



50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015



PO Box 7690 Norwest BC Baulkham Hills 2153

APRIL 2015 FORMULA VEE ASSOCIATION OF NSW MAGAZINE



**OUR PRESIDENT, JOHN MCDONALD,
DOES THE FVANSW PROUD AT THE 50TH!**

INSIDE THIS EDITION OF THE FVANSW VEEMAG

- Johnny Mac's Presidents Report, Gary Ogden's Board Report, and Morgo's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip
- Vale Leo Geoghegan
- RACE REPORT - 50 Years of Formula Vee Celebratory Race Meeting
- PREVIEW - The 2015 CAMS NSW Formula Vee State Championship (The World's best)
- Around Australia in Formula Vee, including the Phillip Island Historic Festival
- Driver Profile – Look inside and see who!
- FORMula VeeSALE

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FVAA Sealers Sydney Metro Area FVAA Sealers Central Coast FVAA Sealers ACT

Frank Kleinig	BH 0245777221	Greg Douglass	Mob 0402237507	Morgo	Mob 0431695569
Nathan Sansom	Mob 0405018433	Phil Lewis	BH 0245798107	Col Merz	Mob 0412316275
Edan Fleming	Mob 0412477437	Greg Hepburn	Mob 0438169247		

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

2015 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0475959639	Committee	Gary Meyers	0455069569
Secretary	Bernie Cannon	0408214080	Committee	Stephen Horne	
Treasurer	Leigh Porter	0417439390	Committee	Dylan Thomas	0431822997
Tech Director	Morgan Freemantle	0431695569	FVAA Board Member	Gary Ogden	0415465808
Comp Secretary	Simon Thomsen	0433810225	CAMS MRP Rep	Ray Filetti	0404078636
Social Secretary	Liz Porter				

Committee meetings occurs on the second Wednesday of every month at the Ryde Ex Servicemen's Club

2015 NSW RACING CALENDAR

Feb 14/15	Wakefield Park 50th Anniversary R1 FVANSW Club Pointscore
April 11/12	Wakefield Park R1 CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 CAMS NSW Formula Vee State Championship
May 2/3	SMSP GP R3 FVANSW Club Pointscore
June 20/21	Wakefield Park R3 CAMS NSW Formula Vee State Championship
June 20/21	Wakefield Park R4 FVANSW Club Pointscore
Aug 1/2	SMSP GP R4 CAMS NSW Formula Vee State Championship
Aug 1/2	SMSP GP R5 FVANSW Club Pointscore
August 22/23	Wakefield Park R5 CAMS NSW Formula Vee State Championship
August 22/23	Wakefield Park R6 FVANSW Club Pointscore,
Sep 26/27	SMSP GP R6 CAMS NSW Formula Vee State Championship
Sep 26/27	SMSP GP R7 FVANSW Club Pointscore

POINTSORE SYSTEM

State Championship 1600 – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers. **DROP YOUR WORST RACE**
State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc To 1, with 1 for all finishers **DROP YOUR WORST RACE**
Club Pointscore 1600 and 1200 – As above, for ALL race meetings throughout 2013. **DO NOT DROP WORST RACE**
Division Two – As above for Division Two drivers only for ALL races throughout 2013. **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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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

FVANSW PRESIDENT'S REPORT



By John McDonald

A month on from our 50th celebrations at Wakefield Park, and it has been wonderful this week to go through all the pictures of the event on our FVANSW web site (thanks to Gary Meyers and Geoff Bennett for getting them there). It was a tremendous weekend that was well attended, and certainly well enjoyed. Well done to everyone involved.

My highlight was being on the start line after all the grid photos had finished, and watching the drivers, especially those at the front of the grid, take off on the parade laps. The smiles on their faces were glaringly obvious through their helmets as they took off, reliving one of their many race starts one more time. It was of great personal satisfaction knowing that our club was able to give them that opportunity.

As much as the weekend was about the anniversary for the category and its cars, it was at the dinner and the Sunday BBQ watching so many friends catching up, that captured why the FVANSW has been able to reach such a milestone. It was through their Formula Vee racing that so many drivers, their pit crew, and their families, had become friends. Now that sort of camaraderie has not disappeared. You only have to see a group of competitors working together, performing a last minute engine or gearbox change, to prove that. But the social side of Formula Vee has diminished of late. Yes, we are all in a hurry to get home after a long weekends racing. I am just as guilty of that. But the Friday/Saturday night get togethers are a far cry from what they were when I started, so if a social gathering is arranged for the Saturday evening of a race meeting, please take the time to attend. It is a great opportunity to spend some "off track" time with the people you give up your weekends for.

Which leads me to our end of year presentation night. At a meeting at SMSP late last year, I asked for suggestions on how to improve the attendance at our awards night. Is the current venue, or the Saturday night format, the right fit? Or should we look at a more family focused afternoon event? Of course there are pros and cons for both and ultimately what do our members want? What is stopping competitors from attending? Be prepared for some one-on-one questioning on this one as I do the rounds at Wakefield Park.

So, on with the racing!

With many of our usual suspects getting some early laps under their belts at the 50th event, be prepared for some close battles, with cars all tested and sorted after their summer maintenance. Ryan Reynolds and Daniel Stein well and truly threw down the gauntlet to the rest of the 1600 field with some very strong races. Who will be able to challenge the two Sabre warriors? Darren Williams pole in qualifying proves that he has the speed in his 2014 Best Presented award winning Jacer. Defending 1600 champion Dylan Thomas in his Stinger, and lead Mako driver, Simon Pace, were on their heels all weekend. And it would take a brave man to discount Gary Ogden, James Horne, or Geoff Bennett, for a win or two. In the 1200's, will it be Mat or Bruce Pearce in the mighty Lepton defending its title? Or does Mat have other plans? Can another father/son duo, in Bernie Cannon and Stephen Cannon, take the title?

A new name on the time sheets this year is Aaron Pace, son of front running Simon Pace, driving the ex-Craig Conlon Jacer. Aaron was punching out times that left many of our more seasoned drivers (sadly, me included) one spot down the qualifying order, With a bit of race craft to match his speed, he will certainly be one to watch. But will Simon be able to maintain his Mako's impeccable appearance with his chief pit crew member now taking on driving duties?

So set yourself some personal goals for the year (ie, finish every race) and make sure you, your car, and your apparel, are all ready, and let's make this 50th year one to remember!

See you at the track, and don't forget your HANS device and race radios for Round 1!

John McDonald

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WHAT'S COMING UP IN 2015

Feb 14/15	Wakefield Park AASA 50th Anniversary R1 FVANSW Club Pointscore
April 11/12	Wakefield Park R1 CAMS NSW Formula Vee State Championship
April 11/12	Wakefield Park R2 FVANSW Club Pointscore
May 2/3	SMSP GP R2 CAMS NSW Formula Vee State Championship
May 2/3	SMSP GP R3 FVANSW Club Pointscore
May 23/24	Mallala R1 Australian Formula Vee Series
June 20/21	Wakefield Park R3 CAMS NSW Formula Vee State Championship
June 20/21	Wakefield Park R4 FVANSW Club Pointscore
July 4/5	Winton R2 Australian Formula Vee Series
August 1/2	SMSP GP R4 CAMS NSW Formula Vee State Championship
August 1/2	SMSP GP R5 FVANSW Club Pointscore
Aug 22/23	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
Aug 22/23	Wakefield Park R6 FVANSW Club Pointscore
Sep 26/27	SMSP GP R6 R6 CAMS NSW Formula Vee State Championship
Sep 26/27	SMSP GP R6 R7 FVANSW Club Pointscore
Sep 26/27	SMSP GP R3 Australian Formula Vee Series
November 7/8	Formula Vee National Challenge SYMMONS PLAINS
November 21	CAMS 2014 Awards Night Royal Automobile Club Sydney
November 25	Ryde Club FVANSW 2015 Annual General Meeting
December 5	Ryde Club 2015 FVANSW Awards Presentation Night

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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FVAA NATIONAL BOARD REPORT



By Gary Ogden

At the March FVAA Board of Management phone hook-up, held in March, the following subjects were discussed;

- The FVAA has been chasing the CAMS technical department to get all the latest Formula Vee rule amendments from 2014 published in the CAMS Manual. Many other categories have been finding it challenging lately to get CAMS to action such rule changes.
- The FVAA National Technical Committee have been drafting a 'Sealing' document on the rotation of sealers.
- The FVAA have accepted an invitation to support the V8 Supercars at their race meeting on the May 1-3. The FVAA will encourage all state associations to advertise this race meeting.
- Further discussion was held on the tyre contract for 2016, and also on the subject of tyre buffing.
- The FVAA have approved the 2014 National's Tow Money allocation. Details will follow.
- The FVAA generated interest from around 55 potential racers at their recent Clipsal 500 display stand.
- Due to overseas work commitments, Michael Lloyd will be stepping down in June from the National Technical Director role. The FVAA will be advertising for applicants to fill the role.

Gary Ogden

UPDATE - CAMS have now released Bulletin B15-006, which details the new or clarified requirements for a wide range of engine components, engine ancillaries, transmission, chassis and safety cage, and parts. The commencement date is the 26/3/15.



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 RULES, PHOTO GALLERIES, VIDEOS, ALL POINTSCORES
 CHECK OUT THE FVANSW WEB SITE AT**
FVANSW.ASN.AU

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2015 FVANSW FORMULA VEE RACING CALENDAR
SIX NSW STATE CHAMPIONSHIP ROUNDS - AGAIN!
THREE NATIONAL SERIES ROUNDS - AGAIN!
ONE NATIONAL CHALLENGE - AGAIN!

ROUND 1 CAMS NSW STATE CHAMPIONSHIP	April 11-12	Wakefield Park
ROUND 2 CAMS NSW STATE CHAMPIONSHIP	May 2-3	SMSP GP*
ROUND 1 FVAA NATIONAL SERIES	May 23/24	Mallala
ROUND 3 CAMS NSW STATE CHAMPIONSHIP	June 20-21	Wakefield Park
ROUND 2 FVAA NATIONAL SERIES	July 4/5	Winton
ROUND 4 CAMS NSW STATE CHAMPIONSHIP	Aug 1-2	SMSP GP*
ROUND 5 CAMS NSW STATE CHAMPIONSHIP	Aug 22-23	Wakefield Park
ROUND 6 CAMS NSW STATE CHAMPIONSHIP	Sept 26-27	SMSP GP
ROUND 3 FVAA NATIONAL SERIES	Sept 26-27	SMSP GP
FVAA "50TH" NATIONAL CHALLENGE Organised by the FVATAS	Nov 29-30	Symmons Plains

* Some races during this Round could take place on the North Circuit TBC

THANKS GOES TO ANDY GOODALL AND THE



FOR THEIR SUPPORT OF THE
2013 AND 2014 CAMS NSW FORMULA VEE STATE CHAMPIONSHIPS

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015**FVANSW TECHNICAL REPORT**

By Morgan Freemantle

Tech Bits - Morgo

50 years and counting - starting now. Round 1 at Wakefield Park will see us build on a fantastic 1st round of 2015. We got to meet, greet and race some legends of our sport. The 50th anniversary showed us what it's all about: grit, determination, (some) wily old(er) silver foxes, youthful exuberance and a whole lot of fun and good racing. It was amazing to see so many cars putting up great performances and a packed circuit demonstrating our heritage. The evolution of Formula Vee was on show – and it's looking healthier than ever.

