



CLEMENGER INTERNATIONAL FREIGHT
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ASSOCIATION OF NEW SOUTH WALES INC.

PO Box 7690 Norwest BC Baulkham Hills 2153

April 2010

FORMULA VEE TAKES OFF IN 2010!



- **NSWMRC Round 1 Eastern Creek Race Report**
- **Dylan's Albert Park MINI Adventure**
 - **Clemenger International Freight Australian Formula Vee Series Commences in May 1/2**
 - **Round 2 NSWMRC Wakefield Park April 10/11**

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FVAA NSW Sealers

Sydney Metro Area

Frank Kleinig	BH.45 777 221
David Cutts	BH.96 27 2810
Edan Fleming	Mob.0412 477 437
Phil Lewis	BH.45 78 4924
Nathan Sansom	0405018433

Central Coast

Greg Douglass	Mob.0402 237 507
ACT	
Col Merz	Mob.0412 316 275
Morgan Freemantle	Mob.0412 140 147

Important Notes

NO engine may be sealed by the same sealer twice in a row. A copy of the sealing sheet must be kept with the car log book and produced on demand.

The Sealers are Judges of Fact, and their measurements are final.

Sealing fees apply.

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2010 RACING CALENDAR

CP	FEBRUARY 27	RINGWOOD HILLCLIMB
SC/CP	MARCH 13-14	EASTERN CREEK
SC/CP	APRIL 10-11	WAKEFIELD PARK
NS	MAY1/2	MALLALA
SC/CP	JUNE 19-20	EASTERN CREEK
NS	JULY 24/25	SANDOWN
SC/CP	AUGUST 29-29	WAKEFIELD PARK
NS/CP	SEPTEMBER 11/12	EASTERN CREEK
SC/CP	OCTOBER 23/24	EASTERN CREEK
NT	OCTOBER 30/31	MALLALA

CP-Club Pointscore, SC – State Championship, NS – National Series, NT - National Titles

POINTSORE SYSTEM

Pointscores are as follows

State Championship 1600 – 30, 27, 25, 23, 22, 21, 20, etc down to 1, with 1 for all finishers.

State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc down to 1, with 1 for all finishers.

Club Pointscore 1600 and 1200 – As above, for ALL races throughout 2009.

Division Two – As above for Division Two drivers only for ALL races throughout 2009.

PRESIDENT'S REPORT

By Dylan Thomas



Here we are again, these Pres reports come around rather quickly.

In Formula Vee land since the last Mag, we have had Round 1 of our state championship. Unfortunately I can't inform you of too much news! As always on race weekends my focus was on my own endeavors to perform well and get the most out of the car.

The Sunday lunch hotdogs went down well, thank you to all who contributed. Whilst having a bite to eat, Simon Pace was awarded his best presented car trophy that he was unable to accept at last year's presentation night due to other commitments, so congratulations to him. And Sean Birk got the lucky dip vintage Vee Dub voucher and since he blew a motor I think that will be a small start to his requirements.

On the racing side of thing I got to witness this from both inside the battle and the flag point at turn 2 and on the whole I can say that it was great to see that there was clean and hard racing going on right through the pack.

A number of people have made a good step forward this year and a special note needs to go to Jayson (who left round 1 leading the championship) and Tim who looked the class of the field all weekend in the leased Polar (what could have been with a bit of luck).

The next couple of groups of Darren Williams both Leigh's, Brumby, Dean Cav, Mark Williams, Herfo, Ben Oldfield, Morgan, Simon Pace And the consistent Corrine Black (as a rookie finds herself in the top 10 outright on debut.) What a battle that was going on with all of them it was quite exiting to watch. Leigh porter who got across the line in front of Brumby in race 2 but was deemed to have not gotten him as Leigh has his Dorian quite far back in his car to keep it safe may be rethinking the placement of that transponder for future rounds. And better luck to Garry Hook Sean Birk and Clem Farmer who were all out early with engine woes.

Good luck to all competitors this weekend at Wakefield and I would like to welcome another new competitor for this weekend, Michael Lesaja has bought a Stinger from Butcher and will be doing his OLT on the Fri Practice.

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2010 FVANSW AND NATIONAL RACING CALENDAR

CP	FEBRUARY 27	RINGWOOD HILLCLIMB
SC	MARCH 13-14	EASTERN CREEK
CP	MARCH 13-14	EASTERN CREEK
SC	APRIL 10-11	WAKEFIELD PARK
CP	APRIL 10-11	WAKEFIELD PARK
NS	MAY1/2	MALLALA
SC	JUNE 19-20	EASTERN CREEK
CP	JUNE 19-20	EASTERN CREEK
NS	JULY 24/25	SANDOWN
SC	AUGUST 29-29	WAKEFIELD PARK
CP	AUGUST 29-29	WAKEFIELD PARK
NS/CP	SEPTEMBER 11/12	EASTERN CREEK
NS/CP	SEPTEMBER 11/12	EASTERN CREEK
SC	OCTOBER 23/24	EASTERN CREEK
CP	OCTOBER 23/24	EASTERN CREEK
NT	OCTOBER 30/31	MALLALA

CP-Club Pointscore, SC – State Championship, NS – National Series, NT - National Titles

THE CAMS NSW MOTOR RACING CHAMPIONSHIPS NOW HAS A WEB SITE!

Log into www.nswracer.com.au, and you will now see all the info on all the categories that race in the NSW Motor Racing Championship, some of the big category and track news, links to all the category and circuit web sites, and all the latest NSW Motor Racing Championship results.

nswracer.com.au will soon grow to be THE PLACE where everyone can go to follow all the NSW Motor Racing Championships action.

