



PO Box 7690 Norwest BC Baulkham Hills 2153

**FORMULA VEE ASSOCIATION OF NSW MAGAZINE  
JANUARY 2019**



## **MICK AND BERNIE WIN THE 2018 NSW FORMULA VEE STATE CHAMPIONSHIP**



**THE FVANSW WHIPS THE BEST INTERSTATERS  
AT ANOTHER NATIONAL TITLES – KINSELL AND PEARCE WIN AGAIN!**

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- The David McHenry Cup One Hour Enduro also Returns, but with some changes.

**FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY**



**THE FORMULA VEE ASSOCIATION OF NEW SOUTH WALES INC.  
FVANSW.ASN.AU PO BOX 7690 NORWEST BC 2153**



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## 2019 FVANSW DATA SHEET

### FVAA Sealers Sydney Metro Area

Greg Douglass Mob 0402237507  
Nathan Sansom Mob 0405018433  
Edan Fleming Mob 0412477437  
Paul Corcoran Mob 0429816046

### FVAA Sealers Central Coast

Morgo Mob 0431695569  
Phil Lewis BH 0245798107  
Greg Hepburn Mob 0438169247  
Col Merz Mob 0412316275

### FVAA Sealers ACT

**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.**

### 2019 FVANSW COMMITTEE CONTACT LIST

President	Greg Hepburn		Race Entries	Leigh Porter	0417439390
Vice President	John McDonald	0418323500	Committee	Paul Charlton	
Secretary	Bernie Cannon	0408214080	Committee		
Treasurer	Leigh Porter	0417439390	Committee		
Tech Director	Chris Reynolds		FVAA Board Member	Greg Hepburn	
Comp Secretary	William Pym		CAMS MRP Rep	John McDonald	0418323500

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

### 2019 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

Feb 23/24	Wakefield Park R1 CAMS NSW Formula Vee State Championship
Feb 23/24	Wakefield Park R1 CAMS NSW Formula Vee State Championship
April 6/7	SMSP GP R2 CAMS NSW Formula Vee State Championship
April 6/7	SMSP GP R2 FVANSW Club Pointscore
May 4/5	Wakefield Park R3 FVANSW Club Pointscore NSW State Title Alan Harrison Cup
May 25/26	Wakefield Park R3 CAMS NSW Formula Vee State Championship
May 25/26	Wakefield Park R4 FVANSW Club Pointscore
June 22/23	SMSP GP R4 CAMS NSW Formula Vee State Championship
June 22/23	SMSP GP R5 FVANSW Club Pointscore
August 3/4	SMSP GP R5 CAMS NSW Formula Vee State Championship
August 3/4	SMSP GP R6 FVANSW Club Pointscore,
Sep 7/8	Wakefield Park R6 CAMS NSW Formula Vee State Championship
Sep 7/8	Wakefield Park R7 FVANSW Club Pointscore
November 24/25	Wakefield Park David McHenry Cup One Hour Enduro

### POINTSORE SYSTEM

**State Championship 1600** – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers. **DROP YOUR WORST RACE**  
**State Championship 1200** – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers **DROP YOUR WORST RACE**  
**Club Pointscore 1600 and 1200** – As above, for ALL race meetings throughout 2016. **DO NOT DROP WORST RACE**  
**Division Two**—As above for Division Two drivers only for ALL races throughout 2016. **DO NOT DROP WORST RACE**  
 The Pointscore system is voted on at the Annual General Meeting. All 1200 cars start behind all 1600 cars in all races.

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# **PRESIDENTS REPORT**

**By Greg Hepburn**

Hi All,

For those who missed the AGM I am your new President and Board member for 2019.

My background is: I have worked all my life as a Mechanical Engineer, originally designing material handling equipment and heavy road transport; for the last 25 years I have worked fulltime in the motor racing industry predominantly on Formula Fords, Formula 3, and later Historic open wheelers.

I have been involved in motorsport for over 45 years and I joined Formula Vee in the mid 80s. I competed until 2004 in circuit racing and hill climbs. I have held various positions on the FVANSW Committee over the last 30 years, and have held positions of FVAA Board Member and Technical Director a number of times on the FVAA, as well as President of the FVAA for a short period.

As you can see I have been around motorsport a long time.

The reason that I put my hand up for the job of President and BoM at my age was to give John and Gary a well-earned break. However, it is now necessary for the next generation of Formula Vee people to start taking over and steering Formula Vee into the next 55 years. Therefore, this year top of my priority list is trying to get fresh blood onto the committee so that the committee does not stagnate with the same people having to run things year after year. There are still two general committee positions vacant, and they are a great way to stick your toe in the water to see if you would like to commit further.

Most meetings are by phone hook-up on the second Wednesday of the month.

I would like to thank the outgoing Committee Members for their time and effort; in particular John (who thankfully is staying on as Vice President). The huge effort John put in behind the scenes to make the Nationals happen has largely gone unnoticed

I would also like to especially thank Gary for the work he has done in the last two years as our FVAA BoM member. Gary started out having to face a hostile Board, and thankfully this year he has seen it turned around to one of better harmony, which has led to greater ability to work together. One legacy of Gary's time on the BoM is that rather than band-aid fixes on day to day problems, the BoM now looks at the long term future of Formula Vee.

New to the 2019 committee is Will Pym as Competition Secretary, and Chris Reynolds has taken over from me as Technical Director.

As part of raising the profile of Formula Vee, the FVAA has been trying to get us to on some of the major racing events. We have just been accepted as part of the supports for the V8 Symmons Plains round on the 6<sup>th</sup> April. We are getting live Foxtel TV coverage with it. The date clashes with our State Championship round on that weekend. The Committee has decided to allow competitors to drop one round to compensate anyone attending. I urge anyone not running at Symmons to please support the SMSP round in April. The ARDC do put a lot into Formula Vee, and I believe that we should show them support in return.

