



ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

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FORMULA VEE ASSOCIATION OF NSW MAGAZINE - JANUARY 2017



Dylan 1st 1600



Ray 1st 1200



Ryan 2nd 1600



Mick 3rd 1600



Bernie 2nd 1200



Geoff 3rd 1200

RAY CRIPPS AND DYLAN THOMAS ARE THE 2016 FVANSW STATE CHAMPIONS!

INSIDE THIS (TY-RED) EDITION OF THE FVANSW VEEMAG

- John's Presidents Report, Gary Ogden's Board Report, and Greg Hepburn's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip
- 2016 STATE CHAMPIONSHIPS Rounds 5 and 6 Race Reports
- Photos of the Month
- SPECIAL FEATURES - THE NEW CONTROL TYRES (AND LOTS ON THEM!)
- MORE NEW FVANSW LEGENDS!
- Driver Profile - Look inside and see who!
- All our pointscores
- Is your name on the list of FVANSW Racers Over 52 Years

AND LOTS AND LOTS AND LOTS MORE!

FORMULA VEE -	OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY
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	PROMOTE FORMULA VEE AT EVERY OPPORTUNITY TELL EVERYONE YOU ARE A FORMULA VEE RACER!	
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FVAA Sealers Sydney Metro

Frank Kleinig BH 0245777221
Nathan Sansom Mob 0405018433
Edan Fleming Mob 0412477437

FVAA Sealers Central Coast

Greg Douglass Mob 0402237507
Phil Lewis BH 0245798107
Greg Hepburn Mob 0438169247

FVAA Sealers ACT

Morgo Mob 0431695569
Col Merz Mob 0412316275

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.

2017 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0475959639	Committee	Geoff Bennett	
Secretary	Bernie Cannon	0408214080	Committee	Glenn Moulds	
Treasurer	Leigh Porter	0417439390	Committee	Dylan Thomas	0431822997
Tech Director	Greg Hepburn	FVAA Board Member		Gary Ogden	0475959639
Comp Secretary	Simon Thomsen	0433810225	CAMS MRP Rep	Ray Filetti	0404078636

Committee meetings occurs at the RydeX Club on the second Wednesday of every month

2017 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

SEE PAGE 4 OF THIS EDITION OF VEEMAG FOR THE FULL 2017 FVANSW RACING CALENDAR

POINTSCORE 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 pages for use in this non-profit club magazine.



FVANSW PRESIDENT'S REPORT

By John McDonald

YOKOHAMA. There I said it! They have been the elephant in the room for the last few months. Whilst we may not be in favour of them, and despite our objections, they are now our control tyre until at least the end of 2019. So what do we do about them now? – We bolt them on and go racing!

The FVANSW members have always had a proud history of success when competing on the national stage. There is no reason that this can't continue this year. Restricted availability of the new tyre has meant for most of us, zero testing. That is why the upcoming AASA 'Open Wheel Festival' at Wakefield Park on February 18-19 is such a great opportunity to get our head around the setups required to suit these peculiar tyres before our State Championships begin.

This race meeting will also form part of our club championship for 2017. The first of two club rounds in what will be the busiest race schedule we have had for many years. Whilst some club members have expressed to me a desire to 'sit this meeting out' to see how the rest of us get on, I firmly believe that approach will not benefit them or this great category.

The same wonderful club spirit we see race after race that has members staying back at the end of a day to change a gearbox or motor in a competitor's car should be applied here with an 'open book' approach in helping to determine baseline tyre pressures or camber settings so that when the red lights go out on the grid, the guy beside (or behind you) has their vehicle safely set up to ensure we all enjoy the high standard of racing we are all thankfully accustomed to.

As we start this year you will notice that some of your committee members have changed. Firstly a big thank you to outgoing members Morgan Freemantle, Gary Meyers and Stephen Horne for the hours they have put in for our club over the past few years. We should all be grateful for their time and dedication. Morgan – your role as Technical Director has borne many improvements during your time and your work on replacement heads and carburetor alternatives will continue to help serve our category moving forward.

Taking their places on the committee are Geoff Bennett and Glenn Moulds, with Greg Hepburn stepping in as Technical Director.

All three of these gentlemen have served on the committee previously, (Ed - Not Geoff) and between them make my tenure as President seem like an apprenticeship!

Greg I know has served two previous terms as state technical director and two terms in the national role, so we are in good hands.

The last few months in the land of Australian Formula Vee has proved to me, if nothing else, the immense level of passion so many of our members have for our sport. There have been many long detailed emails, multiple meetings, phone calls and hook-ups to get us where we are now. It is fair to say there have been great expectations and our fair share of disappointments, but the level of passion displayed has been very inspiring.

There are more than a few members of our club and committee that have done an outstanding job during our 'negotiations' to try and deliver what you, our members, voted for. As is often the case in politics – the winner is never always that clear?? So now all that is left to do is race and enjoy ourselves doing it – after all isn't that the point of all of this?

So gentlemen, start your engines and I look forward to seeing you all again at the track for the first race of the year - in your race cars of course.

John McDonald



THE FVANSW ELECTS A NEW COMMITTEE FOR 2017

The 2016 AGM took place on the 30th of November, and by the end of the evening, a new FVANSW committee for 2017 had been elected. Fortunately for the FVANSW, the committee retains a large component of continuity for the all the critical positions, but the two changes to the 2017 committee brings with it fresh and experienced thinking. Please support them, and contribute to Formula Vee whenever and wherever. HUGE thanks goes to Morgan Freemantle for his incredible work in recent years, and to Stephen Horne and Gary Meyers for their support and efforts.

The magazine editor position remains unfilled, and with this being the last Veemag for the time being, it would be greatly appreciated if any member who is interested in taking on the role please contact the FVANSW Secretary.

PRESIDENT



JOHN MCDONALD

VICE PRESIDENT



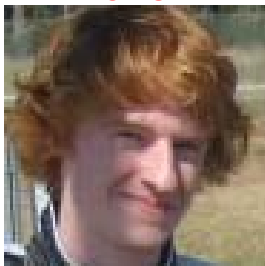
GARY OGDEN

SECRETARY



BERNIE CANNON

COMPETITION SECRETARY



SIMON THOMSEN

SCRUTINEERING DIRECTOR



GREG HEPBURN

TREASURER



LEIGH PORTER

COMMITTEE 1



GEOFF BENNETT

COMMITTEE 2



DYLAN THOMAS

COMMITTEE 3



GLENN MOULDS

SOCIAL DIRECTOR

LIZ PORTER

**MAGAZINE EDITOR
REQUIRED IMMEDIATELY
UNFILLED**

**CAMS MOTOR RACING
PANEL REPRESENTATIVE
RAY FILETTI**



WHAT'S COMING AND GOING IN 2017

Feb 18/19	Wakefield Park Open Wheel Festival R1 FVANSW Club Pointscore
March 4/5	SMSP GP R1 CAMS NSW Formula Vee State Championship
March 4/5	SMSP GP R2 FVANSW Club Pointscore
April 1/2	Wakefield Park R2 CAMS NSW Formula Vee State Championship
April 1/2	Wakefield Park R3 FVANSW Club Pointscore
Apr 29/30	SMSP Brabham R3 CAMS NSW Formula Vee State Championship
Apr 29/30	SMSP Brabham R4 FVANSW Club Pointscore
May 27/28	SMSP GP R4 CAMS NSW Formula Vee State Championship
May 27/28	SMSP GP R5 FVANSW Club Pointscore
July 1/2	SMSP GP R5 CAMS NSW Formula Vee State Championship
July 1/2	SMSP GP R6 FVANSW Club Pointscore
Aug 12/13	Wakefield Park R6 CAMS NSW Formula Vee State Championship
Aug 12/13	Wakefield Park R7 FVANSW Club Pointscore
Sep 16/17	SMSP GP R7 CAMS NSW Formula Vee State Championship
Sep 16/17	SMSP GP R8 FVANSW Club Pointscore
Oct 21	Wakefield Park R9 FVANSW Club Pointscore One Day Event
November TBA	FVANSW Presentation Night Ryde Golf Club
November 23	Ryde Club FVANSW 2016 Annual General Meeting

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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**CAMS-SPEC ROLL BAR PADDING
AND NECK RESTRAINTS**



FVAA NATIONAL BOARD REPORT

By Gary Ogden

Hi All,

Below is my December 2016 BOM report.

- I. Leigh Porter will remain on as 2017 FVAA Treasurer while I will be the 2017 NSW BOM delegate
- II. 1600cc Heads – Flow Testing in January to be performed in QLD on EMPI heads. Report should be ready for NTC review in February
- III. Engine Cost Reduction - FVANSW input required to give thoughts / ideas to NTC and BOM on ways to reduce Engine costs
- IV. Yokohama Tyre contract – Countersigned contract now received by BOM
- V. Australian Series is confirmed for 2017. Series will be over 4 rounds with only 3 rounds counting towards the point score. Full point score system yet to be confirmed.

Round 1	NSW	April 29-30	SMSP
Round 2	SA	June 10-11	Mallala
Round 3	QLD	Sept 2-3	Morgan Park
Round 4	VIC	Nov 4-5	Island Magic

Australian Series organiser required. BOM thanks Leigh for his efforts over the many years he acted as the organiser

Other comments:

Morgan Park is in the process of being re-surfaced. This re-surfacing is expected to remove the many bumps.

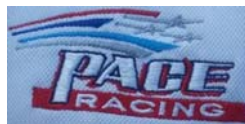
FVAV will be holding a Come-and-Try day at Phillip Island in December. They have around 8 cars donated and 13 registered 'new comers' attending.

Dorian Timer location – FVAWA have put a rule in their State Regs on the mounting location of the Dorian timer to limit the distance forward of the H-Beam.

Gary Ogden



THE FVANSW PROUDLY SUPPORTED BY



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TELL EVERYONE YOU ARE A FORMULA VEE RACER!





SEVEN NSW STATE CHAMPIONSHIP ROUNDS! TWO FVANSW CLUB POINTSCORE-ONLY ROUNDS!

ROUND 1 FVANSW CLUB POINTSCORE <i>ENTRIES NOW OPEN!</i>	Feb 18/19	Wakefield Park
ROUND 1 CAMS NSW STATE CHAMPIONSHIP ROUND 2 FVANSW CLUB POINTSCORE	March 4-5	SMSP GP
ROUND 2 CAMS NSW STATE CHAMPIONSHIP ROUND 3 FVANSW CLUB POINTSCORE	April 1-2	Wakefield Park
ROUND 3 CAMS NSW STATE CHAMPIONSHIP ROUND 4 FVANSW CLUB POINTSCORE	April 29-30	SMSP BRABHAM
ROUND 4 CAMS NSW STATE CHAMPIONSHIP ROUND 5 FVANSW CLUB POINTSCORE	May 26-29	SMSP GP
ROUND 5 CAMS NSW STATE CHAMPIONSHIP ROUND 6 FVANSW CLUB POINTSCORE	July 1-2	SMSP GP
ROUND 6 CAMS NSW STATE CHAMPIONSHIP ROUND 7 FVANSW CLUB POINTSCORE	August 12-13	SMSP GP
ROUND 7 CAMS NSW STATE CHAMPIONSHIP ROUND 8 FVANSW CLUB POINTSCORE	Sep 16-17	SMSP GP
ROUND 9 FVANSW CLUB POINTSCORE	Saturday Oct 21	Wakefield Park

CATCH EVERYTHING YOU NEED TO KNOW ABOUT FORMULA VEE IN NSW AT

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

CONTACT THE FVA STATE SECRETARY FOR ENTRY FORMS



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





FVANSW TECHNICAL REPORT

By Greg Hepburn

SPECIAL TECHNICAL REPORT - THE NEW FORMULA VEE TYRE FOR 2017 TO 2019

Everyone by now would be aware Formula Vee has a new control tyre for 2017 to 2019.

The tyre is the Yokohama Advan Neova AD08R, tyre sizes are Front 185/55/15 and Rear 195/55/15

The new tyre is compulsory for all cars running as 1600 FV, and for 1200 FV for 2018 and 2019.

This article is restricted to 1600 cars for the time being.

We have to play with the hand we have been dealt. In an attempt to separate fact from fiction and get on with it I have put together the following.

Difference between biased cross ply and a Radial

It is important to know how the Radial Tyre works as opposed to the Cross Ply, this knowledge is needed to assist in the new set up of the car and what to expect when racing on it.

