



## DECEMBER 2014 MAGAZINE



Photos by FVANSW

# INTRODUCING THE 2014 STATE CHAMPIONS - DYLAN THOMAS AND MAT PEARCE!

Inside another BUMPER edition of the FVANSW Veemag - and more!

- 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

## STOP PRESS

# DYLAN THOMAS WINS THE CAMS NSW 2014 KEVIN BARTLETT CIRCUIT RACER OF THE YEAR AWARD!

- 50th Anniversary of the FVANSW Race Meeting - February 2015
- Leigh Porter Hangs Up His Helmet!
- The FVANSW Attacks the 2014 National Titles
- Driver Profile - Look inside and see who!
- FORMula VeeSALE

**50th ANNIVERSARY RACE MEETING FEBRUARY 14/15 2015 WAKEFIELD PARK**

**2014 FVANSW ANNUAL GENERAL MEETING**

**RYDE EX SERVICEMANS CLUB WEDNESDAY 26th NOVEMBER**

**FVANSW PRESENTATION NIGHT - DECEMBER 6 RYDE EX SERVICEMANS CLUB**

FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



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



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### FVAA Sealers Sydney Metro Area

Frank Kleinig	BH 0245777221
David Cutts	BH 0296272810
Edan Fleming	Mob 0412477437
Nathan Sansom	Mob 0405018433

### FVAA Sealers Central Coast

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

### FVAA Sealers ACT

Morgo	Mob 0431695569
Col Merz	Mob 0412316275

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

### 2014 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0417473761	Committee	Simon Pace	0408471200
Secretary	Bernie Cannon	0408214080	Committee	Ray Filetti	0404078636
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

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

### 2014 NSW RACING CALENDAR

March 29/30	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
March 29/30	Wakefield Park R1 FVANSW Club Pointscore
April 26/27	Wakefield Park AASA R2 FVANSW Club Pointscore
May 17/18	SMSP Brabham R2 AIM CAMS NSW Formula Vee State Championship
May 17/18	SMSP Brabham R3 FVANSW Club Pointscore
June 21/22	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 21/22	SMSP GP R4 FVANSW Club Pointscore
July 26/27	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
July 26/27	SMSP GP R5 FVANSW Club Pointscore
August 16/17	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 16/17	Wakefield Park R6 FVANSW Club Pointscore
Sep 20/21	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 20/21	Wakefield Park 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.

**Division Two** – As above for Division Two drivers only for ALL races throughout 2013.

The Pointscore system is voted on at the Annual General Meeting

All 1200 cars start behind all 1600 cars in all races

### LIFE MEMBERS

Damon Beck, Ian Chivas, Bruce Colbey, Greg Cusack, David Cutts, Ray Filetti, Greg Hepburn, Frank Kleinig, John Moxon, Mary Packard, Leigh Porter, Neil Turner, Peter Williamson, Horst Zuhnemer,

**FVANSW PRESIDENT'S REPORT****By John McDonald**

Well, with only the Nationals left to run for this year it is almost time to pack the helmet away, stick the car in a corner of the shed/garage grab a drink and plan all of the maintenance jobs to your beloved steed.

But before you do - there is still one other big weekend left on the calendar.

Don't forget FVANSW will have a presence at the Homebush 500 V8 Supercar race, so drop in, say hello (thank you in advance to Daniel Stein & Dave Cutts for your cars).

And while you're in the area, finish up your Saturday (or start your Sunday if you are really keen) with our own presentation night at the Ryde Ex-Servicemen's Club just up the road at 6:45pm!

There is a lot to celebrate after a very competitive year in the NSW State Championships. There was a refreshingly high number of different race winners over the year (7), first time winners, and first time Champions in both Dylan Thomas (1600) and Matt Pearce (1200).

For those of you like me who didn't fare as well in the placings, there is always the lucky door prizes....

So if you haven't already, please let Liz know ASAP that you will be there. Remember, there is more to your fellow competitors than just a car!

A very big thank you must go out to Andy Goodall and the Australian Institute of Motorsport for once again sponsoring our competition. Andy, your support has been greatly appreciated over the last two years. I hope to see both you and your wonderful machine racing again with us soon.