For more information on nswracer.com.au, contact the CAMS NSW Motor Race Panel Chairman, Mike Barry, at mwbarry@optusnet.com.au

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NEWSFLASH!



2010 FORMULA VEE AUSTRALIAN SERIES IS GO, GO, GO!

The 2010 Formula Vee Australian Series is go, go, go!

The interstate series for 2010 is confirmed. The format will be different from the Shannon's series of recent years in that it will be run in conjunction with state championship and/or club pointscore events in the various states.

Dates are as follows:

Mallala	South Australia	1-2 May
Sandown	Victoria	24-25 July
Eastern Creek	New South Wales	11-12 September

The series is being administered by a sub-committee set up under the auspices of the Formula Vee Association of Australia, with representatives from each state. The FV association in each state will be responsible for organising the event in their state. The NSW event will take place at a Shannon's round which will be a NSW club pointscore event.

It is important that Formula Vee has a series that showcases the category at the highest level. The desire amongst competitors for such as series has provided the impetus for the FVAA to create the **Formula Vee Australian Series**. The committee is keen to use the 2010 series to build momentum for the coming years and will be working very hard in 2010 to secure a series partner for 2011 so that the **Formula Vee Australian Series** can be taken to the next level.

In addition to being significant promotion for the category, this series will give our state level competitors somewhere to test themselves against the best drivers on the track, and provide a platform to build on interstate camaraderie among competitors.

The series will be run in two classes – Open Class for 1600 and 1200 cars, and 1200 Class for 1200 cars. The pointscore system in each class will be the NSW system – 30, 27, 25, 23, 22 points etc. Trophies will be awarded for each round and for the overall pointscore winners.

Mark the dates in your calendar! A great weekend of motorsport is promised at each round. Please contact Leigh Porter, raceentries@fvansw.asn.au for further information.



FVANSW STATE CHAMPIONSHIP POINTSCORE

FORMULA VEE 1600 CLASS		FORMULA VEE1200 CLASS	
Driver Name	Total	Driver Name	Total
1) Jayson Williamson	79	1) Bruce Pearce	90
2) Daniel Reynolds	74	2) Suzanne Cannon	79
3) Timothy Brook	65	3) Bernie Cannon	77
4) Darren Williams	63		
5) Dylan Thomas	60		
6) Nathan Brumby	58		
7) Leigh Porter	55		
8) Michael Kinsella	48		
9) Leigh McGarvie	44		
9) Corinne Black	44		
11) Ben Oldfield	43		
12) Morgan Freemantle	41		
13) Craig Conlon	40		
14) Dean Cavanagh	38		
15) Nicky Herford	37		
15) Bruce Pearce	37		
17) Brendon Woods	34		
18) Simon Pace	30		
19) Michael Cluderay	27		
20) Bernie Cannon	26		
20) Suzanne Cannon	26		
22) Mark Williams	17		

For all Club Pointscores, go to <http://www.fvansw.asn.au/>

OUTSIDE LINE – FORMULA VEE GOSSIP FROM NSW AND INTERSTATE

- The Clemenger International Freight Australian Formula Vee Series commences at Mallala on May 1. A great turn out of FVANSW drivers will be heading down the 1400km Sydney-Canberra/Adelaide highway. A large field has entered for the first round of the Clemenger International Freight Australian Formula Vee Series, including twelve great drivers from NSW – Sue Cannon, Bruce Pearce, Michael Kinsella, Kent Shepherd, Craig Conlon, Gary Ogden, Leigh Porter, Ben Porter, Dean Cavanagh, Stephen Butcher, Daniel Reynolds, and Nathan Brumby, and many from almost all states, and so with the tow money offered and great racing expected, the Clemenger International Freight Australian Formula Vee Series should be the best national Formula Vee series ever.
- One of FVANSW's most promising drivers, Brendan Wood, finally tied the knot with his long-time partner, Cassie, last week. Unfortunately for Brendan, his priorities are now being quickly reassigned because he was not allowed to postpone his honeymoon until after Wakefield Park, which he now has to miss!
- Watch out for Ian Chivas driving his Dial-Before-You-Dig sponsored Saloon Car Falcon at the Phillip Island Round of the Shannons Nationals on May 1/2.