The main difference is in the construction, Biased Cross Ply have relatively stiff side walls and a flexible tread face, therefore hot pressures are critical. Excessive air pressure will cause the tread face to bulge, reducing the contact patch. Whereas the Radial has a very stiff tread face (usually with steel bands built into it), and flexing side walls. The flexing of the side allows the tyres tread face to keep contact with the road surface.



The following points need to be remembered:-

- 1) Radials generally need more static negative camber (about 3 degrees) compared to bias tyres (about 1 to 1 1/2 degree negative).
- 2) With Radials air pressure can be used to reduce sidewall rollover, without having the tread bulge like a bias tyre.
- 3) Radials generally provide more breakaway grip than a bias tyre, however Radials give less warning before 'breaking away'. This makes radials to be harder to drive at the limit.
- 4) Bias ply tires give more warning (than radials) about traction limits and have excellent feedback of what the contact patch is doing.
- 5) Radials operate at lower slip angles than bias ply tyres. This is the main reason Radials usually have better transient response than bias tyres.
- 6) Radials are usually heavier than bias tyres due to the overwrap plys.
- 7) Radials tend to give better brake feel than Cross Plys, this is due to the steel band in the tread surface not distorting under brake loads.

Continued....



FVANSW TECHNICAL REPORT

By Greg Hepburn

Rim size.

The CAMS Manual in both Schedule E and the FV rules states that Rim size must comply with the Tyre & Rim Associations Standards Manual, I have checked on the T&R Assoc. web site and the manual is available for \$68.20.

If you are not sure if your rims meet the requirements and do not want to purchase a copy of the above manual, I would suggest contacting CAMS Technical on 1300883959 or email technical@cams.com.au, and check with them.

Measured differences between new and old FV tyres.

Below is a table of the physical differences that I have measured.

Characteristic	Advan	Hoosier	Difference
Front Tyre	185/55/15	120/590/15	-
Rear Tyre	195/55/15	135/620/15	-
Front Tyre Weight	7.63Kg	4.48Kg	3.15Kg
Rear Tyre Weight	8.67Kg	5.245Kg	3.425
Front Tyre width	185mm	120mm	65mm
Rear Tyre width	195mm	135mm	60mm
Front Rolling Radius	297mm @ 22psi	293mm	4mm
Rear Rolling Radius	288mm @ 22psi	302mm	14mm
Rear Rolling Radius	285mm @ 15psi	302mm	17mm
Rear Rolling Circumference	1,810mm @ 22psi	1,897mm	4.80%
Rear Rolling Circumference	1,791mm @ 15psi	1,897mm	5.90%

What will the differences do to your car?

Other than the different handling characteristics of a Radial the biggest problems that will be experienced are due to:-

- 1) The Tyre was designed for a Road/Track Sedan weighting 1.3 tonne plus.
- 2) The tyre sizes differ a large amount from what we have been using for the past 40 odd years.

Taking the new tyres and bolting them straight onto your current car you will experience very heavy steering, poor turn in and large amount of entry/mid corner understeer.

It is these problems you will need to try and correct.

The problem of tyre size has lead to the front of the car being raised slightly and the rear dropped a large amount; decreasing the rake on the cars by 20mm. This decrease in rake has thrown weight rearwards and created the turn in and understeer problems. Increasing negative cambers on the rear of the cars will further lower the rear and exacerbate the problem of rear weight transfer. (each degree of camber gives a 12mm drop in rear ride height). The rears will have to be stood up (0 to ½ degree) to get some weight transfer forward and the tyres pressures run near maximum. This goes against convention but should be the best compromise to start with.

Continued....



FVANSW TECHNICAL REPORT

By Greg Hepburn

Why they did not go with a 16"x7" rim and a 205/50/16 tyre is beyond me, it would have fixed 80% of the problem we have been stuck with. The front/rear width difference would only be 5mm wider than what we have currently and the rolling radius would have been close enough to not worry us (3mm smaller in rolling radius). All for a couple of hundred dollars worth of rims.

Shock absorber settings

The front wheel frequency will be increased by about 5% due to the heavier front tyre. If your car is fitted with reasonable quality shock absorbers and they are not currently at the top end of their adjustment range then a couple of clicks should dial out any additional dampening problem. If you do experience front shudder then check the usual suspects; loose wheel bearings, steering rack, ball joints, rod ends and uneven castor from side to side.

The car's much heavier rear should handle the heavier tyres better than the front.

Tyre Buffing

School is still out on this, opinion is that at least the fronts could probably benefit, even just through weight and diameter reduction. Stay posted until further testing is done.

Tin Tops in Victoria buff their Yokohama Advan Tyres, and as far as I am aware all Yokohama outlets offer this service. Buffing would be impossible to ban as after a lap it would be impossible to tell the difference in appearance.

The only negative with buffing is that the tyres ability to pump water is reduced and a new set of tyres may need to be on hand for wet races.

What to do in testing

- Try different tyre pressures, if you make other adjustments go back and play with tyre pressures again. Tyre pressures may be varied between 14 psi and 26 psi.
- Try different camber, remember that adjust front camber will change toe and in some cases castor. Increase in castor tends to make steering heavier. Too little castor may make the front end dart and wander down the straight.
- Try different Toe Outs on front and rear. Front will give a more responsive turn in and rear should assist with the mid corner understeer. Remember toe will have some effect on straight line speed and add tyre temp.
- Try to keep front ride height as low as possible, new ride height is 35mm minimum.
- Try to keep rear ride height as high as possible.

Continued....

THE GOLDEN ERA OF FORMULA VEE RACING IN NSW CONTINUES
WAKEFIELD PARK AASA OPEN WHEEL RACE MEETING FEBRUARY 18/19
ROUND 1 FVANSW CLUB POINTSCORE
BE THERE TO SUPPORT YOUR CATEGORY!



FVANSW TECHNICAL REPORT

By Greg Hepburn

A guide to general problem solving

Adjustment	To Decrease Oversteer	To Decrease Understeer
Front Tire Pressure	Lower	Higher
Rear Tire Pressure	Higher	Lower
Front Wheel Camber	More Positive	More Negative
Front Toe	Toe-in	Toe-out
Rear Toe	Toe-in	Toe-out
Front Caster	More Negative	More Positive
Front Springs	Stiffen	Soften
Rear Springs	Soften	Stiffen
Front Anti-sway bar	Larger	Smaller

Test Dates

At the time of writing, from the respective web sites I found the following dates.

Wakefield Park:- 22nd January, 28th January, 1st February and 17th February?
FVANSW Club Round 18th 19th February

SMSP:- 13th January, 27th January, 10th February, 22nd February, 3rd March.

Please check and register prior to above dates in case they are altered.

NSW Tyre Supplier

Tyres should be available by 2nd week in January.

Contact **Gordon Leven Motorsport Tyres**, 133 Russell St, Emu Plains, NSW 2750.

Phone: 024735 8734

The best person to contact at Gordon's is Bill. I have dealt with Bill for over 20 years, he normally provides the track side service and he has an excellent knowledge of race tyres.

Conclusion

The learning curve is going to be much steeper than any time previous, but at the end of the day we will get back to some rebalance

Come and try, the FVANSW is purchasing a set of tyres to assist in learning the new tyre and to gather data to share with the members. Dylan Thomas and David Cutts have both offered to share information from their testing with NSW Competitors. The FVANSW will provide suggested initial set up configuration gathered from testing before the first club round, and Dylan and David can probably help you with additional information to suit individual cars.

Please do not expect them to come and do the adjustments on your car at the track, they are generally flat out with clients and their own cars.

Greg Hepburn

Any opinions expressed by the author in the above article may not represent those of the FVA of NSW or the FVAA



COMPETITION NEWS AND NOTICES

Important Information every member and competitor should know
THIS COULD SAVE YOU \$\$\$\$ (OR MORE IMPORTANTLY, A WIN!)



To all you Formula Vee drivers who had trouble keeping within the track limits at Turns 5 and 18 at the new SMSP (but never seemed to have trouble when the track was called Eastern Creek and Turns 5 and 9 had gravel runoff areas), you can all cheer because after two years of draconian penalties, the powers that be have now finally taken good advice from the MRP. From now on, if in Qualifying, any infraction will result in that lap time being disqualified. And when in racing, your first infraction will result in a bad sportsmanship flag will be shown, and your second will result in a penalty of 5 seconds will be added to your race time. For further infractions, greater penalties could be applied at the discretion of the Clerk of the Course. This arrangement does open up one loophole, which will not be mentioned here. But if the loophole is taken advantage of, greater penalties could apply. So if you think you know what the loophole is, then don't think about doing it!



The new Yokohama control tyres have necessitated a wide range of changes - minor and major - to the Formula Vee rules. It is absolutely necessary for every Formula Vee driver, owner, mechanic, girlfriend, wife, boyfriend, pet dog or budgie, and almost everyone else, to read and comprehend the new rules, and then implement all the new rules on to your Formula Vee. **Regardless of all the complications imposed on us by the wide ranging changes, it is unavoidably the obligation of the competitor and entrant to ensure that your car is 100% compliant with all the rules.** Please see the article on the new Yokohama control tyres in this issue of Veenews.



The FVANSW has purchased a set of the new Yokohama control tyres for testing purposes. These tyres will be available at private practice days commencing later in January for any member to sample - they are not intended to be available to members for them to carry out extensive testing and set up changes, because the tyres need to be made available to as many competitors in the very limited time available at the test days.

In addition, the FVANSW committee has agreed to contribute towards Dylan Thomas's and David Cutts' purchasing their Yokohama tyres in exchange for them providing feedback and information on the Yokohama tyres, this information being available to all FVANSW competitors.



UPCOMING PRACTICE DAYS - TEST THE YOKOHAMAS!

Practice days are taking place at Wakefield Park on the 22nd January, 28th January, 1st February and 17th February, and also taking place at SMSP on the 13th January, 27th January, 10th February, 22nd February, and 3rd March. These are the best opportunity - that is, they are soon as possible - to test your car with Yokohama tyres. Don't forget, you must ring ARDC and Wakefield Park in advance to tell them you will be attending these practice days.



COMPETITION NEWS AND NOTICES

Important Information every member and competitor should know



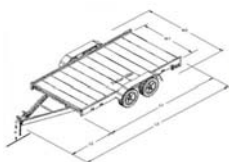
Our first race meeting of the year the Open Wheel Festival at Wakefield Park on the 18th and 19th of February may be the first round of the FVANSW Club Pointscore, but it is also a race meeting not to be missed by any open wheel racing enthusiast. While Formula Vee will be headlining the event, of course, the first open wheel-only racing car meeting for many years in Australia, all the supports are pretty exciting too! They include the first outing for the new Formula A class (a development of Formula 3), Formula Ford, and Historic open wheelers from Groups M, O, P, Q, and R. **ENTRIES ARE OPEN NOW.**



In addition, the new mind-blowing Formula 5000 Thunder, complete with its Coyote Ford 5 Litre V8 engine and Giti tyres, will be making an appearance during the event. Although the Formula Thunder is only intending to do demonstration runs during the weekend, some have suggested that Formula Thunder could race with Formula Vees in the future once development takes place with the new tyres!

Racers are lucky enough to have 2 families. One they're born into and the other they gain at the track.

The final round of the FVANSW Club Pointscore will be a one-day race meeting for Formula Vee, with our competition taking place at Wakefield Park on the Saturday of the weekend of the 18th and 19th of October. This will allow those of you who do want to attend Friday practice at Wakefield Park to restrict their costs by only requiring the Friday night accommodation, whether that be in a hotel/motel, or across the back seat of your car! If you are not attending Friday practice, please make sure you depart your home bases extremely early so you can guarantee arrival at Wakefield Park in time for you to unpack all your things and get your car 100% ready for racing before the driver's briefing at 8am because Formula vee is certain to be the first category on the Saturday program. Thanks to the Sports Racers who agreed to race on the Sunday to allow us to race on the Saturday.



It seems that assertion has turned into fact, and some competitors do own trailers that will need to be widened somehow to allow their Formula Vees to fit inside with the new Yokohama tyres. Those of you who are not engineeringly minded, please don't be too shy to contact anyone within the FVANSW for help. There are people everywhere within the FVANSW who could design and build any level of modification necessary, and under the circumstances, the costs will not reflect the value of the work. There is not much time, so start by emailing someone on the Committee now!