With next year's state calendar now locked in we are in for a memorable year, a historic year. And it all kicks off with NSW's own celebration of Formula Vee's 50<sup>th</sup> anniversary year on February 14-15 at Wakefield Park. There has been terrific support already from the drivers and cars of years gone by with over 20 cars and 50 past drivers confirmed for the event. It will truly be an experience to see so many of these wonderful machines 'fighting' it out on the track once again. It is also shaping up as the first round of the Australian Series so expect plenty of interstate drivers to join in so book your accommodation early!

Lastly I would like to thank the Committee for helping me through my first year as President. The job behind the scenes of keeping our beloved machines racing is much bigger than I ever realised!!

My thought for the month year - "I've tried everything other than jumping out of a plane, but nothing gives you an adrenaline rush like racing a car". Nigel Mansell

Enough said!

**John McDonald**

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

## WHAT'S LEFT IN 2014

March 4	General Members Meeting SMSP The Garage 7.30 pm
March 29/30	Wakefield Park R1 AIM CAMS NSW Formula Vee State Championship
March 29/30	Wakefield Park R1 FVANSW Club Pointscore
April 26/27	Wakefield Park AASA R2 FVANSW Club Pointscore
May 17/18	SMSP Brabham R2 AIM CAMS NSW Formula Vee State Championship
May 17/18	SMSP Brabham R3 FVANSW Club Pointscore
May 31/June 1	Mallala R1 Clemenger International Freight Australian Formula Vee Series
June 21/22	SMSP GP R3 AIM CAMS NSW Formula Vee State Championship
June 21/22	SMSP GP R4 FVANSW Club Pointscore
June 21/22	SMSP GP R2 Clemenger International Freight Australian Formula Vee Series
July 26/27	SMSP GP R4 AIM CAMS NSW Formula Vee State Championship
July 26/27	SMSP GP R5 FVANSW Club Pointscore
August 16/17	Wakefield Park R5 AIM CAMS NSW Formula Vee State Championship
August 16/17	Wakefield Park R6 FVANSW Club Pointscore
Sep 20/21	Wakefield Park R6 AIM CAMS NSW Formula Vee State Championship
Sep 20/21	Wakefield Park R7 FVANSW Club Pointscore
Oct 4/5	Phillip Island R3 Clemenger International Freight Australian Formula Vee Series
November 22	CAMS 2014 Awards Night Royal Automobile Club Sydney
November 26	Ryde Club FVANSW 2014 Annual General Meeting
November 29/30	Formula Vee National Challenge Philip Island
December 6	Ryde Club 2014 FVANSW Awards Presentation Night
December 6	Homebush 400 Formula Vee Display

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

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 CAMS-SPEC ROLL BAR PADDING AND NECK RESTRAINTS**



## FVAA NATIONAL BOARD REPORT **By Gary Ogden**

Hi all,

Below is a summary of the events that have taken place at FVAA BOM level in recent weeks.

- i) Technical Manual – The National Technical Committee (NTC) have been reviewing the Technical Manual and removing duplicate rules that are in the CAMS Manual. Draft amendments will be sent to the BOM in October to review. Once BOM accept the changes, the document will be sent to CAMS to get the document formally reissued.
- ii) Hoosier Tyre Contract – A contract has now been signed with Max Dumesny with a contract period ending at the end of 2015.
- iii) National Sealing Director - Travel funding was approved for Rod Kowald to attend the next FVANSW Sealers meeting for training purposes.
- iv) 2014 Nationals Challenge - FVAV have been sorting details on the National Challenge, but all organisation is now in place.
- v) Marketing FV – A proposal document is to be circulated within the next month to fund the service of a person to administer and create content to promote Formula Vee.
- vi) 50 year Celebration - Each state to advise what activities they plan to host to promote 50th year celebrations in 2015. Suggestion is FVAA will allocate funds to support promotional activity. The level of funding is to be discussed at next BOM meeting.
- vii) Future Category Direction - Discussion held on the future direction of our category and the BOM agrees that we need to update our 'Strategic Direction/Future Planning' document. Next steps agreed are for the FVAA to approach CAMS to get their view and guidance on what changes and direction are possible that CAMS will support. The idea behind this is to give the BOM some guidance, scope, and a framework to work within when coming up will any possible changes (i.e. As CAMS own the rules we operate within, there is no point making any suggestion CAMS will not support or endorse).