We've seen the publication of Bulletin B16/006 containing some of the long awaited rule clarifications and tidy-ups. The revised Tech Manual should be on the FVAA website shortly.

Work continues on the assessment of parts for the future. The market is constantly changing for VW parts with components swinging from being available to unavailable without any logical explanation. Axles, pistons & barrels, carbies, etc. etc. are all on the agenda along with further refinement of the rules.

Moving into the State Championship rounds, it's important to be clear on what the expectations are from the category and CAMS – there have been some significant changes.

Compliance Checking @ Race Meetings:

The most anticipated focus for the first round will be the requirement for a head/neck restraint device and compliant helmet. Belts will need to conform to manufacturers requirements of the restraint devices. This has been an expensive off-season for some, while others have been using these for some time. Either way – make sure all the bits meet the regs so there's minimal fuss getting on the circuit for qualifying. In addition, I expect vehicle scrutiny will be a little more intense for the next round – so make sure it's ready for action!

As promised – checks on *parce ferme* will continue. Have your sealing cards handy, dzus tool, allen key, flat screwdriver etc. with your pit crew (I wouldn't advocate driving with these items in your suit pocket).

Rule Changes

The long awaited 'imminent' changes are now a reality and can be found on the CAMS website as both Bulletin B016/006 and in a new release of the regulations.

Apart from the recommendations from the NTC, there are numerous changes of the word "must" to "shall". Apparently, these are both verbs... (yes I googled it) - so far so good. Shall means "*has a duty to*", while must means "*is required to*" – now I'm confused! Either way – in order for you to score points, your Formula Vee "*is to*" comply with the regulations. It'll be interesting to see how many scrutineers have attained law degrees in the past few months!

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Apart from the legal mumbo-jumbo with the various connotations of words which we all thought we understood – there have been some material changes that actually make a difference!

The important ones to note are:

- 2.6 (vii) – 1600 Flywheel: the diagram has been altered to reduce the minimum diameter of the horizontal surface behind ring gear from 259mm to 255mm. This should increase the quantity of usable flywheels.
- 2.6 (ix) – Lifters with a manufacturers oil hole in the centre up to 1mm are permitted - many cam followers have this lubrication hole and are labelled 'lube-a-lobe' or similar. Change will help ease difficulty obtaining compliant parts.
- (x) Cylinders, Pistons, Rings and Gudgeon Pins – 1600 pistons no longer require the steel insert to be eligible for competition – this allows a number of manufacturers' pistons to be used .
- 2.7 (i) (f) – New clause that specifies that the 1200 carburettor throttle shaft is not to be modified and also specifies a measurable dimension
- 2.7 (iii) (b) – The last sentence of the previous regulation has been deleted as it conflicted with the first. Minimum and maximum dimension have been added for the interior of the air-cleaner. The intent is to prevent the use of ram tubes and define the limitations of the envelope.
- 2.7 (vi) – The addition of (d) permitting the attachment of mounting brackets (for carb stabilisation, coil mounts, throttle linkages etc.) has removed the confusion previously noted where (c) was referring to the safety cage structure. Obviously mounting the safety cage to the fan housing isn't 'safe'.
- 2.7 (vii) (a) denotes ignition modules as 'modules' rather than point sets. It also removes the reference to the FVAA Website for acceptable part number for modules – these are now contained in 5. Authorised Part (Y) for ease of reference.
- 3.3 (iii) Clutch Pressure Plate weights have been identified for 1200 (2.5kg) and 1600 engines – previously the weight was 3.25kg (for both) which was only realistically relevant for 1600.
- 3.4 (i) Addition of a maximum diameter of the 1200 carburettor throttle body at the base.

While this is a summary – it's not the full extent, nor should it be relied upon – download the latest version, keep up-to-date and provide feedback. There will be a written test at the track!

Car Prep:

As demonstrated at the 50th – the standard, presentation and upkeep of the Vee fleet was pretty good. Lets keep it up!

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Sealing:

As mentioned earlier, sealing cards are a necessity. If you haven't got one for your gearbox and engine – get the seal numbers of the components and get in touch with me ASAP. Nationally there is some increasing frustration with engine and gearbox numbers not being stamped on cases and seals applied incorrectly. While it's the sealers job to get it right – it's the competitors (your) money so insist that it's done by the book. Note for sealers: get it right! There are a few cars with engines/gearboxes sealed in NSW and interstate that aren't as per the regs. And get the yellow copies in – I get lots of queries regarding rotation of sealers etc. so I like to have the latest info so I can answer correctly.

Future Technical Work

The Weber carburettor has been flow-benched and results recorded. It's on its way to the CXC dyno for some testing with power runs. Different restrictors have been made-up and will be trialled back-to-back with the Solex.

The NTC will be further refining the regs – there are still a few minor errant mistakes that can be cleaned up. We'll be re-assessing the viability of the current supply of forged pistons on the market vs. what we have. Axle supply is back on the agenda as these have proven to be near impossible to procure off the shelf (despite limited success obtaining these early last year). A few items that have been in heated debate lately include the wording of the air cleaner regulations and the flywheel weight for counterweighted cranks and lightening.

I'll also be aiming for a NSW Sealers Meeting for the end of April/Early May – so if there are any suggestions – get in touch.

Hope to see you on track at Wakefield.

Morgo.

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

News

COMPETITION NEWS AND NOTICES



Important Information every member and competitor should know



Final **FINAL FINAL FINAL** notice – neck and head restraints are now compulsory at all CAMS approved race meetings. Contact Gary at Gary's Motorsport Tyres on 0296768655 and he will do his best to supply you with a device in the shortest possible time at a great price.

FVANSW Life Member, and CAMS MRC Driving Standards Officer for the last five years, Bruce Colbey, has decided to continue as DSO for another year! Thanks Bruce (and Laura) for all the years of travelling, and for contributing so much of your time so that we can go racing and have a good time. Please remember that many people who keep all aspects of our race meetings going, just like Bruce and Laura, volunteer so much of their precious personal time with no payment. So lets do our best to avoid any frustrations, and verbal comments, when dealing with volunteers.



- In another final **FINAL FINAL FINAL** warning - keep within the limits of the circuit, A trackside official will be specially located at the exit of **Turn 5 AND Turn 8** to identify any offending drivers, and will immediately report any offences to Race Control, who will apply some form of penalty, such as a drive through. After all the warnings, don't be the first driver to be penalised.
- And in the final **FINAL FINAL FINAL** notice for this edition of Veemag, it is a requirement for you to place yellow and pink bands on your H beam and on your roll bar braces of your 1600cc and 1200cc Formula Vee respectively before qualifying takes place for the first round of the 2015 Formula Vee State Championship. If you don't, you won't qualify for State Championship points.
- The 2015 Australian Formula Vee Series has now been confirmed. The three rounds are; May 23/24 Mallala, Winton, July 4/5, SMSF September 26/27. Contact the FVAA, or the FVANSW Competition Secretary, Simon Thomsen, for more information.
- For the first time in a Formula Vee race at Wakefield Park, the AASA judicial system jumped into action in the minutes following the completion of the 1600 Trophy race at the 50th Anniversary Celebration race meeting at Wakefield Park after the two leading Formula Vees collided with half a lap to go, resulting in damage to one of those cars. Barely before the winner had even returned to his garage after the race, his on-car video was requested, and a hearing commenced. Everyone must know that the AASA judicial system is completely different to the CAMS judicial system. The AASA system is simpler and subjective - less of a formal "court" environment. With the AASA system, there is no formal appeal process if you don't accept the penalty. If you accept the penalty, then fine. If you don't?
- Wakefield Park have acknowledged that the radio system in use for the last year has caused some confusion with the drivers. They have now committed to operating it better and giving less confusing and irrelevant transmissions. Any feedback after Round 1 would be appreciated.
- The final round of the 2015 CAMS NSW Formula Vee State Championship at Sydney Motorsport Park over the weekend of September 26/27 coincides with the final round of the 2015 Australian Formula Vee Series. A large field of interstate Formula Vees will be present and at their best to fight for the prestigious Australian Series Trophy. If recent history is anything to go by, where both the 2014 Australian Series and the 2014 NSW State Championship were decided at the last round, this will be one of the great Formula Vee race meetings of the year, and one absolutely not to be missed. If you have had a car sitting in a garage for a long time, enter it for this race, if no other this year!

