions. But by the end of the three races over the weekend, Formula Vee made Al proud. The racing throughout the weekend was close from the front to the back, with the front pack of sometimes up to nine cars racing nose to tail for most of every race.

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RACE REPORT



ROUND 1 - WAKEFIELD PARK

ROUND 2 - SMSP

By the end of the weekend, Ryan was the Round victor, with Tasmania's Kieran Glover guiding the Checkmate to one win and two seconds. Bernie Cannon got off to a perfect start to the year after winning Race 1 of the weekend, but the dreaded mechanical gremlins returned in Race 2 to terminate the remainder of the weekend. Bernie's absence allowed Geoff Bassingthwight to win the next two races after he DNF'ed Race 1, with William Pym stealing second place in all three races, and Ray Cripps taking out third in race 2, while Stephen Cannon crossed the line in third place in Races 1 and 3.



Wayne Hamilton found speed over the break, while Gary found air conditioning

Great performances were put in by many drivers over the weekend, including Craig Sparke who's Jacer was fettled by David Cutts over the break, Wayne Hamilton, whose Sabre also found speed, Daniel Stein, who charged through the field to third place in Race 3 after DNF'ing Race 1, FVANSW President, John McDonald, who returned back behind the wheel of his much improved Mako, James Horne in the factory Jacer F2 K14 who was not only faster, but also finished all the races with a third, a fourth, and a sixth!



Queenslander Curtis Porter raced with us, while Daniel hard-charged way through the pack

Other highlights of the weekend was Darren William making not only a return to Formula Vee racing, but also debuting his new Sabre 2, although the Sabre's speed needs more development before it can match Darren's, and Aaron Pace debuting the ex-Darren Williams Jacer, although it also seems that the Jacer had lost some of speed that Darren had found in recent years.

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RACE REPORT**ROUND 1 - WAKEFIELD PARK
AND ROUND 2 - SMSP**

Reigning NSW State Champion, Michael Kinsella also raced solidly in the face of stiff National-level competition to cross the line in sixth, third, and fourth places, as did 2014 State Champion, Dylan Thomas, with a third, a fourth, and a fifth.

Ryan and William, courtesy of his consistency, took strong leads in the 1600cc and 1200cc State Championship pointscores of 15 over Dylan Thomas and 9 over Stephen Cannon respectively.



Vale Al Harrison. Its not the same without you.

One month rolled along to Round 2 of the 2016 CAMS NSW Formula Vee State Championship at Sydney Motorsport Park in early April, this time returning to the extended Brabham Circuit for the second time, and the passing of time since Round 1 had allowed greater focus on the racing.

By the end of another incredible weekend of racing, Ryan had maintained his strong lead over Dylan Thomas in the 1600cc CAMS NSW Formula Vee State Championship with another two wins out of the three races, although an eighth place in Race 1 on Saturday afternoon upset the almost perfect record so far this year. Dylan as usual never let an opportunity go without taking advantage of it, and so his one win and two second places gave him the Round 1 by 5 points ahead of Ryan.

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RACE REPORT**ROUND 1 - WAKEFIELD PARK
AND ROUND 2 - SMSP**

The 1200 class was a close run fight between Geoff Bassingthwaighte and the hot Ray Cripps, with Geoff edging Ray out by a single point after Geoff steered his Avanti to two wins and a third, while Ray steered his Manta to two seconds and a win in the 1200 class.

Bernie Cannon returned to form over the entire weekend, taking his Cutts-prepared Kingfisher tot wo thirds and a second, while Stephen Cannon steered his Nimbus to a fourth place in Race 1 before a mechanical problem before the end of Race 2 catastrophically terminated his weekend.



Reynolds and Thomas, and Bassingthwaighte and Cripps, raced wheel to wheel all weekend

Although the weekend was action packed from beginning to end, from front to back, the most action took place in Race 1 when a touch of wheels between Craig Sparke and, no, not James Horne! Yes, James Horne! resulted in two Jacers, one a black Jacer F2K7 and a Bionic blue Jacer F2K14 resulted in two Jacers flying across the track between Turns 2 and 3 while in second and third places, and both looking like potential race winners. Through the tyre smoke and clouds of dust, Craig Spark recovered to sixth (with a couple of more incidents along the way), but James was recovered by a skyhook and a table top truck.