The FVANSW is always attempting to improve the services that need to be available to all the members. Occasionally, things go more smoothly if an effort is made by both sides to make things happen. One such thing revolves around the location and availability of Sealers. The FVANSW is fortunate to have a great bunch of Sealers at the moment, but more in remote locations are always needed. We may not have all of NSW covered as well as we would like, and because long distances often need to be covered, so it would be cost effective if the competitors did more of the travelling than the Sealers to keep costs down. Don't forget, Sealers have private lives, and they are often professionals in the field, so it is not reasonable to expect them to carry the burden of volunteering lots of their time.



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

FORMER NSW FORMULA VEE DRIVER, JON COLLINS, IS CROWNED 2015 AUSTRALIAN FORMULA 3 CHAMPION!



Jon Collins was a special guest of the FVANSW at the recent 2016 Awards and Presentation Night where he was awarded the prestigious Diamond Trophy for his excellent performances in Formula Ford and Formula 3 since moving on from racing Formula Vees with us in the late 2000's. Not only does Jon's name join those of Kevin Bartlett, Leo Geoghan, Bob Miur, Jason Bargwanna, David Cutts, and many other great Australian motorsport names on the Diamond Trophy, but just five days after being awarded the Diamond Trophy, Jon can now also be awarded the 2015 Australian Formula 3 Champion's trophy after legal proceedings in CAMS tribunals came to an end. Jon is working towards securing an Asian Le Mans Series drive in an LMP3 car, with his ultimate goal to represent Australia in the Le Mans 24 Hour. Congratulations to Jon for his Diamond Trophy award, and his 2015 Australian Formula 3 Championship!

RYAN AND DANIEL STAR IN THE WINTON 300



And in another of many stories of former Formula Vee drivers performing rather well in higher levels of competition, this time three former great Formula Vee drivers, brothers Daniel and Ryan Reynolds, and Kiwi (via Melbourne) Mat Stubbs, all finished in the top ten at the Valvoline Winton 300 in mid November, with Ryan teaming up with Nathan Jess in a Future Racer to win from almost the green flag in terrible conditions. Meanwhile, Daniel teamed up with his former Formula Vee sparring partner, Mat, in Daniel's M3 to finish seventh. Congratulations to Ryan (and Nathan), Daniel and Mat, and of course, Chris and Robyn. We are all proud of you!



Special thanks goes to Kieran Glover and to Curtis and Darryl Porter for the time and effort they took to race with us in NSW throughout 2016. You did your home states proud.



Speaking of Kieran Glover, congratulations from everyone in the FVANSW to Kieran for his victory in the 2016 Australian Formula Vee Series. His victory at the NSW round of the Australian Series in September meant that Kieran had locked up two consecutive National Titles and Australian Formula Vee Series. This feat makes Kieran one of the great Formula Vee drivers. While many would consider winning two National Titles and two Australian Series to be his greatest achievement, in fact his greater achievement was to make the normally grumpy Checkmate's builder, Paul Corcoran, happy for as long as it takes to reply to an SMS from Sydney congratulating him on his car's National Titles victory. Paul's SMS reply said "Yeah. Good". A high point of happiness for Paul.



NEWS AND GOSSIP INSIDE THE FVANSW

WELL DONE TIM, AND REBECCA!



We have all watched our very own 2013 CAMS NSW Formula Vee State Champion, Tim Brook, through all his Toyota GT86 races throughout 2016, right up to the final round as a support to the Supercars at the Homebush 400 in early December. Tim proved himself a class driver in the tin top sports car series from the very first practice session early in 2016, Tim finishing third in the first round, then being knocked out of a race at Sandown, then recovering at Sydney Motorsport Park and again at Bathurst to return back into the top five in the GT86 Series pointscore. But it was at Homebush that Tim capped off a great year in the GT86 Series by racing in the top five all weekend, and wheel to wheel against the Series leaders William Brown and Cameron Hill, these results just enough to finish in third place in the inaugural GT 86 Series.



We could all clearly see all year that Tim faced a slight power disadvantage to Brown and Hill, as well as seeing on TV how the faster talented drivers would be ignored by the TV cameras and the commentators as they directed their attentions to the higher profile invited or big-name drivers further back in the fields, but Tim clearly showed all year that he was the better driver compared to his teammate, the formidable David Seiders.

We all knew Tim had what it takes to get to the top in Australian motorsport, as did the great Formula Vee supporter, CXC Global, who supported throughout his GT86 commitment, and we should have no doubts that the huge sacrifice that he and Becky have made to get into the GT86 Series this year will be rewarded many times over when he competes in the 2017 GT86 Series with Ultimate Karting Sydney.



NEWS AND GOSSIP INSIDE THE FVANSW

In the next instalment of Chivo's Aussie Racing Cars bucket list adventure, Ian Chivas, current FVANSW Life Member and one of the most enthusiastic ever Formula Vee competitors, is progressively ticking off more.



Unfortunately Chivo didn't have the best of weekends to pay for the huge investment to get to Pukekohe, with a number of problems with his car during practice and qualifying. But Chivo still showed his trademark competitiveness and persistence with his difficult drives in the races. racing circuits from his bucket list, the latest being Pukekohe in New Zlnd



Simon Thomsen debuted his as yet unnamed self designed and built Formula Vee at the practice day at Wakefield Park on the 19th of December. Simon conceived his car in early 2015 from absolute scratch, and starting with no experience in welding or fabricating (Ed - and absolutely no experience in fibreglassing and painting), the car was first displayed in March 2016, but a six month sabbatical to work in the UK got in the way. Simon soon decided that building a Formula Vee is more important than learning new cultures, so he cut short his overseas adventure in November, and just a few weeks later his Formula Vee's arrived at Wakefield Park. The day was uneventful apart from a failed rear wheel bearing seal, but a quick learning curve to carry out the repair, and Simon continued to circulate, completing over 30 laps on the day.



Simon has been producing very professional videos and many aspects of the design and construction of his car. These videos, entitled How To Build A Racing Car (HTBARC) can be found on Youtube. Hopefully Simon won't name his car the HTBARC!

By the way, did everyone know Simon is a Kiwi? That changes everything!



The best possible Christmas present was given to everyone in Formula Vee when Frank left his rehab hospital in Castle Hill in early December and went home. We all owe his wife, Marie, and his sons Daniel and Peter a debt of gratitude for the care they have given to Frank during his time in rehab. Frank is improving so much that he now back to 8 tenths on the Cranky Franky scale, although the reports of the nurses at the rehab hospital throwing a discharge party after Frank left were grossly overstated!

One wonderful gesture that we hope made Frank feel much better was when Gary Ogden delivered his 2016 Formula Vee National Titles third place trophy to Frank after Gary promised Frank before departing for Perth that he would be bring the trophy home for him. He did!



2016 FORMULA VEE ASSOCIATION OF NEW SOUTH WALES AWARDS WINNERS

Kleinig Cup CAMS NSW Outright State Champion	Dylan Thomas
1200 Shield 1200 CAMS NSW State Champion	Ray Cripps
CXC Award FVANSW 1600 Club Pointscore	Dylan Thomas
Porter Motorsport Award FVANSW 1200 Club Pointscore	Geoff Bassingthwaighte
Division 2 Shield	Craig Sparke
Karisma Trophy for Most Improved Driver The Most Improved Driver Award is to be awarded to any competitor who has most improved their competition performances during the year compared to their performances during the previous year.	Aaron Pace
Gary Power Rookie of The Year The Garry Power Rookie of the Year award is to be awarded to a competitor who has achieved the highest finishing position in his first year of Formula Vee competition	Sage Murdoch
Alan Birmingham Memorial Shield The Alan Birmingham Memorial Shield is to be awarded to any FVANSW non-committee member who has contributed most to the organisation and good spirit within the FVANSW during the year.	Ray Filetti
Clubman Award The Clubman Award is to be awarded to the member who has contributed most to the FVANSW both on and off the track during the year.	John Mcdonald
Concept Pit Crew The Pit Crew of the Year Award is awarded to any member or non-member whose enthusiastic and diligent efforts at the race circuits throughout the year has most embodied the spirit of the loyal pit-crew, by contributing most to maintaining one, or more, cars in racetrack-worthy, competitive, safe, and legal, condition.	Robyn and Chris Reynolds
Gary Quartly Award for Best Presented Car The Best Presented Car and Pit Crew award is to be awarded to the Formula Vee entrant who has most consistently presented his or her Formula Vee and their pit crew to the highest possible standard during the year.	Daniel and David Stein
Diamond Trophy The Diamond Trophy is to be awarded to the former Formula Vee competitor who has attained the highest level of competition success in higher levels of motor racing.	Jon Collins
Steward McColl Award Recognising the value of young talent that demonstrates devotion and ambition with extensive family participation . The Stewart McColl Sportsmanship award aims to pay an everlasting tribute to Stewart McColl and the enormous contribution he and his family made to the category IN SUCH A SHORT TIME. The award also aims to recognise the same desirable attributes in a young and upcoming Formula Vee driver and his/her family in an effort to encourage and support their strive for success	Murdoch Family
President's Award The President's Award goes to a person or an organisation who is felt by the FVANSW President to embody the spirit of Formula Vee.	Rose Harrison
Special Mention To the person who worked mostly and quietly behind the scenes all year for the FVANSW	Liz Porter



2016 FORMULA VEE ASSOCIATION OF NEW SOUTH WALES RACING AWARDS

Beyond the race wins and fastest laps, there are performances which go unnoticed. The Formula Vee Racing Awards acknowledge some of those unnoticed performances. But behind each Formula Vee Racing Award winner, every Formula Vee driver has come close at some point, so no one should feel overlooked. The Formula Vee Racing Awards do not represent those of the Committee of the FVANSW.

Unluckiest Driver of the Year

Ryan had two engine blow ups and a major misfire during the year, but in a display of his competitiveness he still took the Championship decider to the very last race

Special mention - James Horne



Ryan Reynolds

Best Drive(s) of the Year

Mat Pearce's and Ray Cripps' drives in the wet in the very last race of the year at Sydney Motorsport Park earned them eighth and tenth outright respectively within a field of twenty six 1600 and 1200 National Series cars, both passing drivers who have relied on the greater power of their cars to stay ahead of them during the year. Talent shines in the wet!



**Mat Pearce
and
Ray Cripps**

Classiest Drive of the Year

Dylan's drive in the last race of the year at Sydney Motorsport Park to pass cars, including the Australian Series winner, and disappear into the spray, stamped his authority on his Championship winning year



Dylan Thomas

Biggest Hidden Talent of the Year

Simon has endured a few years of technical difficulties with his Formula Vee that have sapped his resources and limited his racing program, but if his supporters can resolve all the issues and keep him on the track, then we know where Simon will finish

Special mention - Adam Brook



Simon Duffy

Most Missed Driver of the Year

We would all love to see everyone who has raced previously to return and come racing with us again, but none more than Al Harrison

Special mention - Darian Scott



Al

Most Improved Driver of the Year

Aaron was the biggest mover from 2015, increasing his State Championship points from 220 in 2015 to 323 in 2016. Aaron fought at the front all year, briefly led one race, and showed his experienced dad how to race on occasions. And it wasn't all down to his new car.

Special mention - Wayne Hamilton



Aaron Pace

Driver of the Year

Bernie has come along way since his tentative Formula Vee beginnings, but with his one pole, six fastest laps, and two race wins, in the 1200 class throughout 2016, against a field of much younger competitors, the "grey-beard" Bernie has belied appearances, and his performances should be celebrated

Special mention - Craig Sparke



Bernie Cannon



THE FVANSW PHOTOS OF THE MONTH



Upholding the well established Formula Vee tradition of snoozing during the most excruciatingly stressful times of a race weekend, (like minutes before the trophy race), Mr Checkmate, Paul Corcoran, snoozed away for long enough to allow a picture - OK, about a dozen pictures - to be taken of him while "deep in thought". Paul no doubt practices all the latest meditation techniques in order to decide on which front and rear damper settings, which main jets, what front sway bar, and what rear springs, are required because the ambient temperature increased by 0.5C, the relative humidity decreased by 3%, and the track surface temperature increased by 1.6C!



Believe it or not, and this may come as a huge a surprise to many of us, but Formula Vee is made up of human beings! Yes, real ones! And we should all cheer when one of the good guys does something really great that brings him or her great joy. In this case, William Pym took out the 2016 Formula Vee National Series for 1200 cars after an excellent performance at the final round at Phillip Island. Will was highest points scorer in two out of the three rounds of the 2016 Australian Formula Vee Series, and took out the 2016 Australian Formula Vee Series for 1200 cars by a huge 42 point margin! Will got quite excited by his Australian Series win. Well done William!