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News

COMPETITION NEWS AND NOTICES

STOP
AND
THINK

Important Information every member and competitor should know

- It was eloquently written in the 50th Anniversary FVANSW magazine how video cameras on Formula Vees reveal the truth to the entire Youtube world. In recent years, we have seen on many occasions Formula Vees touching and bumping, or worse, crashing. As one former great Formula Vee driver recently eloquently stated, motor racing is not a contact sport, so touching another Formula Vee is a failure to demonstrate your ability as a racing car driver. So, would you rather be a fast driver involved in lots of collisions but rarely wins a race, or a fast driver involved in no collisions who wins lots of races? Have a think about your approach to your racing.
- Also put so eloquently by the same former great Formula Vee driver, the CAMS NSW Formula Vee State Championship is nothing more than one year long race with seventeen pit stops, and all that matters is where you are at the end of the year. If you haven't got the message yet, use your brain, and consider the consequences if you want to make a risky challenge on the circuit.
- After the things that have been stated above about driving standards, the FVANSW wants no more avoidable crashes to occur, and so The State Championship Director will be requesting that the CAMS Motor Racing Championship Driving Standards Officer closely watches the Formula Vee racing this year. In recent years there have been too many avoidable minor touches that could have been much worse, and worse things have occurred, and nobody wants this to recur in 2015.
- The tragic fall in the Aussie \$ has resulted in an early price rise with the Hoosier tyres. On the face of it, this price rise seems steep, and is most certainly annoying. However, by all early reports, the Hoosier tyres are very long lasting, with a more durable compound and a deeper tread depth. This additional durability means that this price rise is not as great as you may think. Incidentally, the winner of two out of three (and nearly three out of three) races at the 50th was shod with Hoosiers.
- After looking through photos of the wonderful 50th Anniversary of Formula Vee race meeting at Wakefield Park in February, some of the Formula Vees appear to have roll bars which may be marginal with their compliance to the dimensional rules. All competitors should be prepared for cars to have roll bars scrutineered at the first round of the 2015 State Championship at Wakefield Park in April to measure roll bars.
- The State Championship starts on the 11th of April - be sure to have read all the conditions of your entry into the Championship. These conditions are in the 2015 State Championship Regulations, which can be found on the CAMS web site. The State Championship Regulations are divided into the General Regulations, which apply to all cars from all categories, and Appendix I which are regulations that are specific to Formula Vee.
- Sorry, fooled you about no more **FINAL FINAL FINAL** warnings - in what may not be a final notice, however, please be informed that, following a number of less than savoury incidents on the track in recent years, FVANSW representatives at the race circuits **WILL NOT** partake in post-race complaints from any competitor about another competitor's car eligibility or driving conduct. If any competitor, or their representatives, has any such issue, then only that competitor - not their parent or their buddy - must raise their objections directly and officially with the Clerk of the Course, as is made clear as their right and responsibility within the CAMS Manual. Read about your rights and responsibilities in the CAMS Manual, and be prepared to look after your own problems at the circuit.
- The FVANSW is made up of dozens of people who love everything to do with Formula Vee. We have a hard working committee who work hard to make everyone happy and keep things rolling. There could be no better group to race with. We invite everyone with a Formula Vee to race with us.
- **BULLETIN WATCH - GO TO THE CAMS WEB SITE (TYPE IN CAMS BULLETINS INTO GOOGLE) TO READ ALL THE NEW FORMULA VEE RULE CHANGES!**

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INSIDE LINE

NEWS AND GOSSIP IN THE FVANSW

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

president@fvansw.asn.au

Nationals-winning duo, Matt Stubbs and Daniel Reynolds, again teamed up in Daniel's Mazda MX5 to attack another Valvoline Wakefield 300, this year held in early March. Another famous Formula Vee team of Dylan and David Thomas also entered the Wakefield Park 300 in Dylan's Evo X. Dylan and Dave finished a creditable tenth after qualifying fifteenth, while Matt and Daniel DNF'd after 52 laps. Its always awesome to see former and current racing colleagues competing in other categories.

Meanwhile at the Festival of Sporting Cars meeting at Sydney Motorsport Park, former Formula Vee driver, Daniel Pauperis, drove his Porsche 944 Group S car to 26th, 23rd, 21st, in the huge field of thirty seven Historic sports cars. Daniel is now a committed member of Group S Historic racing.

At the same race meeting, a fabulous field of twenty one Hyundai Excels appeared for the first round of their championship. With such a large number of competitors, the Hyundai's would make a great addition to the CAMS NSW Motor Racing Championships.



In addition to all the former great Formula Vee drivers driving a Formula Vee at the 50th Anniversary Celebration meeting at Wakefield Park, another former great Formula Vee driver, Mark McHenry, made a rare reappearance on the racing circuit at the wheel of Adam Proctor's Subaru WRX STi in the Super TT support races. Mark qualified third, and finished third, third, first, third, and second, against drivers who were fully experienced with their regular cars. Hopefully Mark will be back on the circuit behind the wheel of a Formula Vee (F2K14?) soon!

This may not strictly be the place to say this, but there isn't enough room in the "Competition News and Notices" Section, so it goes here. Now that HANS devices are mandatory, those racers of you who are in the habit of putting your helmet on before you fasten your seat belts may then find it almost impossible to look down to do your belts, so you could need someone to help you. If you are a helmet first and seat belts second driver, then make sure you ask someone - anyone - to help you click the seat belt buckle. Don't be afraid to ask. Could all the pit crews and supporters please be on the lookout for any drivers who have got themselves into this pickle? Let's all please look after each other.

In the last FVANSW magazine, the timeline of significant events throughout the 50 year history of the FVANSW forgot to mention that our very own Stephen Butcher was also awarded the CAMS NSW Competitor of the Year for 2012. Sorry about that, Kerry! Stephen, with Jason Cutts, Ryan Simpson, and now Dylan Thomas, have been winners of the ultimate club-level circuit race award in NSW. "Butchey" has been a Formula Vee racer since the late 1980's, and as well as being one of the Formula Vee Legends, demonstrates more enthusiasm for Formula Vee than anyone.



Friend of the FVANSW, Mr Australian Institute of Motorsport Andy Goodall, has been enduring ongoing health problems for well over a year now. His rehabilitation has been a long and difficult process. Everyone at the FVANSW wishes Andy a speedy return to full health.

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

INSIDE LINE

NEWS AND GOSSIP IN THE FVANSW

In the last edition of this Veemag, it was mentioned that some gems of history were uncovered when researching the names of all the Formula Vee drivers who had raced a Formula Vee throughout its 50 years. Now, thanks to Peter Schell, one of Australia's most respected Historic motor racing photographers, we can now add the following great names of Australian motor racing to the list - Kevin Bartlett, Brian Foley, Max Stewart, Glyn Scott, Ian (Pete) Geoghegan, and Leo Geoghegan! These greats of Australian motor racing all came together in one celebrity event at Catalina Park in 1968. The race was won by Leo Geoghegan in Ken Goodwin's Rennmax. After the race, the great Max Stewart said "No matter what's happened before in my career, I've never had a real race like this in my life." Glyn Scott said "Vees can teach us all something new about driving - handling is more important than power!" Kevin Bartlett said "The boys who grow up in Vees and spend enough time in them will have a better grounding in race driving than anything else I can imagine." Brian Foley said "Its about those wheels out there flopping about!" All still true.

Raceshots took lots of great pictures of the 50th Anniversary of Formula Vee in Australia weekend - the race meeting and the Saturday evening dinner. You can see all the pictures on the FVANSW web site under "Photos".

In the last edition of the FVANSW Vee News, towards the back of the 50th Anniversary Special Feature, there is a list of (almost) all the people who have raced a Formula Vee in competition since inception. How about going through every name in the list and see how many names you can recognise?

While on the subject of V8Supercars and former Formula Vee drivers, very few current Formula Vee competitors would know that V8Supercar Driving Standards Officer, (and former V8Supercar driver and 2000 Bathurst 1000 winner), **Jason Bargwanna**, also started his motor racing career racing a Formula Vee in the CAMS NSW Formula Vee State Championship in the late 1980's. After a few years of Formula Vee, Jason then purchased an old Reynard Formula Ford, and soon started beating the top multi-million dollar factory Formula Ford teams in their Spectrums and Van Diemens.



Jason then moved to Melbourne and begged the Spectrum factory so much he got a drive, before a sponsorship deal then got him into a Formula Holden, in which he finished second in the 1997 Australian Drivers Championship (the Gold Star). In the same year, a bank loan got him the Holden Racing Team Young Lions Commodore for the 1997 Bathurst (in which he won pole position in qualifying, got fifth in the top ten shootout, but then terminally crashed it in the Sunday morning warm up). Garry Rogers then picked Jason up, and he soon won Bathurst, as well as three other V8Supercar races along the way.

Jason did not come from a privileged background, and he gave everything he could to get to the top from Formula Vee. His courage proves that if you only have the talent and the ambition, you can still get to the top in motor racing - if you are prepared to do anything and everything it takes.

Former FVANSW young Hot Shot, Aaren Russell, continues his rise up V8 Supercars by finishing third in the V8 Supercar Development Series race at the Clipsal 500 in late February. This follows Aaren's third place at the Homebush 500 at the end of 2014.



Finally - **Happy 70th Birthday** to 2011 1200 State Champion, Bernie Cannon! Bernie showed at the 50th how far he has progressed as a racing car driver, from a tentative start, to keeping up with some of the greatest. May you race Formula Vee with us for many years to come!



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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015**THE CAMS NSW MOTOR RACING PANEL REALLY EXISTS!**

Each discipline of motor sport under CAMS in each state is organised by a number of committees, or in CAMS-speak, Panels. Amongst others, Panels exist for Rallying, Motorkhana, and Motor Racing. In NSW, the CAMS Motor Racing Panel is the central organising body for the CAMS NSW Motor Racing Championships.

The NSW MRP meets on the fourth Tuesday of every month, each meeting lasting for sometimes up to three hours. A range of issues are discussed, the most important being the calendar and Regulations for the succeeding racing year MRC. Previews and reviews of each round of the MRC is discussed, as are reports for the State Executive and the Motor Racing Commission, as well as all the usual correspondences and matters arising from previous minutes.

Each MRC category is well represented by their long-serving representatives, but by far the majority of MRP IP work is carried out by its erudite Chair, Mike Barry, with the loyal support of its Secretary, Richard Crawshaw.



The CAMS NSW MRP, clockwise from left; Greg Muddle (Formula Racing Cars), Chris Reeves and Gerry Burgess (Production Touring), Richard Crawshaw (Sports Racers, and MRP Secretary), Mike Barry (Chair), Arthur Magaitis (Production Sports Cars), Alan Bucton (Improved Production), Chris Jackson (Sports Sedans), Jeff Senior (Formula Ford), Ray Filetti (Formula Vee, fortunately behind the camera), John Pelicano (Superkarts). Pedro Marusic (HQ) was not present.

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

THE FORMULA VEE ASSOCIATION OF NEW SOUTH WALES CELEBRATES 50 YEARS OF FORMULA VEE RACING IN AUSTRALIA AT THE 50TH ANNIVERSARY OF FORMULA VEE IN AUSTRALIA FVANSW CELEBRATORY WEEKEND WAKEFIELD PARK 14/15 FEBRUARY 2015



The 50th Anniversary of Formula Vee In Australia Celebratory Race Meeting at Wakefield Park, held on the 14th and 15th of February, proved to be the most significant race meeting in the 50 year history of motor racing In Australia simply by being the only racing class in the entire history of motor racing in Australia that has survived to celebrate 50 years of continuous racing.

The weekend comprised Regularity events, 1200-only races, 1600-only races, a photo session and parade laps for all the Formula Vees at the circuit on the Saturday afternoon, a celebration dinner on the Saturday evening at the Goulburn Workers Club, a social BBQ at lunchtime on Sunday, and a trophy presentation after all the track events on Sunday afternoon.