- Don't forget, it's up to all competitors to ensure that you and your vehicle complies with the State Championship Regulations. Don't forget to have coloured stickers (yellow for 1600's and purple for 1200's) on your H-beam and roll bar, and now it is mandatory for all cars to have Dunlop stickers on them. Stickers will be available at the circuits. Also, as part of our agreement with Dunlop, make sure you are wearing Dunlop caps when receiving any trophies at any race meeting in Australia – the local state Formula Vee Association is responsible for providing the caps.
- Former FVANSW Secretary, Daniel Pauperis, has been having fun in Historic racing, driving a Porsche 924 he recently built to Group S specifications, with some success at a recent Wakefield Park HSRCA meeting. Unfortunately, the 924 has come to a sad end at the Easter Bathurst Festival of Sports Cars meeting after a incident over Skyline required all of Daniel's skill to avoid a huge crash in the Esses, coming to a halt against the wall on the exit of The Dipper – the same wall he crashed against in the 2009 Bathurst Shannons event avoiding another Vee! Daniel is fortunately OK, but perhaps we should rename The Dipper to "Pauperis Elbow"?
- Our own President, Dylan "The Man" Thomas, has started on the long climb to motor racing stardom by purchasing a CXC Global-sponsored Mini Challenge Cooper S, and after testing it at the recent Eastern Creek Friday practice day, he readied himself for the Melbourne F1 GP Mini Challenge support races. First practice went well, with seventh fastest time, but with all great plans, Dylan's Mini suffered from Stability Control sensor problems in qualifying, resulting in his Mini deciding for Dylan when the brakes should be applied, so fifteenth in qualifying wasn't so bad. But Dylan showed his determination when he hard-charged to tenth in Race 1, but DNF'ing in Race 2 after a gentle clip of a tyre bundle resulted in suspension damage, and then hard-charging back to tenth in Race 3. Read more about Dylan's great Albert Park weekend elsewhere in this magazine.
- Gary Harrison, proprietor of Gary's Motorsport tyres, has become a loyal supporter of the FVANSW by contributing to the magazine and to donating to various FVANSW activities. Please support Gary's Motorsport tyres in return wherever possible.
- A couple of exciting new cars will make their public debuts over the next few weeks. The new Borland Motor Racing Developments Sabre will be present at the Mallala round of the Clemenger International Freight Australian Formula Vee Series, while the first of the Rayzor Formula Vees will be present at the next Eastern Creek round of the NSW MRC. A second Rayzor is under construction (with the chassis ready for powder coating) and should be on the track by the end of the year. A new Sabre will also commence assembly somewhere in NSW or ACT in the next few weeks. Things are always looking up for Formula Vee!
- Corinne Black's debut at Eastern Creek was a perfect example of how to commence a motor racing career, with a careful start, improving results, a top ten finish, and a complete car on the trailer back to the North Coast. The other rookies have got some stiff competition!
- Several former NSW and Victorian Formula Vee drivers starred at in the Formula Ford races at the Albert Park F1 GP weekend. Former NSW State and National Champion, Ryan Simpson, driving his Parramatta Smash Repairs Mygale, qualified third, and finished third and third in the two races. Unfortunately, the second race was red flagged after another former Formula Vee driver, Caleb Rayner, was punted off the circuit, sustaining back injuries and a severely damaged Spectrum. Andrew Macfarland qualified 20th in his Spectrum, but made up six positions by the end of the first race. Jack LeBrocq also passed six cars in Race 1 to finish in ninth place after qualifying fifteenth. No doubt, the skills learned in Formula Vee by these great young drivers helped them finish ahead of many big-named drivers.



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Gary Harrison, proprietor of Gary's Motorsport tyres, has had a veritable lifetime in motorsport tyres and has worked across three continents with specialist applications of Dunlop Motorsport Tyres.

Gaining his original introduction to motorsport tyres in his native England, and spending almost a decade with Stuckey's Tyres (the long-time Australian Dunlop motorsport distributor) Gary has become one of Australia's most knowledgeable sources for reliable advice and expertise regarding correct tyres for whatever motorsport application is required

Each year Gary is called upon to attend the official test sessions for international MOTO GP teams for their Australian testing at Philip Island. Correctly fitting or balancing up to 200 'bike tyres in a day is a test of skill.... mistakes at The Island, on bikes, can be very costly in terms of machinery and riders.

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ROUND 1 2010 FVANSW STATE CHAMPIONSHIP EASTERN CREEK MARCH 13/14



JAYSON WILLIAMSON AND BRUCE PEARCE LEAD THE 2010 NSW STATE CHAMPIONSHIP!

One of Formula Vee's most committed competitors, Jayson Williamson, finally put years of effort to good use by departing the first round of the 2010 Formula Vee State Championship at Eastern Creek as the pointscore leader in the 1600 Formula Vee class. Williamson finished the three hard fought races with two second placings and a third placing, taking the pointscore lead in the process ahead of the championship favourites Michael Kinsella and reigning champion Daniel Reynolds, with young Hot Shot Tim Brook, and Formula Vee Association President, Dylan Thomas following.

In the 1200 class, the venerable Bruce Pearce solidly commenced his campaign to repeat his championship win by taking out all three 1200 class races over the weekend ahead of Sue Cannon and Bernie Cannon.

In addition to the large number of Formula Vee regulars, Round 1 saw the debut of NSW North Coast karting sensation, Corinne Black, who despite never having driven a full-size racing car before the Friday practice, finished the weekend with solid race times and one top ten placing, proving her natural ability.

Unfortunately, a number of competitors had their race weekend cut short early, with Sean Birk and Garry Hook enduring terminal engine problems, reducing the size of the large Formula Vee grid, and Rich Nairn just missing out on the Friday OLT.

PRE-RACE

Michael Kinsella put in huge effort during the pre-season with the intention of building a new "super-Jacer" Formula Vee for the season, which was fitted with a number of exotic components, no doubt designed to out-psyche his fast competitors, particularly the tough Daniel Reynolds, who won both NSW and Australian Formula Vee Championships in 2009. Reynolds Championship-retention plan for 2010 was to consolidate his strengths - a strong diver with a reliable car - without changing too much, while Jayson Williamson took every opportunity to drive his car at several practice sessions to ensure he would be in top form for the hard Formula Vee year ahead.

Most Improved Formula Vee Driver of 2009, Tim Brook, shocked everyone with the news he would be driving Mark McHenry's fast Polar RW05 in an attempt to surprise the establishment, while "Team Cavanagh" members - Dean Cavanagh, Mark Williams, Darren Williams, would continue their team strategies for 2010, although TC members John McDonald and Anthony Cavanagh would be absent for at least the beginning of 2010.