CXC Global Racing have done a great deal for Formula Vee in recent years, so as a small thanks to all the hardworking CXC Racing mechanics who have kept CXC Racing on the track for several years, this photo of a cartoon version of Dylan (no, it's not a picture of the real Dylan) which has been painted on a wall at CXC Racing, is presented here. Thanks guys.



THE FVANSW KEEPS NATIONAL FORMULA VEE RACING ON ITS WHEELS



Photo of the photo finish between the FVANSW's Jason Cutts in second, the FVANSW's Gary Ogden in third, and the FVANSW's Dylan Thomas in fourth, in the 1600 Final at the 2016 Formula Vee Nationals. The FVANSW's Checkmate Formula Vee, built by the FVANSW's Paul Corcoran, won its umpteenth Nationals when it crossed the line just ahead of these three. (Thanks to FVAWA Facebook page for the photo)

The FVANSW has been leading Formula Vee racing in Australia for several years now, with huge commitments to the Australian Formula Vee Series, the National Titles, and increasingly to the annual Island Magic race meeting at Phillip Island.

This year;

- 29 out of 57 pointscorers (that's more than 50%) in the Australian Formula Vee Series were from the FVANSW (plus one car), with eight out of the top ten being FVANSW drivers, the 1200 winner being an FVANSW driver, and most importantly, the organiser being our very own Leigh Porter, (as he has done selflessly and loyally for many years),
- six of the eight interstate competitors (that's 75%) at the Perth National Titles were from the FVANSW (plus one car), with three of the top four being FVANSW drivers,
- fifteen of the thirty eight competitors (that's 40%) at the Island Magic race meeting were from the FVANSW (plus one car), with four of the top ten being FVANSW drivers.

No other state comes close to what the FVANSW has contributed in 2016.

While the focus has been on the perceived needs of Formula Vee racing in every state other than in NSW recently, the FVANSW intend to continue to support interstate Formula Vee competition as much as possible given the expected impact that changes to Formula Vee racing will have on domestic Formula Vee competition within New South Wales in 2017 and beyond.

Every member and supporter of the FVANSW is very proud of the efforts that all these competitors, and their support crews, and also those FVANSW competitors and support crews who have travelled interstate for many years, have given to Formula Vee racing across Australia in recent years.



THE FVANSW HONOURS MORE FVANSW LEGENDS



Damon Beck



Frank Kleinig



David Cutts



John Moxon



Ken Goodwin



Stephen Butcher



Ken Taylor



Bob Miur



Bernie Haehnle

The FVANSW has, in recent years, honoured some of our great drivers and members from throughout the 51 years of the FVANSW by bestowing FVANSW Legend status upon them in appreciation of their contribution, their hard work, and their success. In this Veenews, a number of great Formula Vee drivers from the past are added to the FVANSW Legends roll call. More FVANSW Legends will be revealed in future issues of FVANSW Veenews.

GREG MCCOMBIE



From his first lap, Greg McCombie lived, ate, and breathed Formula Vee. Starting with a Grant Vee, a Rennmax Mk2, and finally designer and builder of "ground effect" Concept Vees. He won lots of races, and was always near the front. But he was smart, interesting, generous, courteous, helpful, and so funny he would keep everyone in stitches for hours. A gentleman, and a Formula Vee hero.



PAUL MACDONALD



Paul Macdonald was one of those drivers who came from nowhere, worked hard and got up to the front of the races, won quite a few of them in a short period, and then moved on. What made Paul different to most is that his reputation for clean and fair sportsmanship on and off the track, and for his gentle and kind nature, has not been forgotten.



JASON CUTTS



Jason Cutts was born into a Formula Vee family, and had the DNA to know everything there was to know about Formula Vee. He obtained his CAMS licence at the (under) age of 14, and within three years, he built his own car (the first Jacer), won a State Championship, and won a Nationals Titles. Three years after that, he won another National Titles in front of his home crowd at Oran Park. His racing achievements alone make him a worthy Legend, but with his Jacer achievements, Jason could be the greatest Legend!





THE NEW YOKOHAMA CONTROL TYRES - WHAT IT MEANS FOR YOU



The introduction by the Formula Vee Association of Australia of the Yokohama ADO8R road car tyre as the Formula Vee control tyre for the next three years may not have been greeted with unanimous support, but we now have no choice but to cop things and make the best of things as much as we can to try to keep Formula Vee racing at the high standard we have become accustomed to in NSW.

The rationale for the selection of these tyres was purchase cost, longevity, and the financial deal to the FVAA, not technical suitability. While the Yokohamas are certain to be extremely durable, being designed for a 1,500kg sedan, they are also significantly different in diameter, width, weight, compound, shape, and construction, and hence dynamic performance, so you should not expect to simply bolt them on to your Formula Vee and instantly start circulating at Personal Best lap times.

Accordingly, there are a number of things you absolutely must do to check if the Yokohama tyres will affect the integrity of your car, and also to minimise any other risks that these tyres present on your Formula Vee. These checks should be carried out as quickly as possible because you may find that if you do need to replace or modify parts of your Formula Vee, then this could take time.

Some of these checks do require you to procure a set of the Yokohama front and rear ADO8R tyres, and to track test them. However, because the Yokohama tyres will not be available until late January at the earliest for some competitors due to the limited number that have been shipped, you will need to order your tyres as quickly as possible.

Although the Formula Vee rules have been extensively changed to make the Yokohamas "fittable" to a Formula Vee, we are only at the beginning of their period of use, so there are certain to be many unknowns that may take some time to become known to the Formula Vee community.

1) Check Your Front Stub Axles For Cracks

The new Yokohama tyres are about 66% to 75% heavier (F and R) than their equivalent Hoosiers. This means that the dynamic loads on your stub axles will significantly increase. Our stub axles are not meant for use on Baja racers, and we have experienced stub axles breakages on at least three occasions in NSW last year, (see the picture below of a stub axle that broke recently).

So before you bolt a set of the Yokohama tyres onto your car, take your front wheel brake calipers, rotors, and bearings, off your front stub axles, clean all the grease off thoroughly, and carefully check your stub axles for any cracks. Crack checking may require you to buy some fluorescent dye from Supercheap or elsewhere to assist with improving the visibility of any microscopically thin cracks.



THE NEW YOKOHAMA CONTROL TYRES - WHAT IT MEANS FOR YOU



If you find any cracks in your stub axles, no matter how long or wide, then start searching for new ones as they cannot be repaired.

This may become a scrutineering item, so be prepared.

2) Ensure You Have a Retaining Bolt in Your Link Pin Stub Axle

All Formula Vees with Link Pin H-Beams are required to have a high tensile bolt fitted to all left hand stub axles, as per the following rule from the CAMS Manual.

- (iii) On the link pin front suspension derived from the Australian Type 1 1200 Sedan the reinforcement of the LH stub axle by the fitment of an 8mm high tensile pin or bolt (Grade 8.8 min) is compulsory. Such bolt shall pass from end to end through the hole originally provided for the fitment of the speedometer cable, and is to be held in place by a nyloc nut fitted to the inner end.

If your Link Pin H-Beam does not have a retaining bolt fitted, fit one immediately.

3) Check the Ride Height of Your Formula Vee

After you do bolt the Yokohamas on, check your ride height at all points along the underside of the car - the floor, chassis nose cone, body panels, exhaust, etc.

Because the rear Yokohamas are statically about 15mm smaller in diameter than the Hoosiers, (this measurement will change depending on tyre pressure and rear wheel camber), the ride height rule has been reduced by the FVAA from 40mm to 35 mm. However, the effect of increasing negative camber - which anecdotally may be necessary to improve the dynamic performance of the Yokohamas - on the ride height through the swing axles may not have been taken be sufficiently covered by the 5mm reduction in ride height.

The effect is that as you increase camber, parts of your chassis towards the rear may drop below 35mm. It would therefore be wise to allow additional ride height above the 35mm minimum during racing and testing of your Formula Vee to ensure that your Formula Vee will continue to comply with the 35mm ride height rule if you wind on more negative camber in the future.

If you do find, however, that you cannot achieve the necessary minimum ride height at the rear of your car, regardless of how much adjustment of your pushrods, pullrods, or spring/damper units, then it may be necessary to lengthen the pushrods, or modify the rear chassis of your Formula Vee to lift the chassis up relative to the engine/gearbox unit.

If this does become necessary, don't attempt to modify the chassis of your Formula Vee yourself unless you have the necessary skills in designing and fabricating the modifications necessary. If you don't, consult a professional fabricator who has Formula Vee experience to undertake the modification work.



THE NEW YOKOHAMA CONTROL TYRES - WHAT IT MEANS FOR YOU

4) Check the travel on your front H-Beam Ride Height Adjuster

Also, because the rake of your Formula Vee will be affected by the different sizes of the front and rear Yokohama tyres, you may need to make significant adjustments to the ride height of your car at the front and the rear to recover the rake of your car and hopefully retain the handling characteristics you have spent much time developing.

Some ride height adjusters may have been fitted at an angle which will run out of travel towards the lower range of travel. Hopefully you will still have travel in your front H-Beam ride height adjuster to lower the front, and in your rear pushrods or spring to lift your rear. If you find the slot of your front ride height adjuster does not allow the front ride height to be lowered sufficiently, it will be necessary to dismantle your h-beam and grind out the adjuster slot as necessary.

If you have a low H-beam, as found on some cars, having to lower the H-beam further could cause issues with the angle of the front trailing arms and their travel. The answer then is to raise the H-beam on the chassis.

5) Check Your Chassis and Suspension Components for Cracks

The new Yokohama front and rear tyres, being heavier than the previous Hoosiers, will impose greater dynamic loads on the very front of the chassis where the H beam bolts to the chassis, on the rear of your chassis behind the firewall, and also on your rear suspension components. Just about all chassis will develop cracks during their life, and cracks in engineered suspension components have also been known to propagate. So make every effort to inspect the chassis of your Formula Vee around the front square where the H-beam bolts on, throughout the chassis behind the firewall, and on all rear suspension arms, sub-frames, and brackets.

If you find cracks in your chassis or suspension components, get them professionally welded and strengthened.

6) Check the rivets on your Floor

Some competitors in years gone past have been known to allow the rivets holding the floor to the chassis on their Formula Vee to be almost entirely ground away from impacting the track surface or the corner strips, then using the sound of the detached floor flapping on the track surface as the time when a new floor was required.

The new, lower, ride height of 35mm will ensure that floors will get damaged at a greater rate than with the old 40mm rule.

If the rivets holding the floor to your Formula Vee are substantially worn away, then fit a complete new floor to your chassis. You may also consider adhering the floor with epoxy to provide less reliance on the rivets to fasten the floor to the chassis.

7) Check that the Wider Yokohama Tyres Do not Foul On Your H-Beam at Full Lock

The wider front tyres means that on some cars the insides of the front tyres could foul on your H-beam at full lock, which is often necessary when manoeuvring at home, in the workshop, around the pits, or in the paddock. To check this, turn your steering wheel to full lock in both directions to see if the front tyres will hit the sway bar nut at the ends of the lower tube of the H Beam. If you find that the tyres do rub on the H Beam, then the tyres could become torn along their insides, and could prematurely become unusable if the damage is not avoided or minimised.

If this is the case, then it would be good practice to limit the travel of your steering rack or steering box, which in turn will limit the angle that the wheels will travel through.

Incidentally, if you haven't checked by now, go outside and measure the width of your trailer. The new tyres will make your Formula Vee 40mm wider.



THE NEW YOKOHAMA CONTROL TYRES - WHAT IT MEANS FOR YOU

8) Check How Much Greater Your Steering Effort Is

Preliminary testing of the new Yokohama tyres has revealed that the heavier front tyres, and their resulting increased gyroscopic effect, may require a greater level of steering effort to steer your Formula Vee into and through corners.

If you find when turning into a corner for the first time with the Yokohama tyres that the steering effort of your Formula Vee is excessively much greater, you have two options in reducing the steering effort; increase the tyre pressures, and reduce the castor (the angle) of your H-beam.

Both these changes could become problematic if you find that higher tyre pressures reduces the grip and consistency of the front tyres, or that the reduced castor reduces the stability of your car in a straight line at high speed or under braking.

9) The handling and balance of your Formula Vee may be adversely affected

The characteristics of the new front and rear Yokohama tyres, being taller at the front and smaller at the rear, which will have the effect of significantly altering the rake of your car, and with all the other different characteristics of the tyres (weight, construction, compound) means that there is a high probability that the handling and balance of your car will be greatly different than with the Hoosier tyres.