Nineteen Formula Vees lined up for the Regularity, while twenty one 1200cc Formula Vees lined up for the first 1200-only Formula Vee Club Pointscore races in the history of the FVANSW, and a great field of twenty five 1600cc Formula Vees lined up for what was also to be the first dedicated 1600cc-only races.



The FVANSW Champions stand proud at the Saturday evening dinner

All the events were fabulously attended, including by the presence of so many great former Formula Vee drivers, all the existing drivers being honoured by their attendance over the weekend. The superbly MC'ed Saturday evening dinner, where 170+ Formula Vee drivers, wives, girlfriends, mates, pit crew, and supporters, from over 50 years of Formula Vee, was, in particular, a very special celebration of everything Formula Vee.



Formula Vees from throughout the 50 Year history line up at Wakefield Park

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There were countless highlights throughout the weekend, just a few being;

- Seeing so many Formula Vee Club Champions and State Champions all together on the stage at the Saturday evening dinner, and the huge turnout at the Sunday lunchtime BBQ.
- The Saturday afternoon Formula Vee parade laps, with more Vees (nearly 70) on a circuit at the same time than any other occasion for many years.
- Seeing Peter Williamson again and in fabulous health (thanks to Graham Engel for transporting him).
- The great speeches at the Saturday evening dinner by so many great former Formula Vee drivers (wasn't Russell Green a scream?).
- Seeing all the former great Formula Vee drivers watching and enjoying the contemporary 1200 and 1600 Formula Vee racing after many years away from the track.
- Watching two of the greatest Formula Vee drivers, Frank Kleinig and Bernie Haehnle, going wheel to wheel on the track again.



President McDonald lays down the law!



The Formula Vee display, with THE two Formcars



The McHenry's are a welcome sight



Two of the Greatest - Graham Engel and Dennis Riley

The 50th Anniversary of Formula Vee In Australia Celebration weekend came about thanks to the huge effort by many people. Thanks go to Liz and Leigh Porter, John McDonald, Gary Ogden, Bernie Cannon, Gary Meyers, John Fabiszewski, Morgan Freemantle, Matt Ronke, Stephen Horne, and Simon Thomsen, for their time in arranging the race meeting, the dinner, the Sunday BBQ, the 50th Anniversary plaques, the signs, and all the notifications, Thanks also go to Dean Perkins of RaceShots for the official photography, and to Mat Coch for his write up. Special thanks also go to the interstaters, Alan Don, Jim Waugh, and John Holmes for bringing their Formula Vees down from Queensland for the weekend, and to Greg Stott, Lyall Moyes, and to Les Puklowski, for bringing their Historic Vees down from Sydney for the display.

Formula Vee has lasted 50 years for nothing more than one reason - we love Formula Vee!

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**VALE LEO GEOGHEGAN
1935 - 2015
THE FVANSW LOSES ITS
PATRON**

Words by FVANSW and Peter Schell



One of the Australian Motor Racing Greats, Leo Geoghegan, passed away at the beginning of March. With Leo's passing, the FVANSW lost its patron of over 40 years.

Many of our younger members may not have heard of Leo Geoghegan. If you haven't, following is a list of his Championship wins - 1960 Australian GT Championship, 1963 Australian Formula Junior Championship, 1970 Australian Drivers Championship (Gold Star), 1973 Australian Formula 2 Championship, and the 1973 and 1974 Australian Formula 2 Championships. In addition, Leo competed in the Australian Touring Car Championship, the Australian 1.5 Litre Championship, the Tasman Series, and the Australian Group E Championship. Leo has the distinction of being the only driver to drive for all three Ford, Holden, and Chrysler, factory teams, and Leo also finished in the top five at Bathurst on several occasions.

In the early 1960's, Leo became great mates with FVANSW Life Member and Legend, Damon Beck. From this friendship, Leo agreed to be patron of the FVANSW. Leo's patronage was manifest in his donation of the Diamond Trophy to the FVANSW, Leo having been awarded this trophy as the winner of the NSW round of the Australian Drivers Championship at Oran Park in 1970. The FVANSW then determined that this trophy would be awarded to a former Formula Vee competitor who, in a previous year, has most distinguished themselves in a higher category. Recent winners of the Diamond Trophy include Arnold Rigby, David Cutts, Stewart McColl, Ryan Simpson, and Jason Barganna.

The tag, "Likeable Leo", applied both on and off the track. Leo was well respected by his fellow competitors, and highly regarded by his large legion of loyal fans. During his racing career, he took a keen interest in the development of younger drivers, and was always on hand to offer advice and assistance, for the benefit of others. He was a sponsor's delight. Always approachable for interviews on radio and television with a capacity to explain issues with clarity and common sense.

After retiring from driving, Leo freely maintained his enthusiastic contact with the sport, being actively involved with driver training and regularly attending car club displays and special events. He gave freely of his time to all who sought his company, whether it be merely to seek an autograph, or to engage in reminiscent discussions about days gone by. And his appearances were not restricted to local events. He often travelled to club events in Queensland, Perth, and Victoria. His attendance at all events was keenly awaited, and he never failed to disappoint those attending. He certainly gave much back to the sport which brought him multiple Australian Championships.

Since the late 1960's, FVANSW supporter, John Holmes became a close friend after purchasing Leo's Lotus 39. Leo was too unwell to attend the 50th Anniversary of Formula Vee race meeting at Wakefield Park, so John was constantly on the phone to Leo keeping him informed of how the event was going. By John's accounts, Leo was greatly disappointed that he could not have been there with us.

Leo may only have raced a Formula Vee once, in a celebrity event at Catalina Park in 1968, but he certainly qualifies as a Formula Vee Legend.

RIP "Likeable Leo" Geoghegan.

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**PHOTOS OF THE MONTH
VALE LEO GEOGHEGAN**



One of the first two Formula Vees brought into Australia is this Formcar, owned by John Holmes of Queensland. John and his son Adrian brought the Formcar down to the 50th Anniversary of Formula Vee race meeting at Wakefield Park to be displayed, and fitted it out with a life size Shrek, in honour of his great mate, and FVANSW patron, Leo Geoghegan, who was too sick to attend the race meeting. John was on the phone several times to keep Leo updated how the race meeting was going. Thanks goes to John and Adrian for driving so far to display this significant Formula Vee.

The FVANSW was honoured to have such a great racing car driver as Leo Geoghegan as its Patron. The picture adjacent is of a David Atkinson painting of Leo winning the 1969 Japanese Grand Prix in his ex-Jim Clark Lotus 39 Repco. 100 autographed prints of this painting have been produced, and the FVANSW has print number 28, which it will use to help raise funds for Leo's estate. More information will be forthcoming.



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RACE REPORT



**50TH ANNIVERSARY OF
FORMULA VEE IN AUSTRALIA**



**FVANSW CELEBRATORY RACE MEETING
WAKEFIELD PARK 14/15 FEBRUARY 2015**

Photos by FVANSW



PEARCE AND WILLIAMS HOLD THE 50TH TROPHIES ALOFT!

The 50th Anniversary of Formula Vee Racing in Australia Celebratory Race Meeting, held at Wakefield Park in February, brought together many of the top drivers of the current age of Formula Vee racing, as well as many of the great drivers over the previous 50 years of Formula Vee racing.

Between the Historic Formula Vee Regularity events and parade laps, the Formula Vee Association of New South Wales organised the Formula Vee events over the weekend to contribute to the first round of the FVANSW Club Pointscore. This brought a serious edge to the racing throughout the weekend, and in true contemporary Formula Vee style, the closeness of the racing and the skill of the drivers satisfyingly thrilled and impressed all the former great Formula Vee drivers who were observing from the grandstands.

QUALIFYING SATURDAY MORNING

The 50th Anniversary Celebration racing meeting started with qualifying for the largest, and star studded, field of 1200's seen in NSW for many years, under grey skies and warm weather.

By the end of qualifying, one of the former great drivers, Canberra's Col Merz, earned himself a certain highlight of the year award by beating the fast and talented regulars to pole position in his Rennmax Mk1 with a 1.12.6950, including reigning double Nationals Champion, Mat Pearce, who retained enough pride with his second placing, less than 0.1 second behind, in his Lepton. The tough and hardened Stephen Butcher was third, but with an unexpectedly large gap of just over one second. The gap back to fourth place was just a few tenths of a second, with David Cutts and his Historic Spectre requiring every one of his 30kg weight advantage to help his 12 horsepower disadvantage.

The following drivers were Peter McDonald, Stephen Cannon, Raymond Cripps, Bernie Cannon, Michael Gale, Frank Kleinig, Doug Angus, Norm Vesty, Greg Johnstone, Phil Lewis, Peter Mohacsi, Jeff Genge, Alan Don, Jim Waugh, Greg Mackie, Bernie Haehnle, and James Nagel.

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Considering the range of ages, experience, and time passages, for the twenty one 1200's and their drivers, the qualifying session bode well for spectacular racing throughout the weekend.

Soon after the 1200's departed the circuit, the first ever dedicated official 1600-only session took place, with a strong field of twenty five of the more powerful Formula Vees being topped on the Q3 timesheet by Darren Williams in his Hankook Racing Tyres Jacer a fast time of 1.07.8598. Darren was followed by one of the stars of the 2013 NSW Formula Vee State Championship, Ryan Reynolds, who steered his sleek Sabre 02 with a time less than 0.2 seconds behind Darren. Reigning State Champion, Dylan Thomas, took his Stinger to third, with 2008 NSW Formula Vee State Champion Adam Proctor making a cameo appearance in the factory-engineered Jacer F2K14 and taking a strong fourth place. Simon Pace and Daniel Stein followed Adam onto the Race 1 grid, and completing the first one second bracket behind Darren.

James Horne, Gary Ogden, rookie Aaron Pace, and Morgan Freemantle, completed the top ten 1600's in Qualifying.

RACE 1 SATURDAY AFTERNOON

Col Merz led the 1200's away and into the first corner, bringing enthusiastic cheering from all his supporters. But Col's determination couldn't keep out the reigning 1200 National Titles Champion, Mat Pearce, whose Lepton Formula Vee was at its peak for the race.



Col Merz leads the 1200's away for the Saturday race

Behind Mat, David Cutts raced Stephen Butcher and Col for the minor places, and by the end, Butcher took second place ahead of Cutts, with Merz following over the line. Behind Col was the increasingly faster Bernie Cannon, who stretched his Kingfisher to its maximum for the entirety of the race. Bernie held out Peter McDonald in his Kestrel, with the solid Stephen Cannon next, followed by Raymond Cripps, then Michael Gale, and the former great Phil Lewis showing signs of his rusty talent slowly returning in his still uncompetitive Rennmax Mk2 completing the top ten.