The FVAA is conducting Tyre Testing 2019 to evaluate control tyres for our next 3 year period (2020 to 2023). We have narrowed it down to the current tyre, a Dunlop Radial, and racing cross plies by Dunlop and Hoosier. Test dates are 13<sup>th</sup> January at Baskerville, 16<sup>th</sup> February at QR, 8<sup>th</sup> March at SMSP and mid-April at Barbagallo. The FVAA hopes to have a decision by midyear.

I would like to hold a General Meeting possible at the May 25<sup>th</sup> Wakefield Park race meeting to discuss the future tyres issues with the membership.

**Greg Hepburn**

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## THE FVANSW ELECTS A NEW COMMITTEE FOR 2019

The 2018 AGM took place on the 28<sup>th</sup> of November, and by the end of the evening, a new FVANSW committee for 2019 had been elected. Fortunately for the FVANSW, the committee retains a large component of continuity for the all the critical positions.

HUGE thanks goes to Glenn Moulds for his work on the committee for the last few years, and an ongoing thanks goes to Geoff Bennett who again looked after our web site for 2018.

The FVANSW committee works hard to make sure you guys get races. It takes more and more effort to keep Formula Vee going in NSW, and this means that we need the support of the general membership more than ever. So expect to be “volunteered” by the committee in 2019 to help things get done.

One thing everyone can do at any time is encourage more Formula Vees to enter races, and to encourage new young drivers to get into Formula Vee.

**PRESIDENT/FVAA REP**



**GREG HEPBURN**

**VICE PRESIDENT**



**JOHN MCDONALD**

**SECRETARY**



**BERNIE CANNON**

**COMPETITION SECRETARY**



**WILLIAM PYM**

**SCRUTINEERING DIRECTOR**



**CHRIS REYNOLDS**

**TREASURER**



**LEIGH PORTER**

**COMMITTEE 1**



**PAUL CHARLTON**

**SOCIAL DIRECTOR  
ANNETTE CHARLTON**

**COMMITTEE 2**



**MAGAZINE EDITOR  
RAY FILETTI**

**COMMITTEE 3**



**CAMS MRP REP  
JOHN MCDONALD**

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# 2019 FVANSW FORMULA VEE RACING CALENDAR

## SIX NSW STATE CHAMPIONSHIP ROUNDS

### ONE NEW SOUTH WALES STATE TITLE

### ONE ONE-HOUR ENDURO

<b>ROUND 1 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 1 FVANSW CLUB POINTSCORE</b>	<b>Feb 23-24</b>	<b>Wakefield Park</b>
<b>ROUND 2 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 2 FVANSW CLUB POINTSCORE</b>	<b>April 6-7</b>	<b>SMSP</b>
<b>ROUND 3 FVANSW CLUB POINTSCORE</b> <b>ALAN HARRISON CUP NSW STATE TITLE</b>	<b>May 4-5</b>	<b>Wakefield Park</b>
<b>ROUND 3 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 4 FVANSW CLUB POINTSCORE</b>	<b>May 25-26</b>	<b>Wakefield Park</b>
<b>ROUND 4 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 5 FVANSW CLUB POINTSCORE</b>	<b>June 22-23</b>	<b>SMSP GP</b>
<b>ROUND 5 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 6 FVANSW CLUB POINTSCORE</b>	<b>Aug 3-4</b>	<b>SMSP GP</b>
<b>ROUND 6 CAMS NSW STATE CHAMPIONSHIP</b> <b>ROUND 7 FVANSW CLUB POINTSCORE</b>	<b>Sept 7-8</b>	<b>Wakefield Park</b>
<b>DAVID MCHENRY CUP ONE HOUR ENDURO</b>	<b>November 24/25</b>	<b>Wakefield Park</b>



## THE NSW FORMULA VEE STATE CHAMPIONSHIP THE FRANK KLEINIG CUP

The Frank Kleinig Cup is awarded to the winner of the New South Wales State Championship each year, and because the best Formula Vee drivers and cars all come from New South Wales - eight out of the nine places in the last three 1600cc Nationals were NSW drivers - the Frank Kleinig Cup is without doubt the most prestigious trophy that anyone in Formula Vee can earn.

Frank Kleinig won the first ever Formula Vee race in Australia in 1965. He went on to build Mako Formula Vees, which won countless races and championships over 50 years, including many race wins with himself as driver. Other winners in Mako Formula Vees were, Peter Kleinig, David Smith, Arnold Rigby, Michael Edwards, Dennis Gillespie, and Rob Vautin. Winners of the Frank Kleinig Cup include Michael Kinsella, Dylan Thomas, Craig Sparke, Daniel Reynolds, Jason Cutts, Ryan Simpson, David Cutts, Adam Proctor, and Tim Brook.

So by winning the Frank Kleinig Cup, your name will stand beside the greatest Formula Vee names.

## THE FVANSW'S BEST PRESENTED CAR FOR 2018 AARON PACE'S JACER



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# COMPETITION NEWS AND NOTICES

**Important Information every member and competitor should know**



## **THE FVANSW STATE TITLE RETURNS – THE FVANSW ALAN HARRISON CUP**

Many years ago, before the CAMS State Championships were around, the FVANSW held a NSW State Title race meeting once per year, highlighted by a longer than usual trophy race. It was a major event that attracted huge grids.

The NSW State Title finally returns in 2019 AT THE May 24/25 round of the FVANSW Club Pointscore, and will culminate in the presentation of the Alan Harrison Trophy, which goes to the winners of the 1600cc class and the 1200cc class, and which honours one of our most loved members and fellow competitors.