Unfortunately again, this can only be proven by track testing.

Some of the things that you may need to alter on your chassis to improve the handling and balance under the Yokohama tyres are; tyre pressures, toe angles, front damper settings, front torsion spring, front sway bar, front ride height, rear damper settings, rear spring/s, rear roll dampers/springs, rear ride height, and front/rear ballast. (See Greg's report on page 11 for more detailed information).

It would be fair to say that far greater changes will be required to achieve optimum handling balance in your Formula Vee when changing from the Hoosiers to the Yokohamas, than from the Dunlops to the Hoosiers at the beginning of 2015.

10) Check the engine temperatures and oil pressures of your Formula Vee

The smaller rear Yokohama tyre incontrovertibly means that the engine revolutions will be greater for longer periods of time. These increased periods of greater revolutions most likely will result in higher engine temperatures, and also possibly in reduced oil pressure due to the higher temperatures.

In the event that temperatures are higher and pressures are consequently lower, then the focus should then turn to the oil, oil cooler, oil cooler location, air ducting, and engine timing. Some of the things you could do would then be;

- Use the highest quality engine oil
- locating the oil cooler where greater quantities of external cooler air can be directed through it
- replacing the oil cooler with a larger one
- installing air scoops on your bodywork and ducting to ensure that cooler air is directed at the oil cooler
- retarding the spark timing of your engine.

Has anyone ever installed water cooling to a VW air cooled engine in a Formula Vee? (Ed - Yes).

**HOW MUCH TIME DO YOU SPEND ON YOUR FORMULA VEE?
WHATEVER IT IS, ITS NOT ENOUGH!**



FORMULA VEE WELCOMES NEW YOUNG ROOKIES TO OUR PARTY!

LUCAS WALTERS - FROM FRANCE TO AUSTRALIA

Born at Narbonne in the south of France in 1999, Lucas "Frenchy" Walters got his first taste of motor racing in a hire kart while on a trip to Spain at the age of 5. Somewhere along the way, petrol must have leaked into his blood, and by the age of 6 ½ he was club racing at Carcassonne with a Rocket chassis powered by a Comer S60 motor.



Forming the team Down Under Racing in France where he raced under the Australian and French flags, Lucas progressed through MiniKarts (Sodi + Honda GX120) to Minimes (Sodi + IAME 85cc) and Cadets (MG + IAME 100cc) taking several state and regional championships along the way. At the age of 14 and half-way through the season, Lucas "got bored" and moved from Cadets to Rotax Junior Max where, after completing only half the championship races in that category, he finished a credible 4th - and still won the Southern Region Cadet Championship title for that year as well.

2011 he visited Australia where he was invited to participate in the Australasian Gold Cup event at Dubbo in Junior National Light category. In a borrowed Arrow kart and "J" motor, on a track he had never seen before, he finished 3rd in the Final, and 2nd overall in the points, breaking the lap record on the way.

Lucas and his Mum and Dad (Susie and Bruce) moved to Australia in 2013 where he continued to prove his race abilities driving Rotax Junior Max and then the IAME KA100. In May this year, Lucas was one of the 12 drivers selected from all over Australia to be a part of the CAMS Elite Academy and part of this rigorous training was test driving for Formula 4. He loved the car, but unfortunately, at the \$185,000 "Arrive and Drive" cost for the season, and despite a generous scholarship allowance from CAMS, it was decided that Lucas would buy and drive a Formula Vee 1600 where he would get a better hands-on apprenticeship into open wheel racing. Lucas has now purchased a 1991 Spectre from Queensland, with a fully rebuilt motor by John Alder (yet to be run-in), and lots of other nice stuff, this car will be the initial training tool for Lucas as he makes his way up the ladder in motor racing.

"I've just finished Year 12 at Dubbo Senior Campus where I studied Maths, English, Geography, History and Health and Fitness in Sport. I have also completed two TAFE courses, Certificate 3 in Sport and Fitness and Certificate 2 in Animal Handling. I have been a volunteer member of the Youth at the Zoo programme for the past three years where I help the Keepers and work with hospitality for visitors to Western Plains Zoo".

"I've been working hard preparing myself mentally and physically and am really looking forward to racing in Formula Vee. I've already met and talked with a few of my new competitors and this coming year I'll be concentrating on learning how an open wheel race car "works" and honing my race strategies in this new sphere of the sport. Racing with drivers like Daniel Stein, Ryan Reynolds and Dylan Thomas, for example, is going to be an almost vertical learning curve and I'm really looking forward to it. Like everyone else, I am searching for sponsors to help me along the way, although fortunately, Formula Vee is a reasonably affordable category to race".



FORMULA VEE WELCOMES NEW YOUNG ROOKIES TO OUR PARTY!

LACHLAN O'HARA - NEWCASTLE'S LATEST SUPERSTAR!

Although 16 year old Lachlan (Ed - yes, he really is only 16!) has only been racing around 3½ years, his need for speed started at a much earlier age.



At 10 years old he got a Birel kart, however a broken arm soon after (not from racing his kart), and a growth spurt meant Lachlan didn't end up sitting in his first kart race until he was 14. Lachlan had been racing BMX at state level for several years, but his commitment to karting came first, and so the BMX had to go!

Although quite late compared to others he was racing against, he quickly gained respect on the track as a tough competitor and was a regular on the podium. After picking up a scholarship with Euroz Driver Management in 2016 Lachlan showed his true potential in the NSW Karting Championship, however a move into the Formula Vee series meant selling all his karting gear to move into the Vee.

Lachlan lives in Eleebana near Lake Macquarie, and being just 16 years old, means he is still a Schoolie at Cooks Hill Campus in Newcastle. He also attends a school called Big Picture which allows him to study and learn through his passions, and this makes learning more relevant and interesting to him.

Lachlan would love to move through a range of categories over the next few years, but a few key goals include racing in the Toyota 86 series, trying Aussie Race Cars, and hopefully one day into the Kuhmo or Dunlop series. Of course Lachlan would love to one day to drive in Supercars, however he understands this is a long shot, but one worth aiming for.

Lachlan's (and Scott's) target for this year;

- finish regularly in the top 10,
- find wealthy and generous sponsors so that Lachlan might be able to explore other categories in racing;
- and support a charity – at present we support "**Livin – it ain't weak to speak**". "Livin" is a non for profit organisation which supports programs in men's mental health. (Ed - Livin could get lots of business in Formula Vee!)

We love getting to the track – everything seems “right” when we're racing – we are somewhat lost when the racing season is over.



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FORMULA VEE WELCOMES NEW YOUNG ROOKIES TO OUR PARTY!

THOMAS CHARLTON - FLYING FAMILY TIES

Thomas Charlton comes from a motor racing family, so much so that every year Thomas, his brother Anthony, and mum Annette, pack their bags and are flown by dad, Paul, to the other side of the world to a place called Goodwood in England where they just happen to be there when the Goodwood Revival and Festival of Speed take place. Motor racing has been injected into his veins!



Thomas with brother Anthony, mum Annette, and dad Paul, and Thomas with his beautiful Gebert



With a dad like Paul it would only be natural for Thomas, an enthusiastic 17 year-old from Lake Macquarie on the Central Coast of NSW, to find a set of wheels to race. So at the age of 9, Thomas found himself in the seat of a kart, where he raced continuously for 8 years with the Newcastle Kart Racing Club, his highlight being winner of a NKRC Club Championship Round. Thomas earned himself a reputation for being a fair driver, modelling himself



on his idol, Mark Skaife, who he met when attending the Mount Panorama V8 Supercar 1000 in 2007. But motor racing still oozed through his veins during high school, and when it was time to find place to complete some work experience, he didn't look around to all the usual boring places, like engineers or architects offices, but sought out places where engines



screamed, like the workshops of AGI, who run Formula 3's and Formula 4's. Thomas even got a gig helping out with a Porsche team at the Bathurst 12 Hour! Thomas intends to be racing away for many years to come while he studies to complete his HSC this year, with one subject being Introduction To Automotive Technology. Indeed, Thomas has already been quietly practicing away in his beautifully presented Gebert, with Anthony, Annette, and dad Paul all making the family effort to support Thomas at Wakefield Park. Hopefully, we will see him winning an FVANSW Club Championship round soon.



RACE REPORT ROUND 5 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP WAKEFIELD PARK 20/21 AUGUST



REYNOLDS FIGHTS BACK PEARCE MAKES HIS MOVE

After the **Global Storage Penrith** Round 4 of the 2016 CAMS NSW Formula Vee State Championship, the fastest Formula Vee competitor of 2016 was not the leading Formula Vee competitor of 2016. Ryan Reynolds and his Sabre 02 experienced another catastrophic mechanical issue which resulted in a DNF, and which had rendered Ryan championship hopes in tatters. Or so we thought.



Ryan Reynolds fought back with two wins to bring the Championship back in reach



By the end of the weekend of the **Porter Motorsport** Round 5 of the 2016 CAMS NSW 1600cc Formula Vee State Championships, Ryan was back in the game. Despite the pressure applied to Ryan throughout the weekend by Dylan, James Horne, Darren Williams, Aaron Williams, Daniel Stein, and Simon Pace, and Mick Kinsella, Ryan kept a tight line and stonewalled his opposition for lap after lap throughout the weekend. Only a spectacularly dramatic final race of the weekend spoiled a perfect record for Ryan, but even that was a triumphant result, minimising the damage and closing the gap.

Meanwhile, Ray Cripps' lead in the 1200cc Championship took a great hit when the great Mat Pearce arrived at the circuit in the incredible Lepton Vee, Mat going on to clean sweep the 1200cc class races, forcing Ray to rethink his strategy for the upcoming final round.



The **Porter Motorsport** Round 5 of the 2016 CAMS NSW Formula Vee State Championship weekend started in the expected freezing conditions, but the snow on the mountains surrounding the circuit failed to slow the cars, with fast qualifying times set by James Horne and Bernie Cannon to lead the 1600cc and 1200cc Formula Vees respectively, with just a couple of seconds separating almost all the 1600c drivers, and only 1.3 seconds separating the 1200cc drivers.



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RACE REPORT ROUND 5 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP WAKEFIELD PARK 20/21 AUGUST



The temperatures barely changed by the early afternoon, but the Formula Vee race thawed the snow from the nearby mountain tops when after ten laps of nose to tail racing from these top three drivers, Ryan crossed the line less than a second ahead of pole man James Horne and Championship leader Dylan Thomas, Ryan's win closing the Championship points gap on Dylan, who lost points with his third place.



Darren Williams has been close all year



The leaders take off for Race 1

Dylan knew that Ryan would be on the charge this weekend, but Race 1 proved not only that he was correct, but that others such as James Horne and Darren Williams, who was fourth and just six seconds behind, were coming back into form, and would make every effort to spoil his Championship lead.

The pack of Simon Pace, Craig Sparke, Daniel Stein, and Aaron Pace, followed Darren just a few seconds further back after fighting each other all race, then crossing the line just two seconds apart. Mick Kinsella struggled to find speed after a few chassis changes, but Simon Duffy's weekend was already a success after finding the elusive speed in his Jacer with his top ten finish in strong company.



Wayne Hamilton's worst side



It's Morgan, not Hookey!

The 1200's put on a display equal to the 1600's, with Mat Pearce squeezing a hot Bernie Cannon out by less than 0.1 of a second after racing nose to tail and wheel to wheel for the entire distance. Championship leader, Ray Cripps, could only watch the leading two fight it out from a few seconds back, Ray having his own problems with Stephen Cannon also finding form after getting his car sorted. Unfortunately, Geoff Bassingthwaite was about to have another of "those" weekends when he spluttered his way around the ten lap race.



RACE REPORT ROUND 5 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP WAKEFIELD PARK 20/21 AUGUST



Sunday morning gave some greater hope of ambient conditions conducive to human life, and so the second Formula Vee race of the weekend commenced.



Someone with a red Jacer stole Leigh's number!




Butchey returned to the scene of his 2012 National Titles

Ryan Reynolds took the lead from James Horne, but Dylan Thomas closed and passed James on the back straight. Dylan inventively swerved behind Ryan attempting a distraction as Ryan stonewalled on the inside line as the laps passed, Dylan then attempted a pass around Ryan at Turn 2, only to run wide after a touch of wheels. James and Darren pounced, pushing Dylan back to fourth.