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Mat Pearce takes the Race 1 win

In the 1600 race, Darren Williams tried everything at the start to impede the unilateral Ryan Reynolds, but the orange Sabre stole the lead early, and progressively stretched the margin to the end of the race eight laps after the start, showing no loss of speed after his one-year sabbatical from Formula Vee racing.



Ryan Reynolds stole the lead on lap 1 of Race 1, and never gave it back!

Behind Reynolds, Daniel Stein made up places, including that belonging to Williams, to cross in second place, giving the Sabre factory the Race 1 manufacturers points. Stein was followed by Dylan Thomas, with pole-man Williams next, avoiding the potential disasters along the way. Adam Proctor kept his cool after the F2K14 nose cone went flying at the beginning of Lap 2, bringing the aerodynamically corrupted Jacer into an optimised fifth place. Simon Pace, James Horne, Aaron Pace, Morgan Freemantle, and Garry Hook, filled out the top ten for first 1600 race of the weekend.

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Ryan Reynolds takes his first win of the weekend by a safe margin

RACE 2 SUNDAY MORNING

The Sunday morning conditions were as perfect as dreamed for, with the clouds hiding the sun, and the Wakefield Park summer heat taking a welcome break. And the Saturday night Formula Vee dinner was kind to all the competitors, who were all fit and raring to race.



Mat Pearce leads David Cutts away for Race 2

The winner of the first 1200 Formula Vee race, Mat Pearce, strode off into the distance as soon as Race 2 started, with Cutts, Butcher, and Merz, fighting for the next places for most of the race, at least until the closing Bernie Cannon asserted his momentum. The race finished with Butcher, Merz, Cannon, and Cutts, completing the top five, with Michael Gale, Raymond Cripps, a rapidly gaining James Nagel, and then Phil Lewis, completing the top ten.

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The second 1600 race of the weekend started soon after, with Race 1 winner, Ryan Reynolds, sweeping to the win uncontestedly, and with a solid two second margin ahead of Daniel Stein in another Sabre one-two. Darren Williams moved up a single position, with Simon Pace, Adam Proctor, Gary Ogden, Aaron Pace, James Horne, and Morgan Freemantle, completing the top ten.



Ryan Reynolds holds the inside line into Turn 2 from the start

The grids have now been set in the 1200's and the 1600's for the trophy races showdown this afternoon!

RACE 3 SUNDAY AFTERNOON

In traditional Formula Vee style, the fireworks were kept for the final races of the weekend.

The 1200's started with Mat Pearce solidly retaining his first placing through the first five laps. It took that long for Col Merz to finally learn the secrets of the circuit, Col then pushing Mat aside and then keeping a slender lead ahead of the 1200 Champion for the next two laps. This then incensed the previous leader, well, as much as Mat can be incensed, to lift his game, Mat then fighting back against Col to keep his lead to the finish on Lap 12, with the finishing margin to second place Col being less than 0.3 seconds.



The 1200's start for their trophy race, Mat Pearce ahead of Stephen Butcher

David Cutts watched the Pearce/Merz battle from close range for the entire race, crossing the line next less than five seconds behind in his Historic spec Spectre, losing one position through the race to the charging Merz, but gaining a position as Butcher faded. Bernie Cannon equally stayed within eyeshot of the leaders to cross in fourth place less than two seconds behind the FVANSW Legend, Bernie's exciting hard charging performances across the weekend demonstrating how persistence will be rewarded.

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

The following positions were taken by Stephen Cannon in the pretty Nimbus by a margin less than 0.1 of a second ahead of the faded 2012 1200 National Titles Champion, Stephen Butcher. Next was Michael Gale, Raymond Cripps, James Nagel, and then the great Bernie Haehnle in the great Nimbus completing the top ten.

The remaining competitors were Greg Johnston, Frank Kleinig, Norm Vesty, Jeff Genge, Greg Mackie, Peter Mohacsi, Phil Lewis, Queenslanders twins Alan Don and Jim Waugh, and finally the DNF'ed Peter McDonald and Doug Angus.

The competitors displayed the highest quality 1200 racing seen in NSW for many years, helped by the larger field, but also because of the chase for the prestigious 50th Anniversary trophy, which Mat Pearce held aloft at the end of the day.

After the excitement of the 1200 race, the 1600's started their trophy race with Ryan Reynolds disappearing like a Top Fueller. But in an amazing copy of the 1200's, Daniel Stein in his One Stop Battery Shop Sabre started to reverse what appeared inevitable, and progressively reeled in the flying fellow Sabre driver. Half way through the 12 lap race, Daniel gained enough to challenge Ryan, with impotent results. But after a few brave attempts, Daniel asserted his challenge and pushed Ryan aside to own the lead.



The 1600's take off for the trophy race, with Reynolds and Stein leading away

To the cheers of his team, the unfailing Reynolds responded by thrusting his orange Sabre back to the lead at the end of the penultimate lap. Fractions of a second behind the Sabre pair, positions were mostly held, with Darren Williams and Dylan Thomas in third and fourth, and Simon Pace in fifth. Adam Proctor and the persistent Gary Ogden challenged each other throughout the race, while James Horne, Geoff Bennett, Morgan Freemantle, and Aaron Pace, allowed no others to join their fun.

As the last lap was progressively consumed, Daniel Stein repeatedly attacked Reynolds, thrusting his nose to the left and right of the Reynolds Sabre gear selector. With metres and opportunities fading, Daniel dived to the inside left of Reynolds on the downhill run, the two then holding their Sabres in formation with some overlap between them all the way up the short uphill section before the back straight.

Then, an instant shock as the two Sabres microscopically touched! In the distance, a Sabre flicked its nose to the sky, and the orange Reynolds Sabre then uncontrollably steering itself off the circuit and towards the marshall's post, into which it disastrously slammed its nose and front corner. Stein rocked sideways and his momentum slowed at the touch, Darren Williams slewed past Stein and to the lead with metres remaining. Williams held a car length to Stein along the back straight, then around the last hairpin corner, and on the drag to the black and white chequered flag, Stein's swerving distractions in Darren's mirrors having no effect.

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Darren's excitement in the cockpit at avoiding all the risks and stealing the win, as well as defying the conventional wisdom, graphically outweighed the events that took place seconds before. Behind Stein, Dylan Thomas crossed next less than a second behind Williams, his solid driving making up for the AWOL horsepower in his Stinger. Simon Pace was fourth in his Mako less than 0.3 seconds behind Thomas, with Gary Ogden in his Corsica keeping Adam Proctor and the F2K14 a fraction behind, Ogden about two seconds back from Pace.

The top ten was rounded out by Horne, Bennett, Freemantle, Pace (Aaron), and McDonald. Behind the FVANSW President was Leigh McGarvie in a talent-proving return, then Craig Sparke, Jacob Andrews, Team Stinger member Adam Coppock, a faster Stinger-driving William Pym, Garry Hook (who was setback early by a spin), Bruce Perry, Allan Harrison, Geoff Bassingthwaighte, Daniel Holihan in the Stinger LSV, and the final finisher, Wayne Hamilton in the Sabre.

A trackside-stranded Ryan Reynolds, and his pit-stranded team, was left to imagine a more deserving result as he politely gesticulated to Daniel on the slowdown lap. However, Ryan may have possibly felt some belated satisfaction when, only minutes after the completion of the race, the Steward deemed Daniel responsible for that touch, punitively disqualifying Daniel from the race results.

The finish to the 1600 trophy race lived up to the 50 years of traditional Formula Vee thrill, excitement, and tragedy, and with what could have been a no better last lap to represent classic Formula Vee racing. With Mat and Darren holding the winning trophies, and with Col Merz, David Cutts, Dylan Thomas, and Simon Pace, holding the trophies for the (supposedly) minor placings, the 50th Anniversary of Formula Vee Celebratory race meeting came to a close.



The 50th Anniversary of Formula Vee trophy winners - Mat Pearce, Col Merz, David Cutts (in period Pram City shirt) (1200's), and Darren Williams, Dylan Thomas, and Simon Pace (1600's)

The 50th Anniversary of Formula Vee race meeting at Wakefield Park on the 14th and 15th of February proved what a great association the FVANSW is, and how wonderful Formula Vee is as a pursuit. Thanks goes to so many people within and without the FVANSW who made the race meeting happen, and to every one of the large number of competitors, for making it such a great race meeting, and worthy of the 50 years of Formula Vee drivers and Formula Vee racing that has gone before.

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**PICTURES OF THE 50TH ANNIVERSARY OF
FORMULA VEE IN AUSTRALIA**



Darren Williams fights off Simon Pace



Geoff Bassingthwaite keeps Alan Harrison out



Ryan Reynolds leads the 1600's on lap 2 of Race 1



Adam Proctor cameo'ed in the F2K14 Jacer



"Spanner" Meyers and "The Doctor" McGarvie



Simon Pace podiomed



The ACT's Wayne Hamilton, and Formula Ford racer Daniel Holihan, both debuted



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AND MORE PICTURES OF THE 50TH ANNIVERSARY OF FORMULA VEE 1 IN AUSTRALIA



Vee drivers from the past, Peter Mohacsi, in the Clifford, and Terry Freckleton in his Nota



Paul Alessi in his Lamco



Nigel Jones in the ex-Greg McCombie Rennmax Mk 2



Frankie in his famous black Mako Mk2



George Williams keeps Peter Iredale out



Alan Don and Jim Waugh brought their Formula Vee 1200's down from Queensland

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AND EVEN MORE PICTURES OF THE 50TH ANNIVERSARY OF FORMULA VEE IN AUSTRALIA



John Rawle and his Stag Garry Summers and his superb Mako Mk 1



Former Vee Great, and FVANSW President, Phil Lewis

Chris Reeks in his Elfin Malmark



Bernie Haehnle graced us with his presence



The great Doug Angus returns in an Elfin NG



Paul Cochrane in the ex-Ken O'Keefe CMS



Kevin Walters in his Spectre

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AND EVEN MORE PICTURES AGAIN OF THE 50TH ANNIVERSARY OF FORMULA VEE IN AUSTRALIA



Bruce Pearce runs w-i-d-e



"Sparkie" drags Geoff Bennett



The world's greatest MC, John McDonald



Col Merz was one of the 50th stars on the track



Greg Mckie in his Jabiru



1980's Formula Vee driver, Peter Iredale, finally returns!