Gary Ogden

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

## THE FVAA ASKS FOR YOUR (TYRE) FEEDBACK



The FVANSW may have carried out the official FVAA Tyre Test back in August at Wakefield Park, and even through every consideration was taken into account when running the one-day test, not every variable could be replicated when searching for all the valuable information. The test day at Wakefield Park was held in cool conditions, mostly dry, and, obviously, at the one circuit, although the test clearly demonstrated that the stability, wear, and grip, was good enough to continue discussions with MD Motorsport.

Now that a contract has been signed between the FVAA and MD Motorsport to guarantee the supply of the Hoosier tyres up to the end of 2015, the FVAA is now asking any FVANSW competitor, or indeed any competitor from anywhere across Australia, who races on the Hoosier tyres to provide feedback on the feel, grip, stability, and wear, of their experience of the Hoosier tyres on their Formula Vee at their race circuit. For FVANSW competitors, contact Morgan Freemantle, and for interstaters, your State Technical Director, or the National Technical Director, Michael Lloyd.

Any such feedback obtained early in 2015 will go towards the decision making process whether the Hoosier tyres should be retained for 2016 and beyond. Any new tyre testing process would need to commence as early in 2015 as possible to ensure that as many of the suitable tyres available around the world are tested.



### MILESTONE RECOGNITION

This certificate is presented to

Formula Vee Assn. of NSW Inc.

Acknowledgment and appreciation of 40 years affiliation with  
Confederation of Australian Motor Sport (CAMS)

*Andrew Papadopoulos*

Andrew Papadopoulos  
CAMS President

*Eugene Arocce*

Eugene Arocce  
Chief Executive Officer

Confederation of Australian Motor Sport Ltd  
851 Concordong Rd, Mulkern East VIC 3145 Australi Phone: +61 3 9593 7777 | www.cams.com.au

## FORMULA VEE ASSOCIATION OF NEW SOUTH WALES

## 40 YEARS

## OF CONTINUOUS AFFILIATION WITH



**2015 CAMS NSW FORMULA VEE MOTOR RACING CHAMPIONSHIP CALENDAR**

**SIX ROUNDS AGAIN!**

Photos by FVANSW

- 1 April 11-12 Wakefield Park**
- 2 May 2-3 SMSP GP\***
- 3 June 20-21 SMSP GP\***
- 4 Aug 1-2 SMSP GP\***
- 5 Aug 22-23 Wakefield Park**
- 6 Sept 26-27 Wakefield Park**



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



**FORMULA VEE POLO T-SHIRTS**  
**\$35 EACH ALL SIZES**  
**(SOME SIZES MORE THAN**  
**OTHERS).**  
**Contact Ray Filetti 0404078636**





## **STOP PRESS**

### **DYLAN THOMAS WINS THE CAMS NSW**

### **2014 KEVIN BARTLETT CIRCUIT RACER OF THE YEAR AWARD!**

The 2014 Australian Institute of Motorsport NSW Formula Vee 1600 State Champion, Dylan Thomas, won the CAMS NSW Kevin Bartlett Circuit Racer of the Year Award. Dylan was presented the Award at the 2014 CAMS Awards ceremony which was held at the Royal Automobile Club in Sydney on the 22<sup>nd</sup> of November.

Dylan has been a competitor in circuit racing for seven years. His commitment to the sport has developed to unequalled levels, entering every NSW Formula Vee race meeting as well as every National Formula Vee race meeting around Australia. Dylan has also competed in Minis, V8 Utes, AMCHAMP, Production Touring, and in local and international endurance events (Bathurst 12 Hour and Sepang 12 Hour), as well as Time Attack.

As time progressed, Dylan made himself a name as being a fast and talented circuit racing driver, quickly becoming a leader and winner of many Formula Vee and AMCHAMP races.

What makes Dylan an outstanding circuit racer for 2014 is his performance in the 2014 CAMS NSW State Championship, where he dominated the entire year of Formula Vee racing at time when the level of competition at the front of the Formula Vee fields was the highest it has been in many years.

In 2014, Dylan won eight out of the seventeen Formula Vee State Championship races he contested, also taking out second place twice, and third place three times. He did not DNF, and his lowest placing was seventh after being baulked by an incident caused by another competitor.

Dylan's suitability for this award can be exemplified further by his final day of the 2014 CAMS NSW Formula Vee State Championship at Wakefield park on the 21<sup>st</sup> of September, a day on which he not only won the 2014 CAMS NSW Formula Vee 1600 State Championship, but he also won the Production Touring One Hour Enduro in his own AMCHAMP Mitsubishi Evo X.