Nathan Brumby has finally received the support he deserved with David Swann taking over the engineering of his Stinger, while Stinger team-mate, Dylan Thomas, has chosen the secret-weapon approach with a new engine builder. Nick Herford has chosen to complete unfinished business from 2008 by returning to Formula Vee racing after a break since early 2009 (except for a cameo at the final Oran Park).

Garry Hook intends to use the beginning of 2010 as development time after battling engine temperature issues with his Manta, and as a result, 2010 will be an investment for a concerted attack in 2011, while Simon Pace intends to aim for reliable and incident-free racing throughout 2010 in his trusty Mako in an attempt to accrue points as a means of making the top ten by the end of the year.

Canberra's popular Morgan Freemantle also intends to improve on 2009 with the aim of returning to the front of the pack as he occasionally was in 2008, while Clem Fama continues his welcome attack on the Formula Vee championship for 2010 in his current-spec Jacer, this time with the support of top Formula Vee engineer, David McHenry. Leigh Porter will also be at the wheel of his Jacer for another year of state and national-level racing, while his namesake, Leigh McGarvie, has invested in a new engine intended to improve his position in the Formula Vee pecking order.

Following a very promising 2009, where he was regularly seen in the top five in his now-unique Jabiru, Michael Cluderay has invested much time in engine development over the pre-season with his engine-eer Nathan Sansom. Ben Oldfield is preparing for a big year after purchasing the ex-Ryan Stott Jacer, while Craig Conlon is also preparing for a full year of Formula Vee racing after a ten year break, driving a Jacer recently purchased from South Australia. Rookie karting-sensation Corinne Black is also preparing for a hard year of racing in here ex-Victorian Supa Vee, although limited practice time behind the wheel means she will be adopting a conservative approach as the year progresses.

The 1200 competitors of Bruce Pearce, Sue Cannon, and Bernie Cannon, continued their testing throughout the off-season with the knowledge that a number of new and unknown-quantity 1200 competitors would be joining them in the next few months.

QUALIFYING SATURDAY MORNING



Dylan Thomas preparing to lead the Vees into Qualifying

Qualifying took place in good conditions on Saturday morning, with championship favourites Michael Kinsella (1600 class) and Bruce Pearce (1200 class) leading their competitors to pole positions in their respective classes.

Reigning NSW and Australian 1600 Champion, Daniel Reynolds from Canberra, took out an unsurprising second place on the 1600 grid with the only other sub-'49 time in his trusty Sabre, while Timothy Brook, forsaking his old but trusty Spectre for Mark McHenry's factory Polar RW05 Formula Vee, shook the establishment, and proving his formidable talent in the process, by taking a fabulous third place in the unfamiliar Polar. FVANSW President, Dylan Thomas, driving the lead Stinger Formula Vee, was less than 0.1 seconds behind Brook to lock out the second row, with the consistent Darren Williams (Jacer), Jayson Williamson (Jacer), Coffs Harbour's Nick Herford (Jacer) in a welcome return to racing, Dean Cavanagh (Jacer), Simon Pace (Mako) in a good top ten qualifying position, and then Clem Fama, (Jacer), filling the top positions, with only 1.7 seconds separating them.

Michael Cluderay (Jabiru) was disappointingly 11th on the grid, with the smooth Leigh Porter (Jacer) taking out 12th place ahead of Leigh McGarvie (Jacer) in 13th, despite some indications of impending engine dramas in his Jacer. McGarvie was followed by Canberra's Morgan Freemantle (Astec), then Nathan Brumby (Stinger), Ben Oldfield (Jacer), a disappointed Mark Williams, (Jacer), Garry Hook in his over-heating Manta, then debutante Corrine Black in her Andy Goodall-designed Supa-Vee. Craig Conlon (Jacer), returning from a ten-year break from Formula Vee racing, was next, followed by Bruce Pearce (Lepton) was then the first of



the 1200 class cars, ahead of Sue Cannon (Spectre), Bernie Cannon (Nimbus), and finally, Brendan Woods (Jacer), who had brake problems that cut short his qualifying session.

Qualifying Results

1	Michael Kinsella	Jacer F2K10	1584	1:48.6449*	
2	Daniel Reynolds	Sabre 01	1600	1:48.7927	0:00.1478
3	Timothy Brook	Polar RW05	1600	1:49.1835	0:00.5386
4	Dylan Thomas	Stinger 010	1600	1:49.2897	0:00.6448
5	Darren Williams	Jacer F2K9	1600	1:49.3864	0:00.7415
6	Jayson Williamson	Jacer F2K	1600	1:49.5803	0:00.9354
7	Nicholas Herford	Jacer F2K7	1600	1:49.9110	0:01.2661
8	Dean Cavanagh	Jacer F2K7	1584	1:50.7556	0:02.1107
9	Simon Pace	Mako 08	1600	1:51.0654	0:02.4205
10	Clem Fama	Jacer F2K7	1598	1:51.2097	0:02.5648
11	Michael Cluderay	Bee Cee Jabiru	1600	1:51.3507	0:02.7058
12	Leigh Porter	Jacer	1584	1:51.4364	0:02.7915
13	Leigh McGarvie	Jacer 98-8	1600	1:51.5955	0:02.9506
14	Morgan Freemantle	Astec Elfin	1600	1:51.6046	0:02.9597
15	Nathan Brumby	Stinger 011	1600	1:52.5171	0:03.8722
16	Ben Oldfield	Nimbus	1600	1:53.0052	0:04.3603
17	Mark Williams	Jacer F2K6	1600	1:53.7487	0:05.1038
18	Garry Hook	Manta HT	1600	1:54.1788	0:05.5339
19	Corinne Black	Super Vee 07/03	1600	1:54.6104	0:05.9655
20	Craig Conlon	Jacer 2K09	1580	1:55.7334	0:07.0885
21	Bruce Pearce	Lepton V78	1200	1:56.2932	0:07.6483
22	Sue Cannon	Elfin	1192	2:00.4851	0:11.8402
23	Bernie Cannon	Kingfisher	1192	2:07.1295	0:18.4846
24	Brendan Woods	Jacer	1600		