It was great to have Michael Gale back



Jeff Genge started slow, but finished fast

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

PREVIEW

**THE 2015 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
THE BEST OPEN WHEEL RACING IN THE WORLD!**

Photos by **FVANSW**

The 50th Anniversary of Formula Vee in Australia race meeting at Wakefield Park in February provided valuable practice for almost all the 2015 CAMS NSW Formula Vee State Championship competitors who were there. In doing so, many of the competitors ensured they will be fast and reliable from the first State Championship Qualifying session. By September, and after eighteen races have passed under our wheels, we will have watched the greatest year of Formula Vee racing of the 50. Don't miss one race of it!

	Darren Williams starts the 2015 State Championship as a trophy winner at the 50th Anniversary, and has no intention not to keep being one!		Bruce Perry always searches for elusive improvements to move up to the next pack - watch out when he finds them!
	Daniel Stein almost won the 50th trophy, so now has eighteen races to win to make up for that one loss. He could!		Craig Spark repaired his problems at WP, and made up ground. He will get his "spark" back in the State Championship!
	Stephen Cannon races wheel to wheel with Bernie, so he is just as fast. Sometimes faster. Sometimes not.		Jacob Andrews knocked on the door of the top ten on a couple of occasions in 2014. Its now time to crash through that door!
	John McDonald always challenges the leaders, but maybe some work on his Mako will make him one? Listening John?		If Mr Peter "Nice Guy" McDonald had a bigger race budget, would he challenge Mat Pearce? Of course! He's not that nice!
	Bruce Pearce sometimes thinks his 1600 is a 1200! If he thought it was a 1600, he would be a winner!		Aaron Pace was brilliantly fast the instant he hit the track. Expect him to make his dad very sad!
	Simon Thomsen won in 1200's, then finished in the top ten in 1600's. The next step is to win in 1600's!		Traffic has impeded Matt Bode from showing his full talent consistently through consecutive races, but wait when he gets a clear track!
	Adam Brook has been feverishly testing his Aurora - we will see him soon, provided his car is not worn out from all the testing!		Mat Pearce sometimes thinks his 1200 is a 1600! Either way, he wins. Often.

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**THE 2015 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
THE BEST RACING CAR DRIVERS IN THE WORLD!**

Photos by FVANSW

	Garry Hook has now cast aside his bad luck, (knock on wood) and should be a top-ten finisher, provided he stays on the track!		Alan Harrison enjoys Formula Vee more than anyone. Alan will enjoy it more when he finishes higher up.
	Geoff Bennett has always passed lots of Vees - with better qualifying he will finish higher, and pass fewer Vees!		Bill Pym went much faster than ever before at the 50th. Another couple of steps up in speed and Dylan won't speak to him again!
	Michael Gale will get his priorities right when his house is completed - back to racing in one of his Makos.		Who is going to drive the fast Chris Reynolds Sabre in the 2015 State Championship? Whoever does, it will be at the front!
	Dylan Thomas hates going backwards, so nothing less than first at the end of the year will be adequate.		If Adam Proctor, the 2008 Champion, drove a Formula Vee as fast as his Stohr, he would break the lap record!
	Daniel Holihan had just a small taste of Formula Vee at the 50th - imagine when he moves closer to the front!		Gary Meyers is now a 13mm spanner expert, so there is no reason why his Jacer is not at every race and finishes every race!
	Simon Pace has been fighting for wins for years, and could win the 2015 championship, provided Aaron doesn't beat him!		Lyllal Moyes has improved his lap times, so expect to see him closer to his leading 1200 competitors in 2015.
	Anthony Cavanagh lost nothing of his old tyre-squealing speed as seen at the 50th - hurry back Anthony and keep squealing!		Bernie's grey beard is no disguise for his speed and results - the 50th showed how far he really has come. Awesome!!!!
	David Cutts and his fast Historic-spec Spectre always challenge for wins despite its hp disadvantage.		Gary Ogden showed at the 50th he can come from the rear and almost win in his Corsica - so why were you coming from the rear?

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**THE 2015 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP
THE BEST FORMULA VEES IN THE WORLD!**

Photos by FVANSW

	If Adam Coppock is inspired by Dylan, then Adam will be fighting for wins in no time! (Ed - He is).		Geoff Bassingthwaight owns three Formula Vees, so which one is the question? Either way, is he really Natalie's dad?
	Wayne Hamilton has more speed to come in the Sabre, so watch your mirrors for his rapid approach!		When Simon Duffy gets his car going, we will forget what he looks like because we won't see where he went!
	Richard Jefford got more from Vees than anyone in 2014, and there's more to get when he reels in the leaders.		We know of James Horne's speed, when his Polar allows - reliability was back at the 50th, now to get that speed back!
	If Morgan stopped changing gearboxes for other people, he would finish further up. But that's not Morgan. Oh well.		Surely Mick can race in the State Champ as well as the National Series? And win both! Please?
	If Butchey raced as fast as he eats chocolate, he would be F1 World Champion! Being a Formula Vee Legend is next best thing!		Surely the Checkmate can race in the State Champ as well as the National Series? And win both! Please?
	For Tim and Jacer, The World Is Not Enough - they want to win everything in 2015. They could.		If Leigh McGarvie were to get his priorities right, he will dump his PhD and race the entire year!

WHO ELSE WILL BE COMPETING IN THE 2015 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP?



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FORMULA VEE DRIVER PROFILE – GARRY HOOK



Garry in his Jacer (a few weeks ago)



Garry in his Dad's (lovely) Mako (many decades ago)

Garry Hook seemingly came out of nowhere to race Formula Vee in 2008, only a few of us knowing that Garry had Formula Vee in his blood ever since his Dad, John, raced Formula Vee in the early 1970's. Garry has been one of the most committed competitors in Formula Vee racing ever since, having barely missed a race meeting, and since late 2013, travelling down from Cairns to race with us. Garry has what it takes to win, having led races. Hopefully a win is not far away, especially now that his legendary bad luck seems to have finally deserted him!

What Is Your Job?

Well, currently I don't have one!

I have been in corporate treasury for over twenty years, but I am currently 170% into a 12 month sabbatical (I stopped working in August 2013, so I should have resumed paid work by now). I have spent the past 12 months in Cairns, but I have now relocated to Kempsey where my partner has just bought a couple of acres, so now I can concentrate on my "tree change"!

I will need to find a job very soon given that Round 1 is in one month's time, and the car needs new belts, neck restraint, helmet, and tyres (or is it "tires" nowadays?). (Ed - No Garry, its "tyres").

Why and How Did You Get Into Formula Vee?

I guess the why is because I grew up when my old man (Ed - that's "Dad" Garry), John, was racing, Speedway in the 1960's before moving into Formula Vee around 1970, driving an original Kleinig Vee before he bought the first Mako. He quit racing and bought a boat around 1980/81, much to my disappointment! I have always dreamed of racing, but of course money was always an issue.

Then, later in life, just after my 40th, I decided to have amid life crisis, and thought the best way of doing that was to buy a racing car! I looked at both Formula Vee and Formula Ford, and spent the best part of a season being a spectator wandering around the pits.

I got to observe the Formula Vee drivers up close, and all the fun and friendship on display was both obvious and unique. I built up the courage to talk to a few drivers, and flew to Melbourne to participate in the FVAV Come and Try Day.

On my return, I attended the next Wakefield Park Round, and at the end of which I negotiated to purchase my first Formula Vee (Geoff Chappell's Manta HT).

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FORMULA VEE DRIVER PROFILE – GARRY HOOK

Who Is Your Favourite Formula Vee Competitor and Why?

All of those Formula Vee drivers who follow me across the line! In all seriousness, I don't have a particulate favourite driver.

Best on-track mentor when I first started out, who also drove hard and close but never hit me, was Leigh Porter.

Best driver during my time in Formula Vees was Daniel Reynolds because he was quick in both the older Sabre and the newer Sabre.

Best competitor in terms of the person I turn up at the circuit thinking "I must beat"? Well that would have to be Morgan Freemantle, though, come to think of it, he has hit me a couple of times!

Who Is Your Favourite Racing Car Driver Of All Time and Why?

Jack Brabham. Multiple Champion, a lot more than just a driver, and a very down to earth bloke! (Ed - Agreed)

What Do You Like About Formula Vee and Why?

Well, I believe "real" racing cars must be open wheelers, and on this basis, Formula Vee is the only racing car I am ever going to afford! The camaraderie is also very enjoyable!

What Are Your Best and Most Unusual Racing Moments?

It was fun to race at Bathurst. It was also unusual because the bloke who designed and built our engines would ever have imagined that someone would do something like that to them (race them down Conrod Straight).

What are Your Motor Racing Plans?

I might come up with a new favourite racing number as my 36 is too slow, and my new 11 doesn't seem to have made me any faster! Aside from that, I reckon I will still be racing Formula Vees until after I have turned 50 (that's sometime between Round 2 and Round 3 this year).

What Road Car Do You Drive?

A Falcon FG Mk2 XR6, because it was cheap (Ed - and its the best car in the world!).



Garry's Dad, John on his Speedway bike, and John Harvey (yes, the HDT driver), Graeme Hartway, and John

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AROUND AUSTRALIA IN FORMULA VEE



The first round of the fantastic 2015 Tasmanian Super Series took place at Baskerville close to Hobart in late February.

Sponsored by Southern Cross TV, qualifying was taken out by Wade McLean, then Richard Gray, Liam Caplice, Dion Wyllie, John Pooley, Lindsay Murfet, Pip Welch, Leon Glover, and Ridsen Knightley.

Race 1 was won by Richard Gray, then Lindsay, then John. Race 2 was taken out by Liam Caplice, then Richard Gray, then John

Richard won in Race 3. with Liam and John taking the next places.

The final race was won by Richard Gray, then Liam, and then Wade McLean.



Twelve enthusiastic top Formula Vees entered the first round of the 2015 Victorian Motor Racing Championships at Winton in early March.

Qualifying resulted in Jake Rowe taking pole, followed by Mitch Quiddington, Matt Stubbs, Heath Collinson, Brandon Taylor, Jack Saul, Ken Filbey, Gavin Hendrick, Blaine Grills, Shane Purvis, Mark Mitchell, and Conor Nicholson.

Race 1 on Saturday afternoon saw Nationals Title holder Matt Stubbs take a tight win the win, ahead of Jake Rowe and Mitch Quiddington, with Jack Saul, Ken Filbey, and Brandon Taylor DNF'ing in a first lap incident.

Race 2 on Saturday morning resulted in Mitch Quiddington winning solidly ahead of Matt Stubbs and Shane Purvis.

Race 3 on Sunday morning saw Mitch win again solidly, this time ahead of Jake Rowe and Heath Collinson.

The final race on Sunday afternoon saw Jake Rowe take a close win ahead of Mitch Quiddington and Heath Collinson.