It would be difficult to imagine a worthier CAMS NSW Circuit Racer of the Year.

Congratulations go to Dylan from all Formula Vee competitors.

## THE 2014 FVANSW AWARDS PRESENTATION NIGHT

7.00 PM DECEMBER 6

**RYDE EX SERVICEMANS CLUB**

**724 VICTORIA ROAD RYDE 2112 SYDNEY NSW AUSTRALIA**

Come along and celebrate a great year's racing, tell a few stories,  
and enjoy a meal and a few drinks

**Details:** Three-course sit-down dinner,  
open bar for house wines, beer and soft  
drinks. Only \$30 per person

Lap Record Broken During the Year  
Most Improved Driver  
Clubman Year Award

Alan Birmingham Memorial Shield  
Rookie of the year Award  
Concept Pit Crew Award

Gary Quartly Award For Best Presented Car  
Presidents Shield  
Recognition Awards  
Legends Award



Please confirm your attendance including number of guests by **Monday 1 December at latest** with Leigh or Liz Porter, on 02 9876 1618 or [raceentries@fvansw.asn.au](mailto:raceentries@fvansw.asn.au)

Payment by direct deposit to FVA NSW, BSB 062-175, A/c 0090 3331 quoting your name as reference or by cheque payable to Formula Vee Assoc of NSW and posted to Treasurer, FVANSW, c/- 21 The Boulevard, Epping NSW 2121.

## THE 2014 ANNUAL GENERAL MEETING

The Annual General Meeting of the Formula Vee Association of NSW Inc.  
will be held as follows -

8.00PM Wednesday 26 November, 2013

**RYDE EX SERVICEMANS CLUB**

**724 VICTORIA ROAD RYDE 2112 SYDNEY NSW AUSTRALIA**

The main item of business is the election of office bearers for 2014. It is most important all members have a say in the running of your association. Holding general meetings at the circuit on race days has lessened the "burden" of attending general meetings, so please make every effort to attend this one special meeting for the year. Nominations for positions can be made on the night, but prior nominations are preferred. Please advise [secretary@fvansw.asn.au](mailto:secretary@fvansw.asn.au) of nominations.

All committee positions are up for nomination. The committee consists of the following –

**President**  
**Vice President**  
**Secretary**  
**Treasurer**  
**Competition Secretary**  
**Technical Director**  
**Committee Members (3)**  
**FVAA Board member**

**In addition a Social Secretary and Editor are nominated.**

Please give consideration as to who you would like to see on the committee before the meeting and confirm those persons will stand for election. Apart from a willing nominee, a proposer and seconder are required.

**FVANSW TECHNICAL REPORT****By Morgan Freemantle**

The 2014 NSW State and Club Championships have been decided since the last magazine and the season flew by – the close racing continued with a number of makes and models of Vee's putting in great performances right through the field.

Off the circuit, there's been an enormous amount of activity: State, National Tech, Board of Management committee meetings, a NSW sealers meeting, AGM preparations, Presentation evening planning, Nationals (VIC 14 & TAS 15), 50<sup>th</sup> anniversary celebrations, magazine preparation (mammoth effort Ray) etc. etc.. There's been a number of engine and gearbox rebuilds, some major and minor car repairs and/or improvements, debut of another new car (congrats Gary O) and a variety of checks at each race meeting.

2015 will be upon us in no time. With any luck there will be a revision to the FVAA Tech Manual and CAMS Regulations issued soon that will tidy up a number of inconsistencies as well as removing duplication of regulations between the two documents. Hopefully the result is a more streamlined set of rules – however – the work will continue. Thoughts, suggestions and criticisms are always welcome as they push for a better category – so keep them coming (with a smile preferably) A big thanks goes out to Frank Kleinig – he's been on an endless pursuit to have these overdue changes/fixes made – and he's got a few more for 2015.

**Compliance Checking @ Race Meetings:**

Generally 2014 ran smoothly at the circuit. Compliance checking continued with some further rotation of restrictor plates, carburettor and ignition module checks, valve lift measurement etc. Weight checking again proved to be challenging with inconsistent scale readings – thankfully there were no infringements at the last few meetings. There were a few compliance issues resulting in exclusion after the last race at Wakefield Park. Neither of these instances were deliberate attempts to gain advantage, however it's important that competitor's are vigilant with the preparation of their cars and their knowledge of the rules and their rights and responsibilities. If you believe there are grounds to appeal or circumstances to be taken into consideration – put them forward.