Two laps later, the lead pack dived into Turn 2, but third placed Darren overcooked it, swirling around in the path of Dylan and a fast closing Daniel Stein and Simon Pace. Dylan bulldozed the rear of Darren's spinning Sabre, while Simon bulldozed the rear of Dylan's Stinger. Another of many lost nosecones for Simon in 2016. Steiny avoided the carnage, but Ryan and James had been given an uncatchable gap.

Aaron Pace, Mick Kinsella, and Craig Sparke, took advantage of the Turn 2 carnage, but while James and Ryan duelled to the end of the race, James taking the lead just once, Dylan and Steiny reduced the gap to

the leaders, but Steiny fell back as the last two laps passed. The  sponsored car driven by Leigh Porter was not far behind in 12th place after a race long battle with Morgan Freemantle.



It wasn't One Stop Battery Shop's best weekend



Geoff B/thwaighte got it together by the last race

Meanwhile, in a near repeat of Race 1, Bernie held out Mat Pearce for lap after lap for the 1200 lead until virtually the last lap, Mat finally realising that Bernie was serious when Mat crossed first by less than 0.5 of a second!

See Race 2 on Youtube at <https://www.youtube.com/watch?v=EytTnEAoeK4>



RACE REPORT ROUND 5 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP WAKEFIELD PARK 20/21 AUGUST



Wakefield Park warmed up as much as it would by the time Race 3 commenced, the sunshine arriving too late to fully defrost the humans. Ryan flawlessly took the lead at the start again in a repeat of Race 2 with Horne in second, Thomas in third, Kinsella in fourth, Aaron Pace in fifth, Simon Pace in sixth, Steiny in seventh, and all the others within nosecone damage distances to each other.



Dylan raced close, sometimes too close!



Mick finally got a result he deserved

Ryan maintained his successful stonewalling tactics down the main straight, with Dylan now swerving left and right behind James in another attempt to distract James. And he did, forcing James tight in and wide out, Dylan sliding up the inside to take second up the hill, and closed on Ryan, the two championship leaders then locking down the top two places, Dylan again diving under then over, corner after corner, in a vain attempt to force a mistake and steal the lead.

Halfway through the race, James slowed on the main straight with another technical issue on the Jacer, leaving Mick Kinsella to take third from Aaron Pace. Two laps later, Reynolds disappeared from the lead, appearing ten cars back after a fast exit by Dylan bulldozed Ryan off the circuit, Dylan then paying the price of a drive through penalty. Ryan fought back to finish second after a Safety Car gave Mick Kinsella his first win of the year, with Aaron Pace and Simon Pace taking a great third and fourth.



Sage Murdoch's times are improving



Ray kept his title alive despite Mat's appearance

Pearce raced a recovered Ray Cripps, with Stephen Cannon replacing Bernie in the fight. Mat again triumphed over Ray and Stephen, the gap only a few seconds in Stephen Cannon's best race.



Ryan successfully hauled the most points over the Round 5 of the NSW State Championship, and moved closer to the Dylan in the Championship pointscore, keeping his Championship hopes alive.

See Race 3 on Youtube at <https://www.youtube.com/watch?v=P0rD5qcvP7Y>

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RACE REPORT

ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
SYDNEY MOTORSPORT PARK 16/17 SEPTEMBER

THOMAS AND CRIPPS TAKE THE CHAMPIONSHIPS!

So this was it. After a year of hard racing, it comes down to the final weekend of the year to determine who the 2016 CAMS NSW Formula Vee State Champion is to be. Ryan Reynolds held on to the lead early in the year, then two engine problems with Ryan's Sabre in the middle of the year allowed Dylan to take the lead in the Championship.

With two rounds to go, Ryan needed all of his pit crew's support and all of his racing skill, to haul in Dylan, but that he did by the end of the second last round, closing in on Dylan enough to win the Championship if he won all of the last three races during the last round. And here we are.



Dylan won the Championship in style!



Ray Cripps made it two straight in the 1200's

The weekend started in conditions that allow human beings to survive, unlike the last wintery round at Wakefield Park, but the prognosis was poor. Heavy rain would hit the Sydney circuit later in the weekend. As if we needed any more unpredictability!

And by the end of the weekend, we would have one of the most sensational days of racing, and one of the most sensational finishes to a Championship.

Before the final round commenced, Ray Cripps had the 1200 Championship all but won, with a comfortable, but not impossible, lead over Bernie Cannon. Ray's best friend however, was Mat Pearce, who would arrive at Sydney Motorsport Park with every intention of stealing from Bernie most of the point Bernie would need to take the Championship from Ray.

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RACE REPORT ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 16/17 SEPTEMBER

Qualifying started in weather that the Queenslanders only pretend they have.

By the end of the 20 minutes, Ryan did what he had to do, and lapped faster than any of his State Championship contenders, the next being his arch enemy, Dylan Thomas, less than 0.3 seconds behind.



Its so much more fun to race in the wet, Mat?



The Vee racing wasn't as close as usual...

Gary Ogden Darren Williams, Simon Pace, James Horne, Craig Sparke, and Daniel Stein, and Aaron Pace, completed the top ten, all within 1.5 seconds of Ryan.

Queensland's Curtis Porter, Simon Duffy, John McDonald (in his last race in the Mako's cockpit before the new Jacer arrives), Bruce Perry, and Sage Murdoch, completed the top fifteen.

The huge field of cars was capped off in the 1600 class by Leigh Porter, Michael Cooke, Andrew Murdoch, Wayne Hamilton, and a struggling Lachlan O-Hara.



Curtis Porter is getting closer to the front



Lachlan is about to start a full Rookie year

Not only were there many 1600's, but the 1200's fielded all their best drivers, the best of the best in Qualifying being Mat Pearce, who was nearly a second clear of Championship leader Ray Cripps. Third fastest was William Pym, in yet another cameo appearance in 2016, with the Australian Capital Territory's Peter McDonald and Geoff Bassingthwaite, Peter also making an

Championship contender, Bernie Cannon, who is unsurprisingly sponsored by **Cannon Accounting**, wasn't where he would like to be in sixth on the 1200cc grid, with Stephen Cannon, who is also sponsored by **Cannon Accounting**, and Michael Gale even further back from where they would have liked.

With all the top Championship contenders now locked into position for the first of the three races over the weekend, the scene has been set.

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RACE REPORT ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 16/17 SEPTEMBER

Race 1 started, and finished. Everything in between would make for a Hollywood blockbuster. Ryan Reynolds, a charging James Horne, Championship leader Dylan Thomas, Gary Ogden, Daniel Stein, Simon Pace, Michael Kinsella, Aaron Pace, Curtis Porter, and Craig Sparke, could all barely breathe normally as they raced nose to exhaust, wheel nuts to wheel nuts, slipstreaming their way past each other two and three wide for all eight laps of the 4km long circuit, these top ten NSW State Championship cars crossing the line less than 1.1 seconds apart.



Bernie Cannon Accounting capped off a great year



As did Craig Sparke

Ryan again did everything necessary to keep his Championship dream alive, with only five points now separating him from Dylan. It looked like only statistics and probabilities would keep Ryan from stealing the Championship with two races to go.



Andrew Murdoch kept it going all weekend



Bruce Perry returned for a final fling

The 1200cc race was another close win for Mat Pearce, this time Mat being forced to fight off William Pym, who set fastest 1200cc time for the race. Ray Cripps followed William over the line barely a car length and 0.1 seconds behind, but Ray's third place was enough to allow him to be crowned 2016 CAMS NSW Formula Vee State Champion! Woohoo! Canberra's Geoff Bassingthwaite got his Avanti wound up and finished at a healthy pace to be fourth 1200cc Formula Vee over the line, with

Stephen Cannon of **Cannon Accounting** showing more newly found speed next, with Peter McDonald, with Bernie Cannon, also of **Cannon Accounting**, and full of resignation, with Michael Gale, completed the field.

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RACE REPORT ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 16/17 SEPTEMBER

Sunday morning arrived, with the tupperware sky a portent of the heavy rain that was predicted to make our racing more fun later today. But how could anyone have known that both Race 2 and Race 3 would comprise one of the most dramatic days in Formula Vee history?



The Vees take off for the final race of the year



Johnny Mac farewelled his Mako in style

Race 2 took off, but without James Horne who was stranded at the pit exit with a broken gearshift. On the track, Ryan felt the pressure from the first corner, Dylan hard on his tailpipe. For all six laps, Dylan was in Ryan's right mirror, then his left mirror, then his right mirror, and again. A swift path through Turn 2 on lap 3 gave Dylan the lead over Ryan through Turn 3, Dylan leaving enough room on the inside of Turn 4 for Ryan. Ryan held a tight line to steal the lead back entering Turn 5, but Ryan ran wide on the exit. A 5 second penalty?

Dylan kept up the right-left-right-left pressure on Ryan for every lap, and then into and through the last corner, Dylan perfectly in Ryan's slipstream to glide past Ryan by the finish line to win easily? But no!



Peter McDonald returned weighing less



Yes, Kieran Glover was here, sorry not to mention it

With the finish line approaching rapidly, Dylan went left, and Ryan went left, Dylan went right, and Ryan went right. But Dylan then went right again, and Ryan went right, but there was no more right to go as the white line and the grass forced Dylan to lift. Dust and grass was kicked up as they both crossed the finish line. What a finish!

But Ryan copped that 5 second penalty for running too wide at Turn 5, the penalty giving the race to Dylan, and the points gap went the wrong way for Ryan. But the gap was still small, and with the rain on its way, the winner of the 2016 CAMS NSW Formula Vee State Championship could still be Ryan

Sorry, but there was no one else in this race!

Race 2 can be watched on Youtube at <https://www.youtube.com/watch?v=2U8woa9bzns>

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RACE REPORT ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK 16/17 SEPTEMBER

Yes, that rain arrived before Race 3 commenced. For Ryan to become State Champion, he would need to catch and pass Dylan, and would need Dylan to lose a few more spots. How likely? Anything can happen in a wet Formula Vee race, and it usually does, so never give up!



Andrew Murdoch raced fast in the dry



William Pym loves 1200's but is going 1600 for 2017

The rain kept getting heavier as the Formula Vees slithered their way as the red lights dimmed. James Horne, who reappeared on the track at the rear of the grid after his Race 2 failure this morning, was soon in Warp Factor 5 passing cars from the start to the Turn 2 hairpin. But so were the 1200cc cars, their power discrepancy in the dry not as apparent in the wet. Mat Pearce and Ray Cripps moved through a pack of 1600cc cars as the cars entered Turn 2.



Dazza's paint scheme is growing on us



Gary Ogden got some practice for the Nationals

Dylan Thomas kept his lead ahead of Ryan exiting Turn 2. As Lap 1 progressed, the lead extended, and again on Lap 2. Ryan's hopes were fading through the spray. A few laps later, some beached cars brought out a Safety Car, which closed the gaps, bringing Ryan's Championship back in reach.

On the restart, Ryan kept on Dylan's tail, but a lap later, Simon Pace shot past a slowing Ryan down the main straight, then James Horne, then Craig Sparke. Ryan's hopes had been washed out in the rain as his car misfired and lost power. Dylan kept his lead to the finish, and soon held the championship trophy above his head.

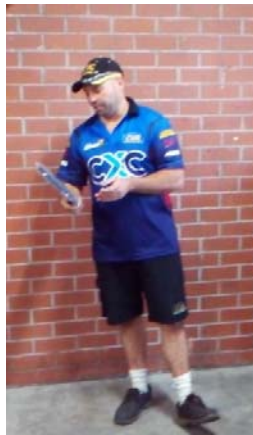
In a race full of highlights, two of the biggest were 1200cc drivers, Mat Pearce and Ray Cripps, who raced through the field to finish 8th and 10th respectively in a great show of pure racing talent and skill.

Despite the dramas over the weekend, Ryan and Dylan shook hands after the race. A fitting finish to a tough, close, and fast year of Formula Vee racing in New South Wales.

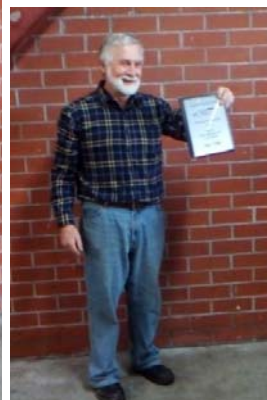
Race 3 can be watched on Youtube at https://www.youtube.com/watch?v=_oLYTeW7oqg

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RACE REPORT ROUND 6 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP SYDNEY MOTORSPORT PARK



'The Pres' John McDonald, Ray Cripps, Dylan Thomas, Simon Pace, Stephen Horne



Ryan Reynolds, Kieran Glover, Geoff Bassingthwaite, Leigh Porter, Mat Pearce



Are these guys really racing car drivers?