RACE 1 SATURDAY AFTERNOON



Michael Kinsella on Pole position

Dylan Thomas leads the huge Formula Vee field

Disaster struck pole-sitter and championship favourite even before the green light when the front right brake calliper on his Jacer locked the wheel solid on the start line, forcing all the Formula Vee's behind to swerve around his stricken car. By the end of the hard-fought race a few laps later, Dylan Thomas started his year as the first Formula Vee race-winner of 2010, giving the Stinger marque an unexpected boost, with Daniel Reynolds, Jayson Williamson, Darren Williams, Timothy Brook, Nick Herford, Dean Cavanagh, Michael Cluderay, Nathan Brumby, and Simon Pace completing the top ten positions within a few seconds of Thomas.

Morgan Freemantle made up a few places at the expense of Leigh Porter and Ben Oldfield, although Corinne Black safely finished her first ever road race ahead of Craig Conlon.

Bruce Pearce added another 1200 class win to his long victory record, ahead of 1600 driver Brendan Woods, then 1200 class runner-up Sue Cannon and 1200 third place getter Bernie Cannon.

Kinsella DNF'ed, as did Leigh McGarvie with a failed engine, and Clem Fama, whose engine expectedly did not survive.

Race 1 Results

1	Dylan Thomas	Stinger 010	1600	1:49.3853
2	Daniel Reynolds	Sabre 01	1600	1:49.2794*
3	Jayson Williamson	Jacer F2K	1600	1:49.2821
4	Darren Williams	Jacer F2K9	1600	1:50.0652
5	Timothy Brook	Polar RW05	1600	1:49.2877
6	Nicholas Herford	Jacer F2K7	1600	1:50.4247
7	Dean Cavanagh	Jacer F2K7	1584	1:50.9263
8	Michael Cluderay	Bee Cee Jabiru	1600	1:51.7595
9	Nathan Brumby	Stinger 011	1600	1:52.2755
10	Simon Pace	Mako 08	1600	1:52.4840
11	Morgan Freemantle	Astec Elfin	1600	1:52.3918
12	Leigh Porter	Jacer	1584	1:52.0855
13	Ben Oldfield	Nimbus	1600	1:53.6260
14	Corinne Black	Super Vee 07/03	1600	1:55.6849
15	Craig Conlon	Jacer 2K09	1580	1:55.2518
16	Bruce Pearce	Lepton V78	1200	1:55.8139
17	Brendan Woods	Jacer	1600	1:58.2417
18	Sue Cannon	Elfin	1192	2:00.4551
19	Bernie Cannon	Kingfisher	1192	2:07.2734
DNF	Michael Kinsella	Jacer F2K10	1584	
DNF	Clem Fama	Jacer F2K7		
DNF	Leigh McGarvie	Jacer V2K3		

RACE 2 SUNDAY MORNING



Dylan Thomas wins Race 2

Michael Cluderay moments before his Turn 2 misfortune

Seconds after the starting lights turned green, Formula Vees swerved in all directions at the infamous Turn 2 hairpin after one Formula Vee driver (to remain here un-named), lost control on cold tyres, resulting in Simon Pace, Nick Herford, Michael Cluderay, Dean Cavanagh, and Mark Williams, DNF'ing the race with various extents of damage.

In another close race, Tim Brook crossed the finishing line in first place, only to be penalised 30 seconds for a Safety Car infraction, the race then being awarded to the excited Dylan Thomas. Jayson Williamson kept out of trouble to take out second place ahead of the predictably hard-charging Michael Kinsella who started from rear-of-grid, scything through the first-lap Turn 2 incident to make up over ten places. Kinsella was followed by Leigh McGarvie in the race-of-his-life after also starting rear-of-grid following an engine change the previous evening, with Leigh making up fifteen places through the Turn 2 incident. McGarvie then drove extra-assertively after the Safety Car to retain his fourth place at the end of the race.

Daniel Reynolds was one of the unfortunate losers in the Turn 2 incident, being relegated to fifth place, ahead of Nathan Brumby in one of his best-ever drives in his improving Stinger, then Leigh Porter in another of his smooth and incident-free drives. Corinne Black accelerated six places to claim her first top ten placing, ahead of Darren Williams and Craig Conlon. Other beneficiaries of the Turn 2 incident were Bruce Pearce (1200 class winner), Brendan Woods and Ben Oldfield, who was followed by the penalised Tim Brook on the results sheet, then Bernie Cannon as the next placed 1200 car, then Morgan Freemantle and Sue Cannon.