The first Alan Harrison Trophy was presented at the August club round this year, the winners being Greg Johnston and Dylan Thomas.

The Alan Harrison NSW State Title Trophy race should be something like 18 laps of Wakefield Park, so make sure you are fit!



## **THE DAVID MCHENRY CUP ONE HOUR ENDURO RETURNS TOO!**

The David McHenry Cup One Hour Enduro that took place in February 2018 was a huge success, with all the teams finding the unique One-Hour format something new and exciting.

And the great news is that the David McHenry Cup Formula Vee One Hour Enduro will return again, this time on the weekend of November 24/25 2019, when the ambient air temperature is more likely to be cooler.

However, following some valuable experience gained during the first David McHenry Cup One Hour Enduro, it has been decided that the risks associated with refuelling in the pit lane, both competition risks (ie, the limited time available for refuelling) and the safety risks (ie, fire), mean that it has been decided to make some changes to the format.

Firstly, refueling within the pit lane is now banned. Refuelling can only take place in the carports. This then means that one-car teams will not be competitive. Fortunately, having all two-car teams then allows the Driver A and Driver B qualifying and sprint races to be combined into single events. In addition, this also allows the length of time of Compulsory Pit Stops (CPS) to be reduced, which results in more racing time during the David McHenry Cup One Hour Enduro. Qualifying will take place on Saturday morning, the sprint race on Saturday afternoon, and the David McHenry Cup One Hour Enduro will take place on Sunday morning.

To make the Compulsory Pit Stops more exciting and shake the racing up, some new ideas to the format are being considered, but more on this later.

The David McHenry Cup One Hour Enduro is one of the most excitingly different events Formula Vee has participated in. Formula Vee competitors from outside of NSW would love experiencing the teamwork and the grueling racing associated with being strapped in to a Formula Vee for one hour. There is nothing else anywhere else like it!

Let's make our great friend David McHenry proud, and make it a big, exciting, and competitive event for the final Formula Vee race of the year in NSW.

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# COMPETITION NEWS AND NOTICES

**Important Information every member and competitor should know**

## 2018 COMPETITION WINNERS

Congratulations to all the 2018 Formula Vee competition winners in the various championships and pointscores where Formula Vee competes.

### State Championship 1200

3	Michael Gale	Trophy
2	Greg Johnston	Trophy
1	Bernie Cannon	Trophy

### Kleinig Cup State Championship 1600

3	Craig Sparke	Trophy
2	Dylan Thomas	Trophy
1	Michael Kinsella	Trophy

### Porter Shield Club Point Score 1200

3	Michael Gale	Trophy
2	Greg Johnston	Trophy
1	Bernie Cannon	trophy

### CXC Club Point Score 1600

10	Leigh Porter	Glass trophy
9	Darren Williams	Glass trophy
8	Wayne Hamilton	Glass trophy
7	William Pym	Glass trophy
6	Aaron Lee	Glass trophy
5	Geoff Bennett	Glass trophy
4	Craig Sparke	Glass trophy
3	Garry Hook	Trophy
2	Michal Kinsella	Trophy
1	Dylan Thomas	Trophy

### Division 2

3	Paul Charlton
2	Aaron Lee
1	Wayne Hamilton



Two of the FVANSW's best young drivers in recent years have moved on to a category where they will have the same type of car, but unfortunately won't be racing against each other. Lachlan O'Hara finally got his RX8 Cup car going in the (non-CAMS) RX8 Cup Series in



2017, and considering the extent of development required in the self-built RX8, he achieved some great results, and progressively improved throughout 2018. Meanwhile, Adam Brook is close to completion of his Production Car RX8, but Adam intends to compete in the CAMS NSW Production Touring State Championship, starting in Round 1 in 2019, rather than in the RX8 Cup.

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## SIMON'S CHECKMATE HITS THE TRACK – FINALLY!



OK, so it took a long, long, time, but it finally hit the track, and it was indeed a great debut for a great car and a great driver. On only its first day of competition, Simon Pace put his brand new Checkmate on the third row for Race 1 at the 2018 Formula Vee Nationals in November. One minor teething problem set him back in Race 1, but Simon rapidly made his way up the grid sheets as the weekend progressed, and by the end of the weekend, he crossed the finishing line of the Final in tenth place.



Simon's superbly engineered, finished, and presented Checkmate makes you remember why we love Formula Vee. We hope that changes will take place within Formula Vee in the near future to allow Simon to obtain the full extent of enjoyment that is possible out of this Formula Vee, for many years to come.

Fortunately, we will have at least a few new drivers on the track in 2019. Andrew Mckinnon purchased Adam Brook's solid and beautiful Aurora, and is slowly modifying to make his rather large frame fit inside the cockpit. Andrew has already taken the Aurora out for its first run at a round of the 2018 NSW Sprint Championships.



Meanwhile, top NSW North Coast karter, Luke Collet, has purchased a Polar (another Queensland Formula Vee makes its way South) and is hoping to be on the circuit for the first round of the 2019 NSW Formula Vee State Championship.



Its been a few years since we had a "rangga" driving a Sabre in NSW. But if the rumours are true, a red-head driving a Sabre in NSW is going to happen again in 2019. But is it the same red-head?