Crucially, we need to remain objective in discussions, publications, social media etc. – all the time being mindful that we're representing our category. Healthy chat about all aspects of Formula Vee is great – the more the better – positive publicity will attract followers and hopefully competitors. Remember also that volunteers at the track (whether they're flaggies, scrutineers, stewards etc.) aren't perfect. I'm happy to take up the fight if there's inconsistencies or errors in the process – but we've also got to give these guys a good days entertainment and keep them on board.

**Rule Changes**

Bulletin B14/034 was issued by CAMS on 16 September. There were two main changes to the Technical Regulations – being:

- the incorporation of the Hoosier Tyre (44405) into competition and a 'sunset' date being applied to the CR82 Dunlop (31 December 2015)
- an increase to the minimum weight of the 1600 Counterweighted Crankshaft to 9.8kg (from 9.3kg) and the exclusion of welded counterweights.

The tyre change has been much publicised – with the closure of the Birmingham production facility where the CR82 Dunlop was made, it was necessary to implement a new tyre for further competition. An open tender process was undertaken with Hoosier’s tyre being selected as the new competition tyre.

The 9.3kg crankshaft weight was based on a suppliers advice – when purchased it weighed in 500 grams heavier. An increase to 9.8kg means off-the-shelf cranks available from numerous suppliers can be used at no disadvantage It was also taken into consideration that a welded crankshaft incorporates additional work and expense. There is also an increased possibility that welded cranks could result in modifications inconsistent with the regulations and spirit of the category.

**Car Prep:**

We have great looking and fast cars on the grid! 99% of the time the presentation on and off the track is awesome, however, we need to keep on top of leaks – these result in ‘offs’ and often damage for other competitors.

If you have a suspect part or see something of concern on your car, get it sorted. Grab someone to give you hand. We all want you on the track, but none of us want to have a race ruined by oil or bits falling off.

**Sealing:**

Sealing card checks for engines and gearboxes in the back half of this season were much easier as all competitors have been ready, willing and organised. Good Job! Certificates of Compliance (Yellow copies from Sealers) have been also rolling in much faster and are routinely entered into the national database. The database continues to build momentum – it’s assisting with the sealer rotation, resolving lost sealing card info and also tracing a history of engines & gearboxes.

NSW had a Sealers meeting at Frank Kleinig’s workshop on 29 October. Rod Kowald (National Sealing Director) came over from SA and gave us some feedback on the rest of the nation and (attempted J) to instil consistency across the board. We’re grateful for Rod’s time and huge efforts with the database.

Greg Hepburn has re-joined as a Sealer while DC has stepped down (which is a great loss).

**Future Technical Work**

2014 has been a big year technically – of which some of the results won’t be seen until early 2015. The wheel turns slowly – but it is turning!

The (NSW) Weber carburettor initiative has progressed with Col Merz producing an adaptor plate to mount the Carb for testing. The project has been received well nationally which is great news. The next step is to track test, dyno and flow bench prior to reporting results, costs, suitability and if acceptable - an implementation plan.

At the NTC level, there will be ongoing fine tuning of the regs with a view to simplifying where possible. Further available replacement parts investigation will continue that promote cost effective parity.

Good luck to those competing at the Nationals at Phillip Island (particularly NSW – do us proud!).

**Morgo**

**THANKS GOES TO ANDY GOODALL AND THE**



AUSTRALIAN INSTITUTE OF MOTORSPORT

**FOR THEIR SUPPORT OF THE**

**2014 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP**

# News

## COMPETITION NEWS AND NOTICES



### Important Information every member and competitor should know

Formula Vee has taken it upon itself to be the data processing nerd on the CAMS NSW Motor Racing Panel, otherwise known as the MRP. After each round of the CAMS NSW Motor Racing Championships, the entry data is processed into the table you see below, which is complete for 2014.