Race 2 Results

1	Dylan Thomas	Stinger 010	1600	1:49.9399
2	Jayson Williamson	Jacer F2K	1600	1:49.8080
3	Michael Kinsella	Jacer F2K10	1584	1:49.9555
4	Leigh McGarvie	Jacer 98-8	1600	1:52.4645
5	Daniel Reynolds	Sabre 01	1600	1:52.0619
6	Nathan Brumby	Stinger 011	1600	1:52.7236
7	Leigh Porter	Jacer	1584	1:51.6145
8	Corinne Black	Super Vee 07/03	1600	1:52.0295
9	Darren Williams	Jacer F2K9	1600	1:50.3976
10	Craig Conlon	Jacer 2K09	1580	1:54.0382
11	Bruce Pearce	Lepton V78	1200	1:56.6432
12	Brendan Woods	Jacer	1600	1:57.3619
13	Ben Oldfield	Nimbus	1600	1:53.2856
14	Timothy Brook	Polar RW05	1600	1:49.0041*
15	Bernie Cannon	Kingfisher	1192	2:03.3679
16	Morgan Freemantle	Astec Elfin	1600	2:13.9752
17	Sue Cannon	Elfin	1192	2:02.4789
DNF	Mark Williams	Jacer F2K6	1600	
DNF	Nicholas Herford	Jacer F2K7	1600	
DNF	Michael Cluderay	Bee Cee Jabiru	1600	
DNF	Dean Cavanagh	Jacer F2K7	1584	
DNF	Simon Pace	Mako 08	1600	

RACE 3 SUNDAY AFTERNOON



Nick Herford completes a difficult Round 1 Mr R.E.S.P.E.C.T., Clem Fama, also failed to complete a difficult weekend

Race 3 proved to be the race of the weekend for all classes at Eastern Creek, with the lead swapping countless times between Brook, Williamson, Reynolds, Kinsella, and Williams, and never more than fractions of seconds between each competitor.

By the end of the eight lap race, Brook had absolved himself of the Race 2 infraction, and claimed his first ever victory, proving the faith in his ability many had in him. Jayson Williamson claimed his second runner-up placing for the weekend, and with it the championship lead, while Daniel Reynolds edged out Michael Kinsella for the final podium placing. Dylan Thomas's opportunity for a clean-sweep was stolen from him by a major oil leak that forced a cloudy retirement with only two laps to go. The reliable Darren Williams was close to securing the final podium place, if only another lap had been provided, while the amazed Leigh McGarvie secured sixth place and secured a boost in his confidence level in another of his most assertive drives.



In an also-strong, clean, safe, and smart drive, Leigh Porter demonstrated his experience by closing on the leaders and passing the newly confident Nathan Brumby in his strong Stinger. Dean Cavanagh and Mark Williams consolidated their top ten placings, with Williams and Nick Herford hard-charging the leaders after starting from rear of grid following hours of hard work repairing their Jacers that were damaged in the Race 2 Turn 2 incident.

Ben Oldfield safely finished his third race of the weekend, with Morgan Freemantle making up several positions from Race 2, then Simon Pace whose Mako was suffering from some minor engine problems. Corinne Black was swamped, although safely, by the more experienced competitors starting behind her in this race, as was Craig Conlon, although both came away with expectations of greater speed and higher results for the next Round. Brendan Woods also safely finished the weekend with a complete Formula Vee, also picking up valuable race experience and care development knowledge, although the last 1600 driver to cross the line, Michael Cluderay, was possibly the most unfortunate driver of the weekend after his great expectation for a fast 2010 .

Bruce Pearce continues his march to Legend status by winning all three 1200 class races, with Sue Cannon recovering from her Race 2 misfortune by outpacing her “namesake”, Bernie Cannon, to take the second step on the 1200 podium.

Race 3 Results

1	Timothy Brook	Polar RW05	1600	1:48.3527*
2	Jayson Williamson	Jacer F2K	1600	1:49.3923
3	Daniel Reynolds	Sabre 01	1600	1:49.4947
4	Michael Kinsella	Jacer F2K10	1584	1:49.5314
5	Darren Williams	Jacer F2K9	1600	1:49.8482
6	Leigh McGarvie	Jacer 98-8	1600	1:51.1628
7	Leigh Porter	Jacer	1584	1:50.7115
8	Nathan Brumby	Stinger 011	1600	1:52.0869
9	Dean Cavanagh	Jacer F2K7	1584	1:51.5123
10	Mark Williams	Jacer F2K6	1600	1:51.9232
11	Nicholas Herford	Jacer F2K7	1600	1:50.2127
12	Ben Oldfield	Nimbus	1600	1:52.5470
13	Morgan Freemantle	Astec Elfin	1600	1:51.8087
14	Simon Pace	Mako 08	1600	1:51.0242
15	Corinne Black	Super Vee 07/03	1600	1:52.3049
16	Craig Conlon	Jacer 2K09	1580	1:54.4740
17	Bruce Pearce	Lepton V78	1200	1:56.2174
18	Brendan Woods	Jacer	1600	1:57.6819
19	Michael Cluderay	Bee Cee Jabiru	1600	1:59.2987
20	Sue Cannon	Elfin	1192	1:59.3377
21	Bernie Cannon	Kingfisher	1192	2:07.1327
DNF	Dylan Thomas	Stinger 010	1600	

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ELIGIBILITY MATTERS

BY KEVIN HUMPHREY

As advised by email last week, a further CAMS Bulletin for Formula Vee (B10/034) has now been issued. This bulletin clarifies the rule regarding the lightening of 1600 gudgeon pins. (The previous bulletin was a bit ambiguous in this regard!).

This should finalise the current batch of amendments to the rules. However, with the evolution of the formula and the likely shortage of genuine VW Beetle parts in the future it is unlikely that these will be the last amendments ever to be made to the rules.