FVANSW FORMULA VEE DRIVER PROFILE Wayne Hamilton



Wayne Hamilton got the racing car driving bug when he drove an AGS Formula One car in France! Once bitten, he quickly searched around the Australian Capital Territory, and soon became one of the enthusiastic ACT Formula Vee group when he purchased his Spectre. Wayne may not be the youngest, toughest, or fastest, Formula Vee driver out there, but he is certainly one of the most enthusiastic and nicest Formula Vee drivers. Wayne proves that Formula Vee is for anyone, and that anyone can drive one fast enough!

What is your job?

I worked for the ACT government bus service for 39 years and was offered a package in 2016. Since then I have worked part-time as a Postie then got a casual job at a local nursery. The flexibility of casual work is great for my personal and Formula Vee endeavours.

Why and how did you get into Formula Vee?

In 2013 I drove an 1987 AGS F1 car for 15 laps in France (<https://www.agsformule1.com/en/driving-courses/formula1/>) when I returned home I looked at getting into karts and was talked out of this idea. I ran into Bruce Perry who I hadn't seen for some time and he suggested Formula Vee, I went to a couple of meetings with him and I liked the fact that nothing had really changed from the 70's when I pit crewed for a friend with a Formula Ford.

Who is your favourite Formula Vee competitor and why?

Being such a hard question without leaving someone out and offending them it could only be me because I have great fun challenging myself. Seriously though all the competitors are great as such and an individual favourite would be hard to choose.

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

Ayrton Senna. For Senna it wasn't about the money but about racing and winning. The millions he gave to help poor children is a testament to this. He spent countless hours with his mechanics endeavouring to get the most out of his car.....Two quotes from Senna.

*"Being second is to be the first of the ones who lose".
"I have no idols. I admire work, dedication and competence".*



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FVANSW FORMULA VEE DRIVER PROFILE Wayne Hamilton



What do you like about Formula Vee and why?

The camaraderie and support from other competitors and family members, the whole NSW Formula Vee family is just that a family who are always there when someone is in need during and outside racing.

What Are Your Best and Most Unusual Racing Moments?

My best moments were finishing second in Division 2, and the improvements I made on the track in 2016, especially racing Leigh Porter all year, and the last race at SMSP with the close racing I had with Ray Cripps and Mat Pearce with the engine down on power before it blew apart. I can't say that I have really had an Unusual Racing Moment. My first season 2015 was a total disaster which left me with very little confidence in the car with all brake components having catastrophic failures at different times and major suspension failures I suppose each of those failures were unusual.

What are your motor racing plans?

I would love to stay with Formula Vee and learn from others and improve my skills and at least race in the middle of the pack (winning would be nice, lol) but as long as I continue to enjoy the drive and can challenge myself and improve on 2016's results, this will keep me happy.

Do you have any concerns?

My biggest concern is with all the controversy of late and some quality components being harder to get due to lack of evolution with a 50 year old class technology and the number of Vee's currently on the market. Is Formula Vee in a decline?

This is still, and should always remain, an affordable entry class but without cost effective changes, can it survive? I would like to see the owner/drivers' input being sought before any changes are made not just a few! I would like to see a formal vote on changes taking place put to the drivers to get everyone's opinions on the said changes.

What road car do you drive?

Before the Vee came to life I drove a 3.0l six speed manual BMW Z4. As this could not tow the Vee I now have a 2014 XR6 Ute running on factory gas. (Ed - the best car in the Universe).

I also ride a Honda (Ed- Postie bike?) road bike.



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FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTS SCORES

SUMMARY OF STATE CHAMPIONSHIP RESULTS

ROUND	POLES	WINS	FASTEST LAPS	POLES	WINS	FASTEST LAPS
	1200			1600		
1	W Pym	B Cannon	B Cannon	J Horne	R Reynolds	D Thomas
		Bthwaighte	R Cripps		R Reynolds	R Reynolds
		Bthwaighte	Bthwaighte		R Reynolds	R Reynolds
2	R Cripps	Bthwaighte	Bthwaighte	R Reynolds	D Thomas	D Stein (R)
		Bthwaighte	B Cannon		R Reynolds	D Thomas
		R Cripps	B Cannon		R Reynolds	D Thomas
3	R Cripps	R Cripps	M Cooke	Horne	D Thomas	J Horne
		M Cooke	M Cooke		R Reynolds	R Reynolds
		R Cripps	R Cripps		M Kinsella	D Thomas
4	Bthwaighte	B Cannon	B Cannon	Reynolds	D Thomas	D Stein
		R Cripps	R Cripps		R Reynolds	D Thomas
		R Cripps	B Cannon		D Thomas	J Horne
5	B Cannon	M Pearce	M Pearce	Horne	R Reynolds	R Reynolds
		M Pearce	B Cannon		R Reynolds	D Thomas
		M Pearce	M Pearce		M Kinsella	A Pace
6	M Pearce	M Pearce	W Pym	Reynolds	R Reynolds	D Thomas
		M Pearce	M Pearce		D Thomas	R Reynolds
		M Pearce	M Pearce		D Thomas	D Thomas
	R Cripps 2 W Pym 1 B Cannon 1 Bthwaighte 1 M Pearce 1	M Pearce 6 R Cripps 5 Bthwaighte 4 B Cannon 2 M Cooke 1	B Cannon 6 M Pearce 4 R Cripps 3 Bthwaighte 2 M Cooke 2 W Pym 1	Horne 3 Reynolds 3	Reynolds 10 Thomas 6 Kinsella 2	Thomas 8 Reynolds 5 D Stein 2 J Horne 2 A Pace 1



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTSORES

FINAL 2016 FVANSW DIVISION 2 POINTSCORE

		R 1			R 2			R 3			R 4			R 5			R 6			R 7					
Pos	Driver	T			T			T			T			T			T			T			Pts		
1	Craig Sparke			90			90						180			90			60			90		90	690
2	Wayne Hamilton			73									160			54			77			63		21	448
3	Geoff Bthwaighte			46			65						125			20			42			57		60	415
4	Ray Cripps			22			65									73			69			65		69	363
5	Andrew Murdoch												73			61			80			64		56	334
6	Bernie Cannon			22			62									43			67			65		57	316
7	Sage Murdoch															72			27			69		73	241
8	Stephen Cannon			64			19															61		48	192
9	Michael Cooke						46									70								72	188
10	Adam Brook			54			81																		135
11	Simon Duffy																					81		52	133
12	Peter McDonald			61																				52	113
13	Mark Williams						75																		75
14	William Pym																							58	58
15	Cody Hill			52																					52
16	Michael Gale																							47	47
17	Lachlan OHara																							45	45



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FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTS

FINAL 2016 FVANSW 1600 CLUB POINTSCORE

Pos	Driver	R 1		R 2		R 3		R 4		R 5		R 6		R 7		Pts
		T		T		T		T		T		T		T		
1	Dylan Thomas	75		84		144		82		87		72		85		629
2	Daniel Stein	46		69		166		65		72		56		64		538
3	Craig Sparke	65		65		152		73		41		61		62		519
4	Ryan Reynolds	90		79				57		57		87		80		450
5	M Kinsella	74		66				74		69		71		64		418
6	Leigh Porter	26		37		129		44		56		46		46		384
7	Aaron Pace	36		53				61		67		66		40		323
8	John McDonald	54		54		21		45		59		50		34		317
9	Simon Pace	62		69				38				66		70		305
9	James Horne	69						69		70		54		43		305
11	W Hamilton	43				125		26		50		38		9		291
12	S Butcher	55		71		119		36								281
13	M Freemantle			43		131		48				51				273
14	Darren Williams	48		53				57				36		30		224
15	A Murdoch					57		32		51		38		36		214
16	Sage Murdoch							35		17		39		44		135
17	Simon Duffy											55		34		89
18	Mathew Pearce			33				52								85
19	Adam Brook	33		47												80
20	Gary Ogden	20												48		68
21	Michael Cooke			22										42		64
22	Bruce Perry													50		50
23	Mark Williams			41												41
24	Lachlan OHara													32		32
25	Cody Hill	31														31
26	William Pym							25								25



FIND OUT WHAT'S GOIN' ON IN THE
NEW SOUTH WALES MOTOR RACING
CHAMPIONSHIPS
AT THEIR FACEBOOK PAGE
JOIN UP NOW





FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTS

FINAL 2016 FVANSW 1200 CLUB POINTSCORE

Pos	Driver	R 1			R 2			R 3			R 4			R 5			R 6			R 7			Pts
			T			T			T			T			T			T			T		
1	G Bassingthwaite		60			85			150			23			50			67			71		506
2	Ray Cripps		25			84						87			87			77			79		439
3	Bernie Cannon		30			77						50			84			76			68		385
4	Stephen Cannon		73			23												71			61		228
5	Mathew Pearce																	90			90		180
6	William Pym		81																		70		151
7	Peter McDonald		68																		62		130
8	Michael Cooke											84											84
9	Michael Gale																				60		60

FINAL 2016 FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	R 1			R 2			R 3			R 4			R 5			R 6			Sub- Total	Worst Race	Pts
			T			T			T			T			T			T				
1	Ray Cripps		25			84			87			87			77			79		439	0	439
2	Bernie Cannon		30			77			50			84			76			68		385	0	385
3	G Bthwaite		60			85			23			50			67			71		356	0	356
4	Stephen Cannon		73			23									71			61		228	0	228
5	Mathew Pearce														90			90		180	0	180
6	William Pym		81															70		151	0	151
7	Peter McDonald		68															62		130	0	130
8	Michael Cooke								84										84		0	84
9	Michael Gale																	60		60	0	60



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2016 POINTScores

FINAL 2016 FVANSW OPEN STATE CHAMPIONSHIP

Pos	Driver	R 1		R 2		R 3		R 4		R 5		R 6		Sub-Total	Worst Race	Pts
		T		T		T		T		T		T				
1	D Thomas	75		84		82		87		72		85		485	22	463
2	R Reynolds	90		79		57		57		87		80		450	0	450
3	M Kinsella	74		66		74		69		71		63		417	18	399
4	D Stein	46		69		65		72		56		64		372	0	372
5	C Sparke	65		65		73		41		61		62		367	0	367
6	A Pace	36		53		61		67		66		40		323	0	323
7	S Pace	62		69		38				66		70		305	0	305
8	J Horne	69				69		70		54		41		303	0	303
9	J McDonald	54		54		45		59		50		34		296	0	296
10	L Porter	26		37		44		56		46		39		248	0	248
11	D Williams	48		53		57				36		30		224	0	224
12	R Cripps	10		30		33		45		31		36		185	0	185
13	M Pearce			33		52				37		41		163	0	163
14	S Butcher	55		71		36								162	0	162
15	W Hamilton	43				26		50		29		9		157	0	157
16	B Cannon	13		27		17		44		31		24		156	0	156
17	M Freemantle			43		48				51				142	0	142
18	G Bthwaighte	24		30		7		27		23		27		138	0	138
19	A Murdoch					23		51		31		23		128	0	128
20	S Murdoch					32		17		36		42		127	0	127
21	M Cooke			22		31						40		93	0	93
22	S Duffy									55		32		87	0	87
23	W Pym	34				25						25		84	0	84
24	A Brook	33		47										80	0	80
25	S Cannon	30		7						27		14		78	0	78
26	G Ogden	20										48		68	0	68
27	B Perry											48		48	0	48
28	P McDonald	27										19		46	0	46
29	M Williams			41										41	0	41
30	C Hill	31												31	0	31
31	M Gale											15		15	0	15
32	L O'Hara											11		11	0	11



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES DRIVERS THROUGHOUT OUR HISTORY ARE YOU ON THE LIST?

Formula Vee started in Australia in Sydney in 1964, and a year later the Formula Vee Association was formed. Since then, well over 500 deranged individuals from all walks of life have raced a Formula Vee and been a member of the Formula Vee Association of New South Wales.

In preparation for the 50th Anniversary of Formula Vee in Australia a couple of years ago, a list of FVANSW racers members was compiled so it could be published in the 50th Anniversary of Formula Vee in Australia FVANSW Magazine. That list has been updated to include the new drivers who joined us in 2015 and 2016.