The 1200 boys race so close, while Leigh Porter slipstreams past Rookie Michael Cook

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RACE REPORT



ROUND 1 - WAKEFIELD PARK AND ROUND 2 - SMSP

More work took place in the Jacer garage until late on Saturday night to repair the damaged gearbox, but optimism was replaced with disconsolation half way through Race 2 on Sunday morning when the smoke trail appeared from the Jacer, despite a charge up the field to a competitive position. More hard work continued before Race 3, but the dreaded smoke trail reappeared, and so James promising weekend was over.



James and his stricken Jacer F2K14, while Morgo sampled his 8th Formula Vee in the last year

Despite James and Jacers disappointment, the highlights include Mark Williams making his annual return to racing in his great looking Jacer, Morgan Freemantle steering Gary Hook's Jacer through more R and D, Rookie Michael Cooke behind the wheel of the LSV,



The huge field of Formula Vees line up for Race 1 on Saturday Afternoon

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RACE REPORT

ROUND 1 - WAKEFIELD PARK AND ROUND 2 - SMSP



The Round 2 winners, Cripps, Cannon, Bassingthwaite, Thomas, Thomas, Reynolds, Stein



Mark Williams



Daniel Stein



Simon Pace



Mat Pearce



Stephen Butcher



Adam Brook

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**FVANSW FORMULA VEE
DRIVER PROFILE****AARON PACE**

Aaron Pace has been around Formula Vee motor racing longer than most of us - Aaron first tasted the thrills of motor racing as a spectator at the age of about three years when his Dad, the fast Simon Pace, first ventured on to the circuit in a Mk2 Mako. Years, and lots of tyre changing, later, Aaron blew the establishment away with his storming debut at the 50th Anniversary of Formula Vee at Wakefield Park at the beginning of 2015. One year, and a new Jacer later, Aaron is a respected (and fast) Formula Vee racing driver, as well as a young man.

What is your job?

I work with my dad in his excavating business.

Why and how did you get into Formula Vee?

I have been around Formula Vees from way back in 2003 when Dad got his first Mako, and I guess one thing leads to another and last year I finally got to enter my first race.

Who is your favourite Formula Vee competitor and why?

Hmm. This is a hard one! Am I meant to say Dad?? Even though he has now moved on and not racing Vees any more, I would probably say from watching from the sidelines Daniel Reynolds was always someone I liked to watch, never seen someone take Turn 2 at Wakefield Park as smooth and fast as he did.

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

Would have to be Craig Lowndes has always had a good attitude towards racing.

What do you like about Formula Vee and why?

I think the people involved in the whole Formula Vee community makes the category what it is. Everyone is always offering to help or lend you a spare, which makes it a good sport to be involved in. Also, the affordable wheel to wheel racing which is so competitive which is just unreal!

What Are Your Best and Most Unusual Racing Moments?

My first wet race and the first time at Sydney Motorsport Park last year when I could not see a single thing and the car was aquaplaning down the main straight!

What are your motor racing plans?

The first thing on my to do list is to beat Dad! Hahaha! I plan on staying in Vees and keep trying to work my way up to the pointy end (which isn't easy).

What road car do you drive?

I have recently sold my VE Commodore, so at the moment I have just been driving the work ute.

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FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTSORES

2016 FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	2016 CAMS NSW 1200 State Championship Round 1				2016 CAMS NSW State Championship Round 2				Sub- Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T			
1	Geoff Bassingthwaighe		30	30	60	30	30	25	85	145	0	145
2	Ray Cripps		25		25	27	27	30	84	109	0	109
3	Bernie Cannon	30			30	25	25	27	77	107	0	107
4	Stephen Cannon	25	23	25	73	23			23	96	0	96
5	William Pym	27	27	27	81					81	0	81
6	Peter McDonald	23	22	23	68					68	0	68