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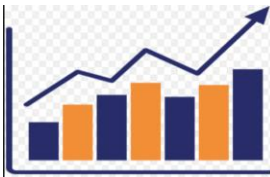
# NEWS AND GOSSIP INSIDE THE FVANSW



Aaren Russell started racing Formula Vees in NSW in the late 2000's, and with the support of his dad and brother, Wayne and Drew, Aaren rose up the motorsport ladder in Australia and he is now solidly entrenched as a regular V8 Supercar endurance co driver. And so it was awesome to see one of our fellow former Formula Vee NSW competitors win a V8 Supercar race when Aaren was first to cross the line at the 2018 Sandown 500 Co Drivers race on the Saturday afternoon. Aaren is a great young man, and we are all very proud of him and his achievements



Stewie McColl raced with us in Formula Vee for just one year in 1997, but it was a huge year. Stewie went on to climb the motorsport ladder, and he made it to being a factory Production Car driver. He was just about to announce a deal to race in Australia's top category when we lost him in a Production Car crash in 2003. Stewie was loved by so many friends in motorsport, and his memory is now permanently remembered at the Newcastle circuit adjacent to the starting line.



After average Formula Vee fields in NSW took a step down from 21.42 in 2016 to 15.55 in 2017, things recovered in the right direction to 16.63 in 2018. This was the result of lots of work to get cars on the track. However, total entries fell from 140 in 2017 to 133 in 2018. The 2018 National Titles in NSW had a big positive effect, although a drop in 1200cc entries in 2017 contributed negatively. We need to get more Formula Vees on the grids, so please do what you can to spread the word about Formula Vee in every way. 1200's in particular need to build numbers to help keep everyone racing.



The FVAA will be conducting a very comprehensive tyre tender testing commencing in the first few months, across several states. Our new President, Greg Hepburn, who is also our FVAA BoM rep and also the National Technical Committee Chair, is at the helm of the tender, and also the testing program. Greg has made sure that the selection criteria is carefully thought out, and has also ensured that there are effective due diligence processes in place. Greg will be a very busy boy over the next few months, but with him at the helm we should all be confident that the testing will go smoothly.



The Formula Vee Association of New South Wales Annual General Meeting took place in late November. Apart from the new office bearers, a number of other decisions were made by those present. One of them was to keep the points system for the Frank Kleinig Cup NSW Formula Vee State Championship, and the points system for the FVANSW Club Pointscore, the same as it was in 2018. At this time, the points system will not apply for the One Hour Enduro.



Formula Vee in some states have been facing challenges with their total entry numbers in recent years. Formula Vee Association of NSW competitors have a rich history of travelling interstate, and in the last couple of years, an interstate trip to Lakeside has been a huge highlight. The Formula Vee Association of Queensland will again have a round of their series at Lakeside in 2019, and as many NSW Formula Vees should make a huge effort to get to Lakeside to support the FVAQ and also to experience one of the most thrilling racing circuits anyone could ever drive on.



The Formula Vee Association of NSW lost a good friend when Matt Baragwanath resigned his position as Wakefield Park manager, and has moved into a management role at the Australian Grand Prix Corporation. Matt worked tirelessly to continue to improve Wakefield Park, and we are sure that he will do the same at Melbourne. Fortunately, the Benalla Auto Club have found a great replacement in Dean Chapman, who has extensive motorsport experience in Australia and South East Asia. We wish Matt, and Dean, all the best.

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# NEWS AND GOSSIP INSIDE THE FVANSW

The annual FVANSW Awards ceremony took place at Mount Annan Gardens near Campbelltown in mid February. The turnout was great, and of course everyone had a great time.



## **Karisma Trophy for Most Improved Driver**

**Aaron Lee (3<sup>rd</sup> in National Challenge)**

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.

## **Gary Power Rookie of The Year**

**Paul Charlton (3<sup>rd</sup> in Div 2)**

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.

## **Alan Birmingham Memorial Shield**

**Liz Porter**

**(Shirts & Dinner National Challenge, this presentation event, but mostly putting up with Leigh Porter)**

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.

## **Clubman Award**

**John McDonald**

**(The main mover and shaker in making the National Challenge the great success it was)**

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.

## **Concept Pit Crew**

**Bruce Kinsella**

**(For supporting Michael last year & this year for state championship & National Challenge wins)**

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.

## **Gary Quarterly Award for Best Presented Car**

**Aaron Pace**

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. (We did give more points for the car this year over the pit crew!)

## **Diamond Trophy**

**Ben Porter**

**(In international competition, for second in class in the Blancpain Asia GT3 series driving with Andrew McPherson in the Lamborghini Huracan, rounds in Malaysia, Thailand, Japan and China)**

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.

## **Steward McColl Award**

**Charlton Family**

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.

## **Presidents Shield**

**Dylan Thomas**

**Thank for their support:** Pace Drilling, Wilcon Constructions, Global Self Storage Penrith, Vintage Vee Dub Supplies, Dylan Thomas, EDCO Cleaning Products

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## Tim Brook Wins the 2018 Toyota GT86 Series!



The 2013 NSW Formula Vee State Champion, Tim Brook, won the 2018 Toyota GT86 Series after a year of tough racing over 5 rounds, culminating in an exciting few races at Newcastle where Tim used his Formula Vee experience to keep his McLaren Real Estate GT86 out of trouble, while all his closest competitors smashed their Toyotas. Tim was supported throughout 2018 by Jason Cutts, Joe Eh, Mark McHenry, David Cutts, and of course Bekky and Sofie, their support and engineering knowledge making sure that Tim's GT86 was in great condition throughout the year.

### Practice Makes Perfect

There aren't too many practice days at Wakefield Park or at SMSP before Round 1 of the NSW MRC on February 23/24, so you better start working on your cars now to get them ready for testing as soon as possible. The Test and Tune dates at this time at Wakefield Park are on the 21<sup>st</sup> December, the 17<sup>th</sup> January, and 1<sup>st</sup> of February. Make sure you ring Wakefield Park before hand to confirm that the dates will proceed.



Congratulations to NSW-based Jacer for taking out five of the top ten positions in the 1600cc National Titles final. NSW-based Stinger, filled one position, and NSW-based Checkmate also filled one position, making seven of the top ten positions being from NSW manufacturers.