As the supply of genuine parts dries up we will probably need to look to aftermarket parts or even to components from outside the VW world. The problem with non-genuine parts will be to ensure that they have a minimum effect on performance in order to have as level a playing field as possible. If an approved non-genuine part does give a significant advantage then it would be mandatory for all who wish to remain competitive to have that part – hardly in accordance with the stated intention that our formula be a minimum cost formula.

With this in mind, I intend to organise a technical committee meeting sometime in the middle of the year to discuss supply problems and other changes that those involved with the technical side of the rules may think appropriate. Any member who thinks that they may be able to contribute on the technical committee or who has ideas for changes that they think should be considered is welcome to contact me.

When making changes to the rules consideration must be given to maintaining our performance at about the level it is now so any suggestions of high performance aftermarket parts will not be encouraged. Remember, the introduction of aftermarket or other parts should be such that cars with existing equipment must be able to run with cars using the newly legal parts without being at a disadvantage.

Formula Vee has now been in existence for 45 years this year with the current rules a result of the original rules being refined over that time without affecting the viability of the formula or giving an unfair advantage to any competitor. Any changes to the rules must be considered in the light of this with constant refinement rather than wholesale changes being made.

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Bulletin



Page 1 of 1

Bulletin Number: **B10/034**
Implementation Date: **30 March 2010**
CAMS Online Manual Update: **Quarter 2/2010**

TECHNICAL BULLETIN

Formula Vee

REFERENCE:

CAMS Online Manual of Motor Sport, Race, 1st Category Racing Cars, Formula Vee:

http://www.camsmanual.com.au/02_race.asp#1st

RATIONALE:

To implement recommendations from the Formula Vee Association of Australia in respect of the Formula Vee technical regulations.

ACTION:

Amend Article 2.6 (x), Cylinders, Pistons, Rings and Gudgeon Pins as follows:

- Removal of metal from pistons and gudgeon pins for balancing purposes is permitted. Metal removal must be confined to the inner surfaces of the piston so that the skirt perimeter is not modified in any way;
- For 1200cc engines the pistons and gudgeon pins must comply with the minimum weight specified in art. 3, "Weights and Dimensions".
- For 1600cc engines pistons ~~and gudgeon pins~~ may be lightened. ~~Gudgeon pins are not to be lightened.~~ Pistons shall be cast aluminium alloy with a steel insert and the profile of the bottom of the piston skirt shall be as manufactured. Piston and gudgeon pin shall comply with the minimum weight and dimensions specified in art. 3, "Weights and Dimensions". A piston ring, functioning in the normal manner, shall be fitted in each groove of the piston.
- Machining the spigot faces of barrels to obtain deck height is permitted.

END

NEW TYRE CONTRACT

Goodyear, under its Dunlop brand name, has signed a 5 year contract to supply tyres to the FVAA members. As part of the conditions of having Dunlop as the sole supplier of FV tyres for the next 5 years, FVAA members are also obligated to support Dunlop. The highlights of the contract have been provided below:

Benefits

The right to supply caps, which must include Goodyear's Brand, to be worn by FVAA Drivers **on the winners' podium at the conclusion of each Event and in the official photograph (if applicable)**;

1) the right to strategically place 2 Dunlop Decals (size of 40 x 8cm) on each FVAA Driver's race car.

2) The inclusion of Goodyear's Brand of Dunlop on the FVAA State and National websites. During the Term, Goodyear will include a profile on the FVAA and regular news updates in its monthly newsletter, "Traction".

The FVAA will be responsible for drafting and providing the news update to Goodyear. Goodyear will distribute the newsletter throughout its Australian outlets which may include Dunlop, Goodyear and Beaurepaires tyre stores; and distribute a copy of the newsletter to each State branch of the FVAA.

Price

In consideration for the rights and benefits granted to Goodyear, Goodyear will supply Tyres to FVAA Drivers through the Dunlop Distributors at the following prices. These prices shall include fitting and balancing and freight to all States.

price for a single front tyre - \$295.00 inclusive of GST; and

(ii) price for a single rear tyre - \$300.00 inclusive of GST.

The price will be fixed for the period of 12 months. Goodyear will not impose any price increase/decrease without a commercially valid reason and substantiation and without prior written approval from the FVAA. Such approval shall not be unreasonably withheld. This price increase/decrease could arise from (but not limited to) additional costs which have been passed onto Goodyear by other parties or which arise from circumstances beyond Goodyear's control (eg AUD depreciation, factory price increases or governmental charges) that will increase/decrease the landed cost by more than 7.5%.

From the date of signing this agreement, Goodyear will allow a \$22.00 rebate (inclusive of GST) on Tyres imported into Australia. This rebate is included in the retail price of the tyres. The accumulated rebate will be paid to the FVAA in half yearly instalments.

Each FVAA Tyre imported in 2010 will be factory bar coded with a barcode sequence.

For Control Tyre Distributors click the relevant link in the [Rules & Technical](#) of the FVAA Web site.