2016 FVANSW DIVISION 2 POINTSCORE

Pos	Driver	NSW CAMS State Championship 2016 Round 1				NSW CAMS State Championship 2016 Round 2				Club Pointscore - AASA NSW Championship Event							Pts
		R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	R4	R5	R6	T	
1	Craig Sparke	30	30	30	90	30	30	30	90	30	30	30	30	30	30	180	360
2	Geoff Bassingthwaighe		23	23	46	22	22	21	65	25		23	27	25	25	125	236
3	Wayne Hamilton	23	25	25	73					27	27	27	25	27	27	160	233
4	Adam Brook	27		27	54	27	27	27	81								135
5	Ray Cripps		22		22	21	21	23	65								87
6	Bernie Cannon	22			22	20	20	22	62								84
7	Stephen Cannon	21	21	22	64	19			19								83
8	Mark Williams					25	25	25	75								75
9	Andrew Murdoch									23	25	25				73	73
10	Peter McDonald	20	20	21	61												61
11	Cody Hill	25	27		52												52
12	Michael Cooke					23	23		46								46

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2016 FVANSW 1600 CLUB POINTSCORE

Pos	Driver	NSW CAMS State Championship 2016 Round 1				NSW CAMS State Championship 2016 Round 2				Club Pointscore - AASA NSW Championship Event							Pts
		R1	R2	R3	T	R1	R2	R3	T	R1	R2	R3	R4	R5	R6	T	
1	Dylan Thomas	27	25	23	75	30	27	27	84	30	30	30	27	27		144	303
2	Craig Sparke	23	22	20	65	22	23	20	65	25	25	25	25	25	27	152	282
3	Daniel Stein		19	27	46	23	21	25	69	22	27	27	30	30	30	166	281
4	Stephen Butcher	21	20	14	55	25	25	21	71	27		23	23	23	23	119	245
5	Leigh Porter		13	13	26	12	12	13	37	23	23	22	20	20	21	129	192
6	Morgan Freemantle					13	14	16	43	19	22	21	22	22	25	131	174
7	Ryan Reynolds	30	30	30	90	19	30	30	79								169
8	Wayne Hamilton	14	14	15	43					20	21	20	21	21	22	125	168
9	Michael Kinsella	22	27	25	74	21	22	23	66								140
10	Simon Pace	19	21	22	62	27	20	22	69								131
11	John McDonald	18	18	18	54	17	18	19	54	21						21	129
12	Darren Williams	15	16	17	48	20	16	17	53								101
13	Aaron Pace		17	19	36	16	19	18	53								89
14	Adam Brook	17		16	33	15	17	15	47								80
15	James Horne	25	23	21	69												69
16	Andrew Murdoch									18	20	19				57	57
17	Mark Williams					14	13	14	41								41
18	Mathew Pearce					18	15		33								33
19	Cody Hill	16	15		31												31
20	Michael Cooke					11	11		22								22
21	Gary Ogden	20			20												20

2016 FVANSW 1200 CLUB POINTSCORE

Pos	Driver	FVANSW 2016 Club Pointscore Round 1				FVANSW 2016 Club Pointscore Round 2				Pts
		R1	R2	R3	T	R1	R2	R3	T	
1	Geoff Bassingthwaighe		30	30	60	30	30	25	85	145
2	Ray Cripps		25		25	27	27	30	84	109
3	Bernie Cannon	30			30	25	25	27	77	107
4	Stephen Cannon	25	23	25	73	23			23	96
5	William Pym	27	27	27	81					81
6	Peter McDonald	23	22	23	68					68

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2016 FVANSW OPEN STATE CHAMPIONSHIP

Pos	Driver	NSW CAMS State Championship 2016 Round 1				NSW CAMS State Championship 2016 Round 2				Sub- Total	Worst Race	Pts
		R1	R2	R3	T	R1	R2	R3	T			
1	Ryan Reynolds	30	30	30	90	19	30	30	79	169	19	150
2	Dylan Thomas	27	25	23	75	30	27	27	84	159	23	136
3	Michael Kinsella	22	27	25	74	21	22	23	66	140	21	119
4	Daniel Stein		19	27	46	23	21	25	69	115	0	115
5	Stephen Butcher	21	20	14	55	25	25	21	71	126	14	112
6	Simon Pace	19	21	22	62	27	20	22	69	131	19	112
7	Craig Sparke	23	22	20	65	22	23	20	65	130	20	110
8	John McDonald	18	18	18	54	17	18	19	54	108	17	91
9	Aaron Pace		17	19	36	16	19	18	53	89	0	89
10	Darren Williams	15	16	17	48	20	16	17	53	101	15	86
11	Adam Brook	17		16	33	15	17	15	47	80	0	80
12	James Horne	25	23	21	69					69	0	69
13	Leigh Porter		13	13	26	12	12	13	37	63	0	63
14	Geoff Bassingthwaighe		12	12	24	10	10	10	30	54	0	54
15	Wayne Hamilton	14	14	15	43					43	0	43
15	Morgan Freemantle					13	14	16	43	43	0	43
17	Mark Williams					14	13	14	41	41	0	41
18	Ray Cripps		10		10	9	9	12	30	40	0	40
18	Bernie Cannon	13			13	8	8	11	27	40	0	40
20	Stephen Cannon	11	9	10	30	7			7	37	0	37
21	William Pym	12	11	11	34					34	0	34
22	Mathew Pearce					18	15		33	33	0	33
23	Cody Hill	16	15		31					31	0	31
24	Peter McDonald	10	8	9	27					27	0	27
25	Michael Cooke					11	11		22	22	0	22
26	Gary Ogden	20			20					20	0	20