The exciting new S5000 class could hopefully lead to a resurgence in open wheel motor racing in Australia. Rumour is that work is proceeding with an open wheeler-only racing series which may commence in 2020 and could potentially include Formula Vee. As is the trend elsewhere in motorsport, this series may take place in summertime so as to not clash with the major football codes, and also with state level racing. However, Formula Vee may only be considered if fields at State level are strong. So if you want to be part of a new Tasman-like series, your record at State level will be considered.



Despite having less horsepower than the current-spec 1200cc cars, the Historic Formula Vee drivers at the Nationals - Tony Paynter, Chris Raper, Nigel Jones, Steve Normoyle, and Greg Stott - showed their driving ability by mixing it with all the 1200cc regulars in every heat, Tony even leading the early heats before an incident which expunged him from the remainder of the event. Well done guys!



Moment of the year – Geoff Bennett leading Race 3 at Wakefield Park in August. This was about the only time that none of the top four of Formula Vee in NSW did not lead a race. The top four put lots of time, money, and effort into their engines and their cars, and the results are apparent. But seeing a “mid-fielder” get some glory is always a great moment.

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**RACE REPORT**  
**2018 FORMULA VEE NATIONALS**  
**NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**



**THE FVANSW KICKS THE  
INTERSTATERS AR\*\*SES  
BIG TIME, AGAIN!**



**KINSELLA AND PEARCE WIN!**

As much as we in NSW love having interstaters from any state come and race with us in NSW, it's always so much better to beat them. And beat them we did, again, at a Formula Vee National Titles. This time on our own home ground, which shows FVANSW drivers are still the best almost everywhere!

Since 2010, FVANSW drivers have taken out 8 wins in the 1200cc class and the 1600cc class out of the 18 National Titles in that period, while FVANSW cars have taken out 10 wins (thanks to Paul Corcoran's and John Celcic's Checkmate with Kieran Glover driving).

2018 saw the FVANSW's great Mick Kinsella and the great Mat Pearce take out the 1600cc and the 1200cc final respectively, with smart driving being the

The weekend started with Friday practice, but the ambient temperatures in the high 30's was as much as a shock to the NSW drivers as the interstaters. The high ambient temperature claimed at least one engine when Bruce Welsh from WA was forced to replace his engine on Friday evening.

But things got serious on the cooler Saturday morning for the first of the two qualifying sessions for both classes.

After the first 1600cc qualifying session, Michael Kinsella had topped the 1600cc time sheet in his Jacer. But the establishment was shaken with two Checkmates in the top five, the Wade Mclean-driven familiar white Checkmate in second place and the incredible new red Simon Pace-driven Checkmate debuting in its first ever official timed event. FVANSW President, John McDonald, proved his ability by taking out third place in his freshly rebuilt Jacer, with Victoria's Heath Collinson, the only interstater in the top ten, throwing down a warning sign to the cocky locals.

After the first 1200cc qualifying session, the establishment was rocked ever harder after Tony Paynter topped the time sheet in his Historic Stag Formula Vee. Wade Mclean's attack on the 1200cc Nationals provisionally gave him second place on the grid for the first heat, with Stephen Butcher, Mat Pearce, and David Cutts in his Historic Spectre, the next fastest cars. Nigel Jones made it three Historics in the top ten.

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# **RACE REPORT**

## **2018 FORMULA VEE NATIONALS**

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**Paynter raced Butcher, Cutts, and Mclean in qualifying Jones raced Pym in Qualifying**

As Saturday morning warmed up, the teams made all their adjustments to get the tyres working better for the second qualifying session. But a lengthy delay ensued after an on-track incident in another category that eventually resulted in cancellation of the second qualifying sessions. And so the results of the first qualifying sessions were to stand in setting the grids for the 1600cc Heat 1 and the 1200cc Heat 1.



**The 1200cc Heavyweights fighting it out in Heat 1 The dummy grid for the 1600cc Heat 1**

Heat 1 for the 1200cc cars commenced in heat of the early afternoon, and after six laps of racing, it was the three 1200cc heavyweights; Mat Pearce, Stephen Butcher, and Wade Mclean, who crossed the line less than 0.25 seconds apart, with Tony Paynter in his Historic Stag hard on Wade's tailpipe barely 0.1 seconds behind. Chris Neil from Tasmania was fourth, and Michael Gale from NSW fifth.

Heat 1 for the 1600cc cars commenced soon after the 1200cc heat, and after six laps, it was three of the 1600cc's heaviest weights who crossed the line ahead of the others, with reigning National Titles Champion, Michael Kinsella crossing in first, with Dylan Thomas and Wade Mclean close behind. Craig Sparke was fourth in his Jacer, and Heath Collinson again keeping the locals honest in his JRD Sabre. The great Daniel Rheinhardt started his climb up the ladder by taking out sixth place in his JRD Sabre, Heath's and Daniel's results brought a rare smile to Brett McLennan's usually tough appearance. Aaron Lee filled seventh place in his Jacer with his self-built donk, with Stephen Butcher still holding out hope and showing some competitiveness in his Stinger in eighth. Jason Cutts, making another cameo-Nationals appearance in the factory Jacer F2k14 ("Effie"), also started his climb up the ladder and hoping not too peak too early before Sunday afternoon by finishing Heat 1 in ninth place, while Nick Jones completed the top ten in his venerable Mk1 Jacer. Three Victorians in the top ten sent out a warning!

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**Michael Gale leads April, Bernie, and Brody    The 1600's line up for Heat 1**

Heat 2 for the 1200cc cars started in more comfortable conditions on Sunday morning, and after the more exhaustive ten lap heat, Wade Mclean edged out Stephen Butcher by less than 0.1 of a second, with Lindsey Murfet taking out third place and Nigel Jones taking out fourth in his Historic Rennmax.