REPRODUCED FROM FVAA WEB SITE

DYLAN'S ALBERT PARK MINI CHALLENGE ADVENTURE

CXC have supported a car in the Mini Challenge series this year, and will be placing 3 drivers in it throughout the 7 rounds of the series. Dylan Thomas was in the car in it throughout the 7 rounds of the series. The series attends some of Australia's highest profile events with Clipsal getting in excess of 270,000 people through the gates and the Australian Formula 1 grand prix around 320,000 over the 4 days. There are also rounds at the new Townsville circuit which last year had about 170,000 people over the weekend, Indycar on the Gold Coast and Homebush in Sydney. All races support the V8 Supercar series and we will also be at Qld raceway and the Enduro at Phillip Island. The Mini Challenge also receives half hour TV package on channel 7 as well as Foxtel and TV5 NZ. Round one of the series



Dylan has 8 year experience in the Rally world with multiple excellent finishing positions and class podiums. Dylan is also a front runner in circuit racing with a state title and twice a runner up in the national titles, in the hard fought, large grids of the hugely talented formula Vee fields.

With only a brief practice at Eastern Creek to get some info on the car and the first time Dylan had driven a front wheel drive race car, Team CXC headed to Melbourne for the Australian GP.

Practice 1

We headed out and did a couple of laps to see where the circuit went then got into the flow of driving, the CXC MINI has exceptional brakes and with the slick tyres the grip is also quite impressive, the car is slightly under powered as a race car so carrying corner speed is essential. Our only practice session due to the length of the track only got us 8 laps in. At about half way stage of practice the team CXC MINI was sitting in 5th, however the car then had the ABS computer fail and all the lights on the dash came on so we thought best to bring the car in. We ended that session in 7th.

In the turn-around from practice 1 to qualifying loads of time was lost locating the problem and finding some supply of parts and therefore we ran out of time to replace the computer and bleed the system before Qualifying. We were not too concerned at this time as the CXC Backed rally car has no ABS and this has not caused us hindrances in the past.

Qualifying

Qualifying was a real challenge as with no ABS the CXC MINI locked the breaks regularly and the drive out the corners was terrible. Dylan drove the wheels off of the car and even pushed past the limit on two occasions, taking to the grass at turn 15. Even with our best efforts we were 6 seconds off our pace of the weekend so qualified a lowly 16th place.

Upon returning to the pits we found we had snapped the strut brace thus allowing the car to flex, meaning that we were getting wheel spin out of the corners, and with the Failed ABS unit this also effected the stability control unit so when the one wheel spins the main computer in the car takes power from the drive wheel to give back to the other wheel. Hence the 6 seconds a lap slower. The boys from Col Crawford Narrabeen were able to get all these items repaired over night and for race 1 we were ready to go.



Race 1

The start was not an impressive start as it was the first time ever to launch one of these cars and we had the team CXC MINI too low in the rev range and bogged down of the start. The category has a very high caliber of drivers in it and we were 3 wide heading into turn 1 with the CXC MINI in the centre but remarkably there was no contact and we all got around turn 1 and 3 (the other accident prone corner on the first lap at this circuit.) un shaved. The MINI Challenge is a controlled category and all the cars are the same, and with the cars being slightly underpowered it takes a little bit of time to get up to the next car you are trying to catch. During the 7 lap race we made up 6 places and were lapping within half a second of Glen Seaton who is a 2 time V8 Supercar Champion and has experience in these cars and at this track, so were no to un happy

Only minor setup changes on car before race 2 Again the Mark and the boys from Col Crawford did a great job.

Race 2

Much better start to race 2, maybe a little to much revs as a little wheel spin of the line. Once again we were 3 wide down to turn 1 this time the team CXC MINI was on the inside and going toe to toe with 7 time national Champion Paul Stokell. This race was going quite well with the team CXC MINI in the third group of cars and running the pace of the group in front battling for the podium, the front 2 had gotten away. When on lap 7 of 8 on the turn in of turn 4 the out stretched wheel of the team CXC MINI clipped the Tyre bundle on the apex of the corner resulting in the axle being ripped straight out of the gear box. The CXC MINI didn't drive to well after that and we had to pull of the side of the track. DNF (did not finish)

This required some serious attention and the Mechanics from Col Crawford Narrebeen did a fantastic job to get the car sorted and ready for race 3

Race 3

As a result of the DNF we were required to start from the rear of the grid. With a small amount of rain on the warm up lap and being on slick tyre extra caution was required of the start. This time we got a great start and being at the rear of the field our tyres still had some heat in them from the warm up lap, once again we were 3 wide into turn 1 and still no panel rubbing. By turn 3 we had made it up to 10th, what a cracking start. On to lap 2 we were 9th but then our weekend of woes continued turning into turn 6 the power steering on the team CXC MINI failed. This is not like driving a car with no power steering as what happens is you end up fighting the hydraulics' of the car. So as you turn in to a corner the wheel wont turn at first and then gets slightly easier to turn but never easy to turn. For the next 6 laps Dylan drove the car not always where he wanted it to go and only lost 1 place finishing 10th lapping 2-3 seconds a lap slower than anticipated. Upon exiting the CXC MINI Dylan was clearly exhausted from the strains of fighting a difficult car.

The CXC MINI now goes back to Col Crawford Narrabeen who has come on board as an associate sponsor, to get pulled down, fix the power steering problem and identify if there are any other problems that are associated with the pre loved race car we have bought.

The event in exposure was a huge success and although the result were not were we believe we deserved them to be the pace was not to far away, so as a short notice event we were happy with this event.

The next event is over the weekend of the 1st and 2nd of May and for this event we have the very experienced Steven Butcher in the car. Steven started hi racing career many decades ago in the original MINI doing hill climbs and super sprints then got into formula Vee were he has 4 state title 3 current lap records and countless race wins. Steven has also gone on to design and build his own chassis and assist numerous other competitor achieve success in his design called the STINGER. We wish Stephen well in this next round as we are sure he will provide some great exposure for the CXC