JOIN THE DISCUSSION
POST ALL YOUR NEWS, AND GIVE YOUR
OPINION (BUT KEEP IT NICE PLEASE),
ON THE FVANSW FACEBOOK PAGE.
JOIN UP NOW



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FORMULA VEE SALE



KE Power Engine - For Sale. Race winner. 3 meetings since new. No expense spared, and ready to race. Includes pulley, clutch, generator post, distributor, fuel pump. Tinware and manifold is required (also available). New crankcase, SCAT conrods, pistons and cylinders, heads, valves, valve springs, retainers, 1.25 rockers, pushrod tubes. New clutch. Contact Michael Kinsella 0414282500.

Various

Used Tyres - \$200 per set

V-Force Wheels - \$150 per wheel - I have 5 of the wide offset & 1 of the narrow offset left. Contact Tim Brook - 0417 457 276

Various - Two Alloy Rocker Covers. One bolt on, one clip on. \$20.00 each

- Quick release steering wheel hub. \$30.00

- Momo steering wheel. 265mm diameter \$100.00

- Steering Rack. Suit some Polars and Jacers. New. \$250.00

- Three chrome steering arms. 7/16 UNF left and right thread. Suit steering box car. New. \$50.00 each.

-Two pair Koni adjustable shocks. Suit front or rear. \$200.00 pair

- Pair NG Elfin type trailing arms. \$200.00 pair.

Lyall Moyes 04154658



Stinger Brand New Price \$9800 - For Sale I have Stinger 006 which I obtained from Steve Butcher a few years ago with the intention of returning to racing. Unfortunately due to my employment, (Army), I am not allowed to race any more. I have sunk around \$20k in to this car, and I now have to reluctantly move it quickly as the wife wants the cash, (we all know that feeling don't we). The car is 99% complete and only requires the following to get it onto the race track:

- New 6 Point Harness - The one on it is out of date.
- Kill Switch - Needs to be relocated.
- Log Booking - This is a new car that has never, ever been raced,
- New Tachometer - the current one is non functional,
- New Battery.

Essentially, this is a car that would only need less than one day to put to rights. There is a small amount of surface rust on some components as the car has sat in my garage for 4 years without doing anything. I have a set of used Dunlop Tires that come with the car, but I would recommend getting a newer set before driving it. More detailed pics available on request.

Bring a trailer and take it away for less than half the price of a late model 1600cc Stinger. The price is not negotiable as it is already at rock bottom. Take advantage of my misfortune to grab yourself a bargain. Contact John Swensen: 0417388234 or john.swensen@defence.gov.au



Avanti Historic Formula Vee Price: \$12 000 ono

Top reliable performer Dynoed motor, excellent h/p, dyno sheets, one meeting old. Motor/gearbox sealed. New brakes, wheel bearings, seals 6 sets rear springs diff/gear set for long box included. Current historic COD CAMS historic log. No expense spared in preparation and maintenance. Turn-key \$12,000 ono. Edward Gavin 0409794033

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FORMULA VEE SALE



Polar Formula Vee (NSW)

SURPRISE!

FOR SALE.

Our much loved Polar!!

Selling complete, race ready, with spare body and extra nose cones.

We are sad to be selling, but we are still running in the Series.

We'll be leasing "Effie" from Jacer for 2016.