CLASSES	WP	SMSP B	SMSP GP	SMSP GP	WP	WP	SMSP GP	2014 TOTAL	Average Grid
	30-Mar	18-May	22-Jun	27-Jul	16-Aug	20-Sep	25-Oct		
	R1	R2	R3	R4	R5	R6	R7		
Prod Touring	27		31	32		30	35	155	31.0
Formula Vee	31	27	34	24	21	23		160	26.7
HQ	29	24		29	24	20	17	143	23.8
Super Karts			29	24		13	26	92	23.0
Sports Sedans	19	18	21	18	18		21	115	19.2
IP Over 2L		24	19		18	21	13	95	19.0
IP Under 2L		26	15		20	17	15	93	18.6
Formula Cars	17	14	18		13		18	80	16.0
Formula Ford	14	14	17	20	11	18		94	15.7
Prod Sports	11	11		27	6			55	13.8
Super Sports		9	13	8	10		12	52	10.4
<b>Total</b>	<b>148</b>	<b>167</b>	<b>197</b>	<b>182</b>	<b>141</b>	<b>142</b>	<b>157</b>	<b>1134</b>	

You will see that the Formula Vee was largest single class of the eleven NSW MRC classes in 2014 for total number of entries, just ahead of Production Touring, who have the highest average fields, although Formula Vee competed in six rounds of the MRC while Production Touring competed in five rounds. You will also see that a number of categories are not pulling their weight, despite getting the same track time as all the others. Changes are inevitable in the near future for the NSW Motor Racing Championships in order to keep the MRC viable.

Congratulations to all the Formula Vee competitors who participated in the 2014 Australian Institute of Motorsport Formula Vee NSW State Championship for making this year one of the greatest Formula Vee years in nearly thirty years of being trackside.

Facebook often gets criticised for being an uncontrolled outlet of emotion, sometimes tempting people to say things they may not say when face to face. Of more concern is that what people write can easily be misinterpreted, resulting in hurt and concern, and ultimately in conflict. Unfortunately, this has been the case recently. How about you say nice things on Facebook, and keep frustrations to behind doors?

**AGM**  
**AGM**  
**AGM**  
**AGM**  
**AGM**  
**AGM**  
**AGM**

The Formula Vee Association of New South Wales is a volunteer association which has a proud 50 year long history of managing and promoting Formula Vee in New South Wales. After 50 years of doing so, our grids are just about as healthy, our driving just about as competitive, and our cars certainly better engineered and prepared, as any time in the last 50 years. This proud history has not come about by accident - it has been for no other reason that hard work, commitment, and vision, of the countless number of people who have played their part in the Formula Vee movement. Remember one thing - things don't simply happen without people making it happen. Please make every effort to attend the Annual General Meeting on the 26th of November and play your part in the management of our great association.

# News

## COMPETITION NEWS AND NOTICES



### Important Information every member and competitor should know

It may be no surprise to learn that the rules for starting and completing qualifying sessions are not consistently followed from race meeting to race meeting. The inconsistencies are being discussed by the CAMS NSW MRP with the aim of eliminating any ambiguity in the rules, at least any ambiguity that a Clerk of the Course may find, which starts at the first line!

#### **5.2 PRACTICE IS COMPULSORY:**

(i) Unless specifically permitted by the Clerk of the Course, each Driver and relief Driver shall complete at least three timed laps in practice and/or qualifying unless otherwise specified in Supplementary Regulations. Failure to do so may result in exclusion from the event.

(ii) When it is impossible for a Driver to practice in the automobile in which he intends to race, he may be permitted, at the discretion of the Clerk of the Course, to practice in an automobile of similar type. Lap times so recorded shall not count for grid positions, nor any awards.

(iii) In the case of a Driver who fails to appear for practice or does not practice, the following shall apply:

If the holder of a Level PC, PCC, NC, CC or International circuit racing licence can provide evidence that they have participated satisfactorily as a Driver in a Race or Speed activity on the circuit previously, permission to race on race day may be given, but only in exceptional circumstances and at the discretion of the Clerk of the Course. If granted, such Driver shall start their first race from the rear of the grid.

Following the release of CAMS Bulletin B14/034, Hoosier tyres can now be used in all Formula Vee competitions. Fortunately, if you have little-used Dunlop tyres in your shed or on your Formula Vee, you will still be allowed use those Dunlop tyres throughout 2015, right up to midnight on the 31st of December. The Dunlop tyres have served Formula Vee in Australia extremely well for many years now, and we can only thank Dunlop, and to their NSW agent, Gary's Motorsport Tyres, for their incredible support for all those years.