Heavyweight Mat Pearce was a commanding leader in Heat 1 but half way through the race, he slowed to walking pace, and forlornly made his way back to the pits with a broken throttle cable, his National Title hopes possibly now just a dream. Equally, Tony Paynter's Historic Stage became victim to an unrestrained Formula Vee rolling backwards across the circuit at the hairpin, his spectacular 2018 Nationals appearance coming to a premature end.



**Craig Sparke leading Mick by a nosecone    Simon Pace making his way through the field**

The 1600cc Heat 2 commenced later on Sunday morning, and after their ten lap race Michael Kinsella made it two consecutive victories in his Jacer, with Craig Sparke making two Jacers at the front, while Dylan Thomas and Stephen Butcher made it two Stingers next, the top four barely half a second apart at the finish. Nick Jones in his Mk1 Jacer and Heath Collinson in his JRD Sabre pressured the front pack throughout the race, while Jake Rowe (Sabre), Aaron Pace (Jacer), Jason Cutts (Jacer), Darren Williams (DMW Sabre), and Simon Pace, racing hard and shadowing the leaders, Simon making up countless places after DNF-ing Heat 1 in his debutante Checkmate with a stuck throttle to keep himself in contention.

With Tony Paynter out of the competition, the three heavyweights – Mclean, Pearce, and Butcher – had a free run to the chequered flag in Heat 3 early on Sunday afternoon. Pearce started from the rear, but nearly took the lead by the exit of Turn 2 on the first lap. But after ten laps, it was Mat Pearce in his trusty old Lepton who crossed the finishing line ahead of Mclean and Butcher, with less than 0.15 seconds separating them. Chris Neill from Tasmania in his Crusader led the next pack of four cars across the line, with Brody Murfet in his Spectre, Nigel Jones in his Historic Rennmax Mk2, and Lindsey Murfet in his Spectre, also close together.

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# **RACE REPORT**

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#### **Kinsella sans engine cover waits for a pit lane start    The grid for Race 4, sans Kinsella**

There had been enough drama in qualifying and the heats so far, but nothing was to compare with Heat 3 of the 1600cc cars. With only minutes to go, a problem was found in the gearbox of Michael Kinsella's Jacer, and it became all hands available to vary out a desperate gearbox swap. A delay to the start of Heat 3 gave Mick enough time to jump in his Jacer and tighten his belts while rolling down pit lane, but too late to bolt on the engine cover and beat the red light at the end of pit lane.

Heat 3 for the 1600cc cars started, and the growing intensity was clear to see as little courtesy was shown between fellow Formula Vee drivers. All the Formula vees raced harder and faster, with Michael Kinsella taking his Jacer through the field, until Lap 4 when the wheels of Stephen Butcher's Stinger and Jake Rowe's Sabre touched on the apex of the 180km/h Turn 1, Jake having been given some room by Butcher, but nowhere near enough for the skaty tyres. Formula Vees speared off in every direction, but it was Heath Collinson who fared most badly when he could not avoid Butcher's wrongward pointing Stinger, Heath's Sabre clipping Butcher's Stinger which catapulted the Sabre to Olympic highjump heights. Gary Ogden and Darren Williams disappeared in dust clouds, but Jake Rowe kept his momentum to finish the race 6 laps later.



#### **Geoff Bassingthwaighe, Geoff Bennett, and Ashley Clifford**

2017 NSW State Champion, Craig Sparke, kept out of the mayhem in his Jacer recorded his first victory for the weekend. Dylan Thomas, the rapidly advancing Jason Cutts and Aaron Pace, both in Jacers, kept their cars straight and were all within the same one-second bracket as the winner, and all then stamped their claim on the National Title trophy at the same time. Daniel Rheinhardt drove through the field with his usual wisdom to take his Sabre to fifth place, and would have been on the tail of the front pack if not for the Butcher incident forcing a major lift of the throttle. Aaron Lee also demonstrated levels of wisdom beyond his experience to keep his Mk1 Jacer out of trouble to finish in sixth, with Curtis Porter, Michael Kinsella, Nick Jones, and Jake Rowe, completing the top ten, the gap from Rheinhardt to Rowe an unbelievably tight 0.233 seconds.

Following the excitement of the 1600cc Heat 3, attentions turned to the 1200cc 2019 Formula Vee National Titles trophy race. The 1200cc Trophy race started early in the hot afternoon, and it was the three remaining 1200cc heavyweights who naturally battled for the first laps.

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# **RACE REPORT**

## **2018 FORMULA VEE NATIONALS**

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#### **The three 1200cc heavyweights line up for their Trophy race**

Signs of some problem with Stephen Butcher's Stinger started showing, as he would lose distance to Mat and Wade down the straights, but gain some back on the corners. But half way through the race, Butcher rolled down the pit lane to a halt, his hopes for being a double Nationals winner turning into a being a double Nationals DNF.

Back at the front, Wade and Mat measured each other up, and it soon became clear that Mat felt his Lepton preferred being on the tail of Wade's Elliott. From lap 7 to lap 11, Mat hung on tightly to the exhaust on Wade's Elliot, Mat refusing to move even slightly left or right down the main straight, not giving Wade an opportunity to Mat to show his hand. And so as the last lap receded into their rear view mirrors, Wade turned towards the Finish line for the last time as the leader of the race, Mat still hidden out of sight between Wade's two rear view mirrors. As the final metres rolled at high speed under their wheels, Mat made his move at what seemed and impossibly late moment. But it was more perfectly timed than impossibly late, Mat passing Wade in the shadow of the chequered flag as it was being waved.