Full sale advertising will be going up Nationally shortly, so this is an advance spoiler!

\$21,800 ono.

Contact Stephen (0412602764) or James (0416871493) or message us.

Performance Alloy Wheels 15x6

Price: \$120ea. We have a total of 8 wheels for sale. The condition of each wheel is very good with only a few chips/scuff marks. These wheels were purchased to suit a Formula Vee race car, but would suit smaller sized cars that use the 4x100 stud pattern. The list price of \$120 is per wheel, please let us know how many you want. Specs - Size: 15x6 Offset: 40 Stud Pattern: 4x100. These are pick up only, but if needed a courier can be arranged at the buyers expense.

Contact Details: (03) 9722 7107 info@andygoodalltraining.com.au



GARY'S MOTORSPORT TYRES



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

GARY'S MOTORSPORT TYRES FOR ALL YOUR MOTORSPORT NEEDS INCLUDING CAMS-SPEC ROLL BAR PADDING AND NECK RESTRAINTS

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FORMULA VEE SALE



Predator 83

The original Australian Super Aero "Razor car.". Built under arrangement with the designers "Precision Dynamics " Lamar Colorado USA. Generally acknowledged here as the fastest straight line car of its era. This was the first car to utilize the Zero Roll suspension concept, together with a bell crank steering modified system. This car has won many races in the 80's and always ran at the front but has not been raced for 11 years and has now been totally rebuilt . I am selling due to ill health. The car features:

* Rebuilt and powder coated chassis, New master cylinders wheel cylinders and brake hardware, New 5 point seat belt, New Fire Extinguisher, All new rod ends and Grade 8 fasteners as required.

* **Engine 1192 CC** Freshly rebuilt, sealed and unraced. Includes 1600 crankcase modified for full oil flow. Brand New German heads, ported, CC'd and flowed, fitted with genuine VW valves and SR racing springs. Brand New German crank, Pistons and Cylinders, Wade 1038 Camshaft, oil pump, extended sump, cooler and oil control system. "Oberg" combination filter cooler assembly. 4-1 exhaust system fitted with Porsche style collector and megaphone. Guaranteed absolutely top flowing 28 PCI carburettor and intake system. K and N Filter.

Rear Suspension: Zero Roll with adjustable links, Original Fox aluminium remote canistered shock absorber. Sealed short ratio gearbox. 4.375 final drive with 1.26 3rd.

Front Suspension: Rebuilt front end, 19MM Front roll bar, Koni aluminium adjustable shock absorbers, Bell crank steering with reversed Pitman arm.

Body: New aluminium aero side trays. New paint in original colours.

Car comes complete with original logbooks, a full set of body moulds ,original construction blue prints plus fully dimensioned engineering drawings for every component on the car,also component part numbers and vendor listings, a huge library of Formula Vee research , manuals and manuscripts going back my 45 years of Formula Vee involvement. Also included are large inventory of new and used VW parts and component spares , an engine rebuild stand, suspension alignment jigs and special tools.

A Gold COD application has been lodged and included in the sale. This car is ready to win again.

\$16500 ONO Ring Chris Lewis 0403 966602 Email: formtech10@ymail.com

1200cc Formula Vee Motors, short box and other parts (VIC)

Price: Various 2 x 1200 motors. 1 complete with carby, controlled manifold, tinwear,fan housing, and clutch.This engine has done 1 meeting at P.I. Built by David Cutts and has all sealing cards and sheets. \$3500. The other engine has a clutch but no fan housing, tin wear or manifold, carby it has done 4 meetings and has sealing cards and sheets. Originally built by David Cutts refreshed by John Dean \$2800. 1 Short gearbox with tubes and axles currently setup for disc brakes but can be removed for drums \$750 with discs \$700 without. Have sealing card and sheets

Pair of untouched 1200 "D" heads straight off a car, \$300. 2 x starter motors 1200 \$50 each 1 x 1200 carby \$80. Contact: Greg 0415 860 256

THE GOLDEN ERA OF FORMULA VEE RACING IN NSW CONTINUES

WAKEFIELD PARK JULY 2/3

ROUND 4 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

ROUND 5 FVANSW CLUB POINTSCORE

BE THERE TO SUPPORT YOUR CATEGORY!

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