However, we know our sources (pre-Internet race results, magazines, packed drawers, boxes in attics, Natsoft) are incomplete and not 100% accurate, so we would like everyone who reads this to check if your name is there, and also tell everyone you know to read this and find out if you know of any missing names. We do apologise if we have missed your name, but please let us know of any omission immediately by emailing to president@fvansw.asn.au and we will update our list accordingly.

A

Mitch Abrahall
Daryl Adams
Frank Adamson
Robert Agnew
Tony Alessi
Zane Al Said
Anthony Altomonte
Stewart Anderson
Jacob Andrews
Roderick Andrews
Doug Angus
B Alvis
Keith Angel
Ken Arthur
J Arthur
Shaun Atherton
Douglas Atkins
Norm Azar

B

Ken Banks
A Bailey
Dick Bailey
Glyn Ballantyne
John Ballantyne
Tom Ballard
Mal Barnes
Paul Barrett
Jason Bargwanna
Bob Barnett
Geoff Bassingthwaite

Roger Bates
Russell Bayley
Bob Beasley
Damon Beck (Legend)
Robert Behal
Geoff Bennett
Kim Bennett
Robin Bennett
Paul Bernasconi
Brian Berry
J Berry
Enno Beusselman
David Beveridge
Greg Biber
Sean Birk
Sion Bowker
Alan Birmingham
Ian Black
Bruce Bloodworth
Mathew Bode
Troy Boldy
Chris Bolton
Colin Bond
Jim Bonthorne
Ray Bontoft
Keith Boobyer
Terry Boom
Grant Boore
Joe Bowden
Craig Bradshaw
Michael Branigan

Betty Bridges
Peter Britton
Adam Brook
Tim Brook
Doug Brown
Nathan Brumby
Andrew Burden
Frank Burke
Brian Burman
Stephen Butcher
Richard Buttrose

C

Kerry Calderbank
Michelle Callaghan
P Callaway
Mike Carscadden
Gary Campbell
Laurie Campfield
Carol Candy
Bernie Cannon
Stephen Cannon
Sue Cannon
Gerard Care
Michael Carroll
Bernie Cashin
Anthony Cavanagh
Dean Cavanagh
Neil Cawthorne
D Centofanti
R Chadwick



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES DRIVERS THROUGHOUT OUR HISTORY ARE YOU ON THE LIST?

Geoff Chappell
(Thomas Charlton)
Ian Chivas
Bill Christie
M Clarke
Michael Cluderay
Paul Cochrane
Bill Cody
Bruce Colbey
Dennis Cole
Jon Collins
Don Collyer
Craig Conlon
Tony Conolly
Colin Contessa
Trevor Cook
Michael Cooke
A Cooper
Anthony Cooper
Paul Corcoran
Paul Corner
Max Coulter
Peter Cowan
Harry Cox
Darren Craig
Stirling Craig
Steve Cramp
S Crawford
Neil Crawthorne
Ray Cripps
Harry Crowden
Darryl Cullen
Chris Cummins
John Curby
Adam Curtis
Greg Cusack
Frank Cuttell
Alan Cutts
David Cutts
Jason Cutts
Lynne Cutts

D

B Daly
K A Daly

Steven David
Steven Davis
Mat Davis
G Dawson
Kym De Britt
Tim Denford
Grant Denyer
Wayne Dillon
Neville Doherty
Greg Douglass
Jessica Douglass
Tammy Douglass
Simon Duffy
Ted Dunford
James Dunn
David Dunsmore
C Dwyer

E

Lucas Eddey
Michael Edwards
Graham Engel
Craig Evans
Glyn Evans
Jim Evans

F

Tony Fatouros
Clem Fama
Ray Filetti
Glen Firth
Paul Fenech
Barry Fenner
Cliff Fenner
Damien Ferraris
Mark Ferrier
Bryan Finch
Peter Finlay
Edan Fleming
Jay Foreman
G France
Keith Franks
Greg Fraser
Terry Freckleton
Morgan Freemantle
Barry French

Rodney French
Jim Funstone
G
Christopher Gale
Michael Gale
Antony Galla
Brett Galway
Stephen Gamarra
Bruce Garland
B Gatenby
Bruce Gibbs
Jeff Gibson
Dennis Gillespie
Alan Goldsmith
Andy Goodall
David Gormlie
Mat Gormlie
Ian Grainger
Doug Grant
John Grant
Stephen Grave
Russell Green
Larry Greenhalgh
Andrew Grevis-James
Don Grieg
Mark Grierson
G Grimley
David Groves
Ray Groves
Brian Grounsell
H
Bernie Haehnle
Jay Hall
Vic Hall
Wayne Hall
Tim Hamilton
Wayne Hamilton
Godfrey Handschuh
Charles Harper
Gary Harper
Peter Harper
Roger Harris
Alan Harrison



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES DRIVERS THROUGHOUT OUR HISTORY ARE YOU ON THE LIST?

Mat Harrison
Shane Hart
Leigh Hemmings
Bryan Henderson
Graham Henshaw
Greg Hepburn
Nick Herford
Scott Hermann
Michael Hickey
Barry Hickson
Lachlan Higgins
Cody Hill
Robert Hlanuda
Lawrie Hobbs
Daniel Holihan
Brian Hones
Garry Hook
John Hook
Nigel Hook
James Horne
Jim Hourigan
Peter Houston
Brad Howard
Nigel Hughan
Sue Hughes
Geoff Humble
Kevin Humphrey

I

Peter Iredale
David Isaacs
Dennis Ives

J

Richard Jefford
Gary Joel
Palle Johansen
Phil Johnson
Ray Johnstone
Greg Johnston
Michael Johnstone
Norm Johnstone
Ross Jones

K

Lampros Katsidis
D Kennedy
Ben Kerr

Ian Kerr
Greg Kilgannon
Michael Kinsella
Frank Klienig
Peter Kleinig
Dieter Kolb
L
Peter Ladics
Barry Lake
David Lantry
Paul Lark
Verona Larkin
Kirsty Last
G Laurie

Sergio Lavermicocca
Wade Leach
Clyde Lee
R Lesslie
Aaron Lewis
Brad Lewis
Chris Lewis
Phil Lewis
Michael Lezaja
Guy Lingard
Toni Liparts
David Loomes
Phil Lucas
Robert Lukatela

M

Mat Macarthur Onslow
Rowan Macarthur-Onslow
Paul Macdonald
Steve Mack
Greg Mackie
Steve Maclaime
Ashley Maher
David Maitland
Gerard Manion
Alan Martin
Rob Martin
M Martin
Pablo Martino
Riccardo Martuccio
Rudolf Masi
Darren Mason

Eamonn Mathews
Tony Maxfield
Claude Mazzaro
Stewart McColl
Ben McCombie
Greg McCombie
Kerry McCormick
Peter McDonald
Paul McCurdy
Garry McDonald
John McDonald
Mitch McDonald
David McDonald
Tyler Mecklem
Stephen McElhinney
Mark McHenry
Ralph Merkel
Col Merz
Gary Meyers
Aaron McGill
Peter Mill
Barry Mclver
Kieran McLaughlin
Maurie Miller
Anthony Mitchell
Maurie Mitchell
Bob Miur
Breck Miur
Ian McKimm
K Moore
Ken Moore
Warwick Moore
John Morello
D Morgan
Simon Morillas
John Mostyn
Colin Moulds
Glenn Moulds
John Moxon
Lyll Moyes
Phil Moyes
Kevin Mundy
Doug Munro
John Murden
Andrew Murdoch



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES DRIVERS THROUGHOUT OUR HISTORY ARE YOU ON THE LIST?

Sage Murdoch
Gerard Murphy
Brett Murray
P Murray

N

Richard Nairn
Paul Nelson
Russell Newell
Wayne Newton
A Nicol
Adam Nicholas
Barry Noble
Bill Norton

O

Bruce O'Donnell
Gary Ogden
Ben Oldfield
Lachlan O'Hara
Ken O'Keefe
Dean O'Neill
Terry O'Neill
Boris Orazem
Brett Owen

P

Simon Pace
Robert Palermo
Brad Palmer
Phil Parkinson
Stephen Pasch
Daniel Pauperis
Alan Payne
Bruce Pearce
Mat Pearce
James Pearson
Bruce Perry
Corinne Perry
Brian Phillips
John Phillips
Daniel Piagentini
Ben Porter
Leigh Porter
Gary Power
Reg Pratley

Wolfgang Prejawa
Bob Prendergast
Nathan Prendergast
Nathan Pring
J Prisk
Darren Pritchett
Adam Proctor
William Pym
Brian Pymble

Q

Gary Quartley
Terry Quartley
Peter Radtke
Chris Reeves
H Reker
Aub Revell
Neil Revell
Phil Revell
Daniel Reynolds
Ryan Reynolds
R Ridley
Arnold Rigby
Gary Rigg
Dennis Riley
Rob Riley
Wayne Riley
Harald Roberts
John Rogers
Bernard Romeo
N Ross
Louise Roy
Aaron Russell
Mike Russell
Wayne Russell

S

Graham Sabine
Paul Samuels
Nathan Sansom
Ralph Schofield
David Schulz
Nerida Schwalbach
Darian Scott
Bryan Selby

Geoff Selby
Paul Sewell
Andrew Seymour
Rob Shepherd
Jim Shepherd
Kent Shepherd
Mat Shepherd
Wal Shepherd
Graham Shortland
Blake Simpson
Colin Simpson
Ryan Simpson
Gil Slade
David Smith
Greg Smith
Ian Smith
John Smith
Ken Smith
Peter Smith
William Smith
Craig Sparke
Daniel Stein
Peter Stewart
Sue Stickney
Michael Stipo
Michael St John-Cox
Geoff Stone
Greg Stott
Ryan Stott
Adrian Swaffield
Steven Swain
Terry Smith
Garry Summers
Brian Sutton
David Swan
Tony Swan
Col Symons

T

Ken Taylor
Tracey Taylor
Barry Thackeray
Claire Thackeray
Dylan Thomas



FORMULA VEE ASSOCIATION OF NEW SOUTH WALES DRIVERS THROUGHOUT OUR HISTORY ARE YOU ON THE LIST?

R Thomas
Simon Thomsen
Brodie Tilbrook
Jeff Trenholm
David Trevena
Graham Tribe
Michael Truman
Alan Tucker
Brett Turner
Barry Turner
Neil Turner
Jim Thorn
U
Paul Unger
V
Gus van Velzen
Peter Vardy
Graham Vaughan
Robert Vautin
Peter Verheyen
Christian Villalon

Fred Vogel
David Voysey
W
Manfred Wagus
Brett Walters
(Lucas Walters)
Don Walton
Shane Walton
M Wark
Richard Warland
Peter Warren
Michael Watkins
Dennis Watt
B Waugh
Luke Warner
Peter Webster
Steve Weissner
Geoff Westcott
Mathew White
Darren Williams
George Williams

Mark Williams
Jayson Williamson
Peter Williamson
John Willoughby
Anthony Wilson
Mark Wilson
Mark Winterbottom
Steve Wood
Brendan Woods
R Woodbridge
John Wright
Rodney Wright
Y
Bob Young
Kelvin Young
David Yuile
Z
Anthony Zammit
Joe Zaranonello
Horst Zuhnemer



FORMULA VEE SALE



Polar Formula Vee (NSW) FOR SALE - HUGE PRICE CUT

Selling complete, race ready, with spare body and extra nose cones. \$13,300 ono. With MRT Trailer \$17,800.

Designed and built by David and Mark McHenry, the Polar Chassis design has a good heritage of track times and results and has been driven by Mark McHenry, Tim Brook, Leigh Hemmings and James Horne. Mark is still around the Vee community for advice. Ring James (0416871493) or message us.



Two Formula Vees For Sale

Jacer - 2005 National Titles winning car. Ex McHenry, Simpson, Stott, and Oldfield. New Double adjustable Spax dampers on the front. Four into two into one exhaust. Mychron dash. Complete rebuild almost complete. Chassis fully stripped, checked for cracks, and painted gloss black. New floor. Body fully refurbished. Will be like a new car. Spare nose. Comes with good Dunlops. Belts OK for 2017. \$16,000.



Unique Evolution LM-1. Needs engine. THE original US Formula First. Built in 2004 by Larry Campbell of Campbell Motorsports in Illinois. Imported into Australia in 2006. Great handling car. Great for taller skinny drivers. Will need new belts. Comes with good Dunlops. \$10,000.

Ring 0404078636