At the Master Of Mallala race meeting in mid March, Jackson Freer led Rob Surman, Ben Rebbeck, Joel Oliver, Brian Pederson, Andrew Mutch, Lou Calicchio, and Frank Chessell in Qualifying.

Race 1 belonged to Rob Surman, with Ben and Jackson fractions behind. Jackson took Race 2 clearly ahead of Joel and Rob.

Rob struck back in Race 3, with Jackson and Joel next.

Rob, Jackson, and Joel, repeated the Race 3 result in Race 4, Rob and Jackson fighting it out all race.



At the Nightmasters race meeting in mid March at Barbagallo, the fabulous twenty two 2015 QUIT Formula Vees were led in Q by David Caisely, then David Campbell, and then Rod Lisson. The 1200's were led by Franz Estebauer, then Kathy Lisson, then Peter Jojart.

Race 1 was aborted after some confusion by the officials over a minor collision on the circuit.

Race 2 was won by David Campbell, then the other David, then Rod. The 1200 Race 2 winner was Myles Lockett, with Franz and Peter just behind.

David Campbell made it two straight at the end of Race 3, with David Caisley and Rod behind. Myles, Franz, and Peter also repeated the previous result.

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RACE REPORT - "HISTORIC" PHILLIP ISLAND 26TH FESTIVAL OF MOTORSPORT MARCH 6/7/8 2015

By Lyall Moyes

Please don't be misled by the title; I am not suggesting that Phillip Island is Historic. This is a report on the Phillip Island Classic race meeting, which is a massive, Historic race meeting held every year on the first weekend in March, it being a long weekend in Victoria.

I have been to P.I. a number of times, with Chivo, Wall Racing, and Synergy Motorsport to name a few, but the first time was when my son Phil was racing a Vee. Ray Filetti had organised a series called the Super Series, (and it certainly was that), and Round One in 1998 was at P.I. We went there with no expectations and in a brand new car, the Jacer that is now owned by Leigh McGarvie, and came away having beaten the great Frank Haire and leading the Super Series point score. Phil raced on every permanent race track in Australia, bar Darwin, and always said that P.I. was the fastest, so I put it on my bucket list, and when the opportunity arose, I had to go. Here endeth the history lesson.

When I first got interested in entering the meeting, I was told by a VIP in the Historic Association up here, that the VHRR, (the organising club) had made us a number of promises. As it is our 50th year, we would get equal top billing, (not sure who with?), and a marquee at no cost so that all the Vees could pit together. Not quite true, or to be more precise, a load of sh*t.

I rang Ian Tate, President VHRR, and he went out of his way to help, and also explained what we were getting that other categories weren't. That would benothing. He did, however, tell me that if we had not been to P.I before, we could do two short sessions on the Thursday arvo to see where the circuit went.

The two FVANSW members that entered, being Greg Stott and myself, both took advantage of this offer. A brilliant idea on the part of the VHRR!!

Everything went very smoothly on the Thursday, except for one thing that I could not understand. If you were doing familiarisation laps on Thursday, your car had to have a "safety check". I asked the scrutineer why, and he said "Because you are doing familiarisation laps". I said "If I wasn't doing familiarisation laps, I wouldn't need a safety check, and if I am not due to be targeted, no one would look at the car at all, so why do I need a safety check?" His reply was, "Because you are doing familiarisation laps!" He then looked at a rear hub and I asked him what was he looking for, and he said "Oil leaks". I asked if it had any and he said no, then he put a sticker on the roll bar. The car had just passed the "safety check".

I gathered from that, if you were doing familiarisation laps and your car had an oil leak at the hub, you wouldn't be allowed on the track, but if you weren't doing familiarisation laps, you could race all weekend with a leaky hub.

Friday morning arrived, and so did the rain. We qualified with the Formula Fords, and going down the straight at 100kph, with zero visibility front or rear, and being passed by Formula Fords doing 150kph, is not my idea of fun. I qualified P8 and Greg was P10, and we were more relieved than glad with those results.

Now the fun bit.

We went to the grid for Race 1, and it was pouring rain. The grid marshall didn't want to get wet, so he gridded us anywhere and then disappeared. (Ed - apparently you weren't the only one). I was gridded P22 and Greg was gridded P23. Second last and last! Jenny and Mel thought the steam coming off the cars was from the rain on the exhausts. More like from under the helmets.

The race was like qualifying - I couldn't see a thing forward or rearward. Luckily a Formula Ford stuck it in the fence on lap 1 and out came the Safety Car for 3 laps. Never so glad to see the chequered flag!! Greg finished P10 and I was P13, and unlike a lot of the Formula Fords, all the Vees finished straight.

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Saturday was a lot better, with no rain and a little sun.

Greg had an issue with the car and didn't finish the warm up lap, but I had a better run and finished P5. Very happy!

Then I got called up to see the C of C (Ed - Clerk of the Course) and I was asked why I passed a car under the Safety Car flags and boards. I explained to him that a car passed me in those conditions and then realised what he had done and braked hard and fell back in place behind me. I asked the C of C what he was going to do with that other driver, as at this meeting, there is no "redress" system. If you pass a car under yellows, you stay in front and let the Stewards sort it post race. He said that whilst he understood what I was saying, the other car passed me prior to the "control line" and then redressed after the "control line" so the lap charts showed that he passed me on one lap, and I passed him on the next lap. Both of these laps were under Safety Car flag and board conditions. He understood what had happened and took no action against either party. A victory for common sense.

Race 3 on Saturday arvo was great. Greg's car was going again and I started P5 and finished P3, and Greg started last, P21, and finished P11. A great drive by Greg.

Sunday morning saw overcast conditions and some light rain, but by race time, all was well. Race 4 saw Greg start P11 and finish P10, while I took off in 3rd gear and lost a number of spots, but recovered to finish P4 and get the fastest lap time.

There were a number of issues that I loved and a number that were "strange" but the thing that really got up my nose was the lack of recognition of the 50th Anniversary by the VHRR. Actually, the lack of recognition of Formula Vee in general.

The excellent, full gloss programme had a full page of all Historic categories that were competing at the meeting. Formula Vee's were not mentioned. There was a large "A" frame sign board outside garages 1 and 2, the official's garages, and it had all the Historic categories that were competing at the meeting. Formula Vee's were not mentioned. I stuck my nose in a garage that housed an overseas sports car that was competing, and on the wall was a timetable of races for the meeting. Each category was in a different colour, so to find when you were on, you just looked for your category colour, and there you were. This timetable was provided to overseas visitors by the organisers. Vees and Fords raced together all weekend, so I looked at our colour and it read "Formula Ford/Open Wheelers". Still no mention of Formula Vee.

So, apart from the weather, some strange actions by Officials, the lack of recognition of FVee, and the "get out of my way" attitude by some Formula Ford drivers, (not all, but some), the meeting was great.

If you haven't raced there, do so before you are too old. You will love it.

Lyall Moyes



CATCH UP ON ALL THE HISTORIC FORMULA VEE NEWS AT
<http://www.historicveeaustralia.com/index>

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FIFTEEN "HISTORIC" NSW FORMULA VEE DRIVERS DESCEND ON PHILLIP ISLAND FOR THE 26TH FESTIVAL OF MOTORSPORT By FVANSW

Former great Formula Vee driver from the 1970's, New South Wales' Geoff Stone, took out the fastest Historic Formula Vee time in qualifying, followed by fellow New South Welshman, Luc Botton, with the second fastest time, and with another former great Formula Vee driver from the past, South Australia's Don Grieveson, with the third fastest time. Nineteen Historic Formula Vees followed Don, thirteen of whom were also fellow New South Welshmen (and woman, in former great Formula Vee driver from the 1970's, Liz Bailey).

In Race 1 on the Friday afternoon, the fastest VA over the line was Tony Paynter in his Moxon, then Kevan Peters in his Nota, then Greg Stott in an Elfin Malmark, and then Chris Reeks in his Rennmax Mk 1, in what was a clean sweep for NSW. The fastest VB was Andrew Grevis-James from Victoria in his Spectre, followed by Luc Botton in his Elfin, then Grant Kelly from Victoria in his GAS.

Race 2 on the Saturday afternoon saw the fastest VA's being Tony Paynter and Kevan Peters again, with Christopher Reeks being third fastest VA. The fastest VB's were Andrew Grevis-James, then Geoff Stone and Luc Botton.

For the next Saturday race, Tony Paynter, Kevan Peters, and Greg Stott, were the fastest VA's, while Andrew Grevis-James, Luc Botton, and regular "Open" Formula Vee driver, Lyall Moyes, were the fastest VB's.

In the only Sunday race for the Historic Formula Vees on the trophy day, Tony made it a clean sweep of wins for the VA's throughout the weekend, with Greg Stott and Christopher Reeks making it a clean sweep of all VA podiums for NSW. The fastest VB's were Andrew Grevis-James, then Luc Botton, then Lyall Moyes.

The Historic Formula Vee drivers from NSW who participated at the Festival of Motorsport, apart from Luc, Geoff, Lyall, Tony, Kevan, Greg, Chris, and Liz, were Doug Angus, Graeme Clarke, Nigel Jones, Greg Stott, Daniel Bando, Chris Raper, Paul English, Terry Freckleton, Ian Cutcher, and Peter Iredale, all of whom were excited at being the stars of the weekend.

**NEXT HISTORIC FORMULA
VEE RACE
IN NSW**

**Saturday June 6, Sunday June 7, 2015
Sydney Motorsport Park**



Historic Formula Vee Association of Australia



Historic Vee Owners, Racers & Enthusiasts

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50TH ANNIVERSARY NATIONAL CHALLENGE 7/8 NOVEMBER 2015 SYMMONS PLAINS TASMANIA

EVENT SUPP REGS: *Coming Soon*

EVENT ENTRY FORM: *Coming Soon*

2015 brings the 50th Anniversary of Formula Vee racing in Australia. As part of these celebrations Tasmania will play host to the 2015 Formula Vee National Challenge, to be held at Symmons Plains on the 7th & 8th of November.

This event will showcase the best of what Formula Vee's have to offer. The FVAT proudly invites all members of the Formula Vee family in Australia (be they past or present) to attend the weekend of celebrations.

Besides the off-track activities, on-track action will be thrilling. There will be big fields allowing separate races for both 1600's and 1200's, with Historic Formula Vee's also catered for!

COMPETITOR INFORMATION

One of the major challenges of holding the National Challenge in Tasmania is transport over Bass Strait. We've partnered with multiple organisations in order to minimise this cost.