#### **Mat Pearce crossing the line, Mat Pearce celebrating, and Mat's family enjoying the moment**

Chris Neill deservedly took the third place trophy back to Tasmania, with Nigel Jones taking his Historic Rennmax to a great fourth place. Brody Murfet showed he had not lost any ability by taking out fifth place, and beating Lindsay in the process by less than a second. Chris Raper kept it clean all weekend in his Historic Stag Formula Vee to cross the line in seventh place, beating out some 1200cc giants as Bernie Cannon, April Welsh, Greg Stott (in his Historic Mako Formula Vee), Kathy Lisson, Michael Gale, and Greg Johnston.

Unfortunately, Steve Normoyle (historic Spectre Formula Vee), Bruce Welsh, and Stephen Butcher, DNF'd,

With the 1200cc Final celebrations having died down, the intensity turned back to the remaining Formula Vee racing.

Mid-afternoon, and the 1600cc cars took off for their trophy race under the hottest conditions of the day so far. Kinsella was quickly into the top five, and as the pack crossed the finishing line after lap 1, the darkest horse in the race, Jason Cutts' Jacer slowed with engine issues as he raised his hand to the following competitors, his National Title over. Nick Jones soon followed Jason Cutts to a halt, and then Wade Mclean in the usually all-conquering Checkmate, Wade experiencing some electrical gremlins throughout the weekend despite his good results.

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# **RACE REPORT**

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#### **The 1600cc heavyweights line up for their Trophy race**

Then Thomas Charlton had a big, and very exciting, high speed lose at Turn 1, his Gebert then refusing to cooperate when requested to restart its engine.

The front pack stayed tightly together for the next few laps, as the consecutive packs of Vee behind them slowly faded backwards.

Then Craig Sparke fell away out of contention with what was to be a gearshift failure just as Darren Williams and Aaron Lee made up places as the laps progressed. Austin Pearson, Daniel Rheinhardt, and Jake Rowe also closed in on the front pack as the laps became barely enough.

Heath Collinson then fell by the wayside, victim to the extensive reengineering required to get it back on the track following the Heat 3 Butcher incident earlier.

With the final lap approaching, Paul Charlton then moved his Mako aside and into the pit lane to give the leaders a clear run.

As the front pack crossed the finish line with one lap to go, it was Dylan Thomas, then Kinsella, then Pace, then Lee, all within 0.2 of a second. Just a few fractions further back was Darren Williams, then Austin Pearson, then Daniel Rheinhardt, then Jake Rowe. Curtis Porter was not far behind Jake.



**One lap left to go!**



**One corner left to go!**

With one corner left to go, it was Kinsella, Thomas, Lee, Pace, Rheinhardt, Williams, Rowe, and Pearson, all nose to tail. Curtis Porter and Simon Pace were further back, with Gary Ogden attacking Simon for tenth place.

As they rounded the final corner, Kinsella, Thomas, and Lee, had a gap. Kinsella moved left, and Thomas followed. Kinsella moved right, and Thomas followed again. Lee started gaining in the double car turbulence ahead of him. Kinsella moved one more time to the left as the shadow of the chequered flag approach. Thomas was snookered as time for reflexes disappeared, just as Lee dived to the right.

But time and distance ran out, and Kinsella crossed first, with Thomas trapped in Kinsella's slipstream, and Lee in Thomas' bow wave.

Aaron Pace took his Jacer to fourth, with Darren Williams and his Sabre in fifth. The first of the interstaters was Austin Pearson in his Jacer next in sixth. Austin led another three interstaters, Daniel Rheinhardt in his JRD Sabre and Jake Rowe in his GR Motorsport Electrics Sabre, and then Curtis Porter in is Jacer.

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# **RACE REPORT**

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Simon Pace kept Gary Ogden behind him to claim the last position in the top ten, although by a margin of less than 0.1 of a second.

A pacesetter early in the weekend, John McDonald recovered to finish in 12<sup>th</sup> place after some problems, including a difficult gearbox swap on Saturday. Geoff Bennett completed a clean and safe, and completely invisible, weekend (the best sorts of racing weekend) in his Jacer to take out 13<sup>th</sup> place, with Rod Lisson in his Sabre next, and an extremely happy Garry Hook in his Sabre in 15<sup>th</sup>. Garry experiencing a trouble-free weekend for the first time in a long time.

Davin Field (Spectre), William Pym (Jacer), Leigh Porter (Jacer), Ashley Clifford (JRD Sabre), and Andrew Murdoch (CXC Stinger) filled the 16<sup>th</sup> to 20<sup>th</sup> places, while Leigh McGarvie (Jacer, Geoff Bassingthwaite (Thomsen Vee), and Wayne Hamilton (Sabre 01) were the remaining finishers.

Apart from those who departed the circuit with damaged cars, and damaged egos, the 2019 Formula Vee National Titles went well. Best of all, it was a Formula Vee Association of New South Wales win in the 1200cc Trophy race, and top five in the 1600cc Trophy race.

As said previously, as much as we in NSW love having interstaters from any state come and race with us in NSW, it's always so much better to beat them. And beat them we did! We now challenge all Formula Vee competitors from outside NSW to take our National Titles trophy from us in 2019 in Queensland!



**Mick in front of Dylan (look carefully), Mick “celebrating”, and Mick getting hugged.**



**Mick getting even more adulation**



**The crowd around parc ferme**

**Greg Hepburn looking down orifices**

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# **BEHIND THE SCENES** **AT THE 2018 FORMULA VEE NATIONALS** **NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**



**Geoff Bassingthwaite gets his five minutes of fame, while Butchey hopes for a double**



**The WA transporter, and Chris and Darren on one of many walks to Gordon Leven**



**JRD brought their top guns, while William leads them out in Friday practice**



**Davin/David Field, and Johnny Mac finally climbing a ladder**

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# BEHIND THE SCENES AT THE 2018 FORMULA VEE NATIONALS NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK



**The Friday practice driver's briefing, while Brett MacLennan keeps the JRD Sabre weight secret**



**Kathy leads them into the scales, while Aaron rushes to cover up his engine bay secrets**



**Davin's and Gary's smiles were there all weekend, despite not being near the front on the track**

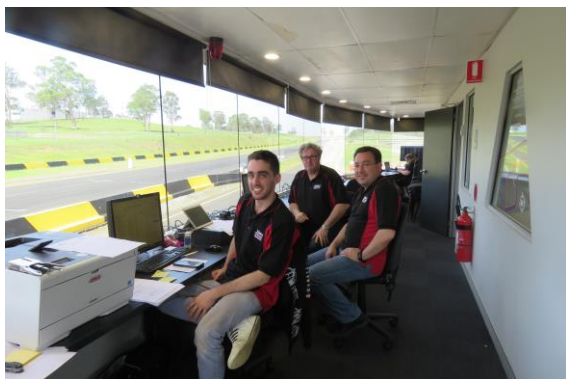


**Guest of Honour, Frank Kleinig, and all the Formula Vees assembled**

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**BEHIND THE SCENES  
AT THE 2018 FORMULA VEE NATIONALS  
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**The Timekeepers**



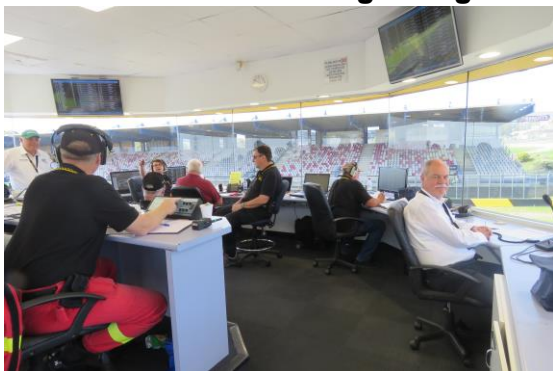
**The great Steve Preece taking a break from V8's  
to look after Formula Vee**



**The Stewards having a laugh**



**Richard the Chaplain looking to the Heavens**



**Brian Goulding will never be too far away from SMSP**



**Clerk of Course, Vince Morgan**

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**THANKS TO ALL THE INTERSTATERS AND HISTORICS FOR RACING  
WITH US AT THE 2018 FORMULA VEE NATIONALS  
NOVEMBER 4/5 2019 SYDNEY MOTORSPORT PARK**



**Curtis Porter (Q)**



**Lindsay Murfet (TAS)**



**April Welsh (WA)**



**Kathy Lisson (WA)**



**Daniel Rheinhardt (Vic)**



**Ros Lisson (WA)**



**Heath Collinson (Vic)**



**Ashley Clifford (Vic)**



**Chris Neil (TAS)**



**Austin Pearson (WA)**



**Brodie Murfet (TAS)**



**Davin Field (Vic)**



**Jake Rowe (Vic)**



**Nick Jones (Vic)**



**David Cutts (NSW)**



**Nigel Jones (NSW)**



**Greg Stott (NSW)**



**Chris Raper (NSW)**



**Bruce Welch (WA)**



**Tony Paynter (NSW)**



**Wade Mclean (TAS)**



**Steve Normoyle (NSW)**

**(SA)**



**Wade Mclean (TAS)**

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## FOR SALE AND WANTED



Jacer F2K. For sale. – 2005 Nationals winning car in the hands of Ryan Simpson. This Jacer was built for Mark McHenry in late 2001, and is one of the first two bespoke 1600cc Jacers. Also raced by Ryan Stott, Ben Oldfield, and Morgan Freemantle. It has almost brand new double adjustable Spax dampers on the front. It comes with two exhaust systems, a four-into-two-into-one high torque system, and a high power four-into-one system. It also has Mychro dash.

The chassis was completely rebuilt in late 2015, checked for cracks, strengthened, and painted gloss black for easy repairs. H-beam clear coated. New 3mm thick floor.

The fibreglass body had four days of work. One spare nose cone. Steering rack has almost no free-play, and no high spots in the rack teeth. Spent lots on plating of various components for low maintenance. A few more minor components remain to be plated or painted, which will be done.

Its engine is relatively fresh, maybe six or seven track days since last rebuild (and it has the “good” crankshaft). Yokohama tyres 50% tread.

It needs a good home with someone who will respect its Jacer heritage. \$16,000 ONO. Ring 0404078636 or PM.

### For Sale

Sparco Gloves - brand new  
Rocket RG4 Glove Black  
Size 11 Large \$110  
Contact Michael Kinsella  
via the FVANSW



### Wanted

Formula Vee 1600. Needs to be an older complete car. “Barn find”. Don’t care about the condition but not interested in anything that has been involved in any major impacts. Prefer an early Jacer if possible.  
Contact Andy Goodall via the FVANSW



### For Sale

1983 Daveric Mk5 Formula Vee  
\$6800  
<http://users.tpg.com.au/normv/Daveric/Daveric.htm>  
Hassall Grove  
Contact Norm Vesty via the FVANSW



ex Stephen David Commando Vee. 1988 Nationals winner. Engine, Gearbox, Front end alone are worth the asking price but you but you then get most if not all of the car as well.

Comes 99% complete but in pieces with new unsealed engine and gearbox, front end, powder coated chassis and new floor, original body (that would need a little work).

Original log book and still holds the lap record for Amaroo Park and won 2 Nationals.

Would be a walk up start for a VB Historic Vee as all history is there. \$4000 firm no offers.

Contact John Fabiszewski via the FVANSW

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