- **SPIRIT OF TASMANIA**

The spirit is usually most economical for Single Vehicles, or vehicles with trailers. For best rates (with Spaces frozen for this event), visit the link below.

www.spiritoftasmania.com.au/formula-v-nationals/

- **MONSON LOGISTICS**

The FVAT has partnered with Monson Logistics to provide further freight options. This provides a more economical rate for teams with larger trucks. Also, this is a great option for those looking to fill a shipping container with the cars and gear. This container can be picked up nationwide, and delivered to Symmons Plains.

For rates on both of these options, please contact Ridsen or Liam for fully tailored quoted (contact information listed below).

ACCOMODATION

The committee is working with various accommodation suppliers to provide race-goers with discounted rates. These businesses vary to meet a full range of budgets, whilst being central to Launceston, the racetrack and our planned on-track activities. Stay tuned- we'll be updating with discounted accommodation venues shortly!

SUNDAY NIGHT GALA DINNER

More news to come shortly- this will be a great night of celebrations for the entire Formula Vee community!

LADIES AND FAMILY DAY

A day trip is being planned for family members interested in exploring the north of the state prior to the race day!

POST EVENT TRAVELLING

Looking to tour our amazing state after you race? We'll have discounted tourist rates coming very shortly! Importantly, we have partnered with Motorsports Tasmania in allowing mainland competitors to house their trailers and race gear at the circuit for a full week after the National Challenge! This will allow you to travel the state without the burden of towing your race gear.

WANTING TO DO A FEW MORE LAPS?

While you're down here, why not have a day at Baskerville Raceway (Just north of Hobart)! The FVAT is looking into having a club day at Baskerville Raceway, possibly in the week after the National Challenge. If you're interested in trying one of Australia's greatest little tracks please let us know!

PLEASE CONTACT US FOR MORE INFORMATION

Ridsen Knightley – rjkengineering@bigpond.com.au

Liam Caplice – liamc44@live.com.au

James Curran – jcurran@macfrank.com.au

Kieran Glover – kieranglover@hotmail.com

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FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2015 POINTSCORES

FVANSW 1200 CLUB POINTSCORE

Driver	WP 50th				WP	SMSP	WP	SMSP	WP	SMSP	Total
	R1	R2	R3	T							
1) M Pearce	30	30	30	90							90
2) Col Merz	25	25	27	77							77
3) S Butcher	27	27	22	76							76
4) B Cannon	23	23	25	71							71
5) M Gale	20	22	21	63							63
6) G Johnston	19	20	20	59							59
7) P McDonald	22	0	0	22							22

FVANSW DIVISION 2 POINTSCORE

Driver	WP 50TH 1600			WP 50TH 1200			WP	SMSP	WP	SMSP	WP	SMSP	Total
	R1	R2	R3	R1	R2	R3							
1) Col Merz				30	30	30							90
2) Aaron Pace	30	30	30										90
3) B Cannon				27	27	27							81
4) J Andrews	27	27	25										79
5) S Cannon				23	23	25							71
6) M Gale				22	25	23							70
7) Will Pym	25	21	23										69
8) G Bass	22	23	22										67
9) G Johnston				21	22	22							65
10) C Sparke	0	25	27										52
11) G Meyers	23	22	0										45
12) P Macdonald	0	0	0	25	0	0							25
13) B Pearce	0	20	0										20

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

FVANSW 1600 CLUB POINTSCORE

Driver	WP 50TH				WP	SMSP	WP	SMSP	WP	SMSP	Total
	R1	R2	R3	Total							
1) D Williams	23	25	30	78							78
2) D Thomas	25	23	27	75							75
3) S Pace	22	22	25	69							69
4) J Horne	21	19	22	62							62
5) G Ogden	17	21	23	61							61
6) R Reynolds	30	30	0	60							60
7) A Pace	20	20	19	59							59
8) M Fmantle	19	18	21	57							57
9) D Stein	27	27	0	54							54
10) G Bennett	14	16	21	51							51
11) J McDonald	15	15	18	48							48
12) G Hook	18	17	13	48							48
13) L McGarvie	11	14	17	42							42
14) J Andrews	13	13	15	41							41
15) B Perry	16	12	12	40							40
16) W Pym	12	7	14	33							33
17) A Harrison	9	11	11	31							31
18) G Bass	8	9	10	27							27
19) C Sparke	0	10	16	26							26
20) G Meyers	10	8	0	18							18
21) B Pearce	0	6	0	6							6

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

FVANSW.ASN.AU

**PROMOTE FORMULA VEE AT EVERY OPPORTUNITY
 TELL EVERYONE YOU ARE A FORMULA VEE RACER!**

FORMULA VEE SALE



2005 Nationals winning JACER V2K3 Body/Chassis. Includes freshly painted (two pack black) chassis from bare metal, fully freshened original body in primer with two nosecones, mirrors, carbon fibre dash, complete rear suspension (includes Proflex mono shock which needs re-gassing by Proflex in Queensland) and coil spring with all rod ends, all rear sub-frames, steering shaft with original steering wheel, steering rack and steering arms with rod ends, fuel tank, seat, all master cylinders, front and rear brake calipers, front brake lines, rear brake lines, clutch line, and clutch slave cylinder, pedals, non-adjustable brake balance bar, throttle cable, new 3mm aluminium floor, battery bracket, complete gearshift with new uni joints, and log book. Needs all mechanicals, wheels and tyres, all wiring, and miscellaneous minor items (which will be provided if possible) to turn it back into a tried and proven Formula Vee with a great history. Low cost way to start. \$6,000 ex-Sydney. Ring 0404078636.



Late spec Jacer 4-2-1 1.5" exhaust. As used on many top Formula Vees. Only one race meeting old. Fully TIG welded and freshly high temp painted. Suit any Jacer, and possibly other Vees (subject to fitting). As new condition. Guaranteed hp. Around half new price at \$750. Ring 0404078636



FORMULA VEE TRANSPORTER \$1500 or make an offer. This Toyota Dyna 150 has been specially customised to carry a Formula Vee. Complete with specialised ramps and extra storage space, it's more secure and less hassle than trailer setup. I acquired it with the plan to re-enter racing on a regular basis - so much for the plan! Runs well, starts first time every time. New suspension bushes, passed rego every year for past 3 years. New door locks and ignition and new fuel pump. It's up for rego and I'd prefer it to be used to help someone go racing, or working, or whatever. Make me an offer. Sean #77 0421835318 seanbirk@gmail.com



Various

Used Tyres - \$200 per set

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



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

- Quick release steering wheel hub. \$30.00

- Momo steering wheel. 265mm diameter \$100.00

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

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

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

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

Lyall Moyes 04154658

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015

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

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



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

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

Avanti Historic Formula vee Price: \$12 000 ono

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



Elfin Crusader 1200cc (QLD) with Enclosed Trailer

Price: \$8,000 1200 cc Elfin Crusader 1990 No16

Engine rebuilt and not used. Lightened and balanced pistons, crank and rods. Control manifold. New cone exhaust. Excellent supporting custom moulded seat. Enclosed trailer - new axle and bearings fitted 2008. Cams log book. Call or email for info 0404 182 454 charleyplant@gmail.com



JACER F2K7 1600cc Ready to Race! (QLD)

Price: \$23,000 Very Quick and Competitive!!!

EX- Michael Kinsella car currently been driven by Brock Van Der Korput Motor was recently rebuild by Kinsella and is producing top HP! (Dyno sheets to prove). Motor is 3 Meets OLD (No expenses spared for the motor). A.I.M MyChron Gold Dash V-Force Rims, Proflex rear damper, Factory Spec Built Spare nose cone. Rear suspension upgrade, Comes with ALL Sealing Sheets + Records of the cars history. The DECALS have been taken off and is ready for YOURS to be put on! This car was a factory Jacer car when built in 2007 and was driven by Michael who was the factory driver at the time! This is an extremely quick car as results will prove! Round1 was the first time Brock drove this 1600 after winning the 1200 championship the year before! He finished 3rd for the weekend! Since then the motor was rebuilt and was re-set up for Brock! Last Round at Lakeside, Brock who had NEVER driven around here before was by the end of the weekend was less than half a second from the eventual winner! Call/Text Brock on 0449 744 515 or email at bvanderkorput@gmail.com



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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015



Argonaut 1600 (VIC). Price: \$9,900. It is time for this racing car to go to a new home. Current spec 1600 Formula Vee ready to jump in and drive. Fully rebuilt AVWP motor (2 rounds since full rebuild). Fully rebuilt AVWP gearbox (1 round since full rebuild). Ball joint front end. Revalved R600 fully adjustable shockers. Braided brake and oil lines. 2 sets of V-Force wheels and good Dunlop tyres. Call me on 0407 155 245 for further info or to arrange inspection

Performance Alloy Wheels 15x6

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

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



Borland 01/6K 1200 Vee Price: P.O.A.

Excellent 1200 Formula Vee, fully 1600 compliant and ready to race. Alloys, 4 wheel disks, cams log book. Ideal for entry level competitor in 1200 class, then simply add 1600 motor and go to the next stage. Tel 0438 728 680 anytime, alt. 03 9813 8728 after 7 pm. email burragtp@bigpond.net.au

(Ed's Note - A new log book is required to run a 1200 car as a 1600 car)



Predator 83

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

The car features:

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

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

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

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

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

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

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

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

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50 YEARS OF FORMULA VEE RACING IN NSW 1965 - 2015



Formula Vee 1600

Price: \$18,000

Ready to race NG ELFIN Formula Vee 1600 with Trailer

Recently serviced and ready for racing in the formula vee category. Great, cheap cost effective racing.

Also comes with a trailer as well. We shall put 6 months rego on the trailer prior to sale for QLD buyers only.

Selling due to new baby and have made the choice not to go racing.

Advertised elsewhere

Will sell Race Car separately (without trailer) if preferred

Open to any reasonable offers

All inspections welcome or any questions call Tony: 0403278353

We can arrange transport if interstate at cost to buyer

Formula Vee 1200, Price: \$8,500 ono

The engine was recently replaced by Noel Clark and so was the gearbox.

have a few spares. trailer not included but can be brought separately

Email for more details jna@live.com.au

Can Organise Delivery



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

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

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



THE GOLDEN ERA OF FORMULA VEE RACING IN NSW

CONTINUES AT THE NEXT RACE

THE 50TH ANNIVERSARY OF FORMULA VEE

ROUND 1 2015 NSW STATE CHAMPIONSHIP/ROUND 2

FVANSW CLUB POINTSCORE

WAKEFIELD PARK APRIL 11/12 2015.

BE THERE TO SUPPORT YOUR CATEGORY



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