Although the 2015 NSW MRC calendar is now finalised, for Formula Vee there are still decisions to make, not about which city to race in (Sydney or Goulburn), but which circuit to race on. Amazingly, it seems that Formula Vee is the only category out of eleven that likes to race on different circuits. In particular, we like to race on the SMSP North Circuit. None of the others do. If they had their way, all Rounds and all races would be on the SMSP GP circuit. So there may be a possibility that at one or two of our SMSP rounds, one or two of our races could be on the North Circuit. Stay tuned.

Do you read the CAMS Manual in bed before you turn the light off? Well, the CAMS Manual may be a good cure for insomnia, but it is the Bible of motorsport in Australia, and all the words within it affect almost your entire motorsport life, no matter how big or small. You may not know that CAMS can amend provisions in the CAMS Manual as each year progresses by issuing Bulletins. Below are a list of the most recent Bulletins that affect Formula Vee competitors and engineers.

**B14/042** - Changes to NCR 193 to allow the CEO of CAMS to impose a sentence of suspension

**B14/041** - Changes to amend the minimum penalties for pit lane speeding

**B14/034** - Changes to Formula Vee rules, including allowing Hoosier tyres and clarifications to engine rules.

**B14/026** - To clarify a number of items in the Formula Vee Technical Regulations.

**B14/012** - More amendments to the Formula Vee Technical Regulations

**B14/003** - Changes to Schedule F - Aerofoils and coachwork

If you don't live in somewhere like Antarctica where the Internet hasn't arrived yet, it would be good practice to occasionally have a look at the Bulletins section of the CAMS web site to keep up to date.

**DON'T FORGET, NECK AND HEAD RESTRAINTS ARE COMPULSORY FOR 2015**



# RACE SHOTS - THE FVANSW'S OFFICIAL (WET) PHOTOGRAPHER



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots



Image Courtesy of Race Shots

**FOR ALL YOUR WET, AND DRY, WEATHER RACING PICTURES,  
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**TRAINING** WORDS BY THE AUSTRALIAN INSTITUTE OF MOTORSPORT

# STUDENTS DRIVEN BY ON-TRACK PERFORMANCES

Andy Goodall Training and The Australian Institute of Motorsport are best known for their Motorsport and Automotive Technology qualifications.

**T**he Australian Institute of Motorsport (AIM) students design and build the Institute's racing cars and project vehicles and fabricate all of the components that go into making these vehicles. They have just finished a huge project to turn a 25-year-old truck into a state-of-the-art motorsport transporter, which is the talk of the race paddock on testing and race days. After recently completing an entire engine and automatic transmission transplant, with a Cummins ISB 6.7L Turbo Diesel engine matched with an Alison 9-speed Automatic Transmission, the truck now has about 440hp and 1000 foot-pound of torque at the rear wheels.

A major challenge with this project was updating the old truck to suit the new engine and transmission. The components requiring changes included radiators, intercoolers, trans coolers and complete electrical, including a custom-made wiring harness. After all the teething problems the truck now cruises on the highway like a dream and is equipped with all the mod cons.

The truck has successfully made the journey to Sandown for Round 2 of the Victorian State Circuit Racing Championships. Onboard were the Institute's mobile race simulator and open-wheel race car project, AGR01. The students spent the weekend talking to

spectators and giving many fans a day they will not forget by letting fans drive the Sandown in the race simulator.

The Institute currently has three racing cars in various stages of completion, one being a Formula Vee which is competing this year in the New South Wales and Victorian State Championships, as well as the Formula Vee National Challenge. AIM is the major category sponsor for both Formula Vee Victoria and New South Wales. The Institute has made a huge commitment to give entry-level open-wheel racing more exposure in 2014 which has resulted in larger fields and many new competitors enquiring about careers in motorsport.

As part of the program, AIM students are required to participate in the Institute's real race team. Students produce cars that race, so the Institute is able to offer the total experience of engineering, engine performance, building, logistics

**AS PART OF THE PROGRAM, AIM STUDENTS ARE REQUIRED TO PARTICIPATE IN THE INSTITUTE'S REAL RACE TEAM.**



*Some of the races happening this year include New South Wales and Victorian State Championships and the Formula Vee National Challenge.*

46 AUSTRALIAN CAR MECHANIC

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Students take part in a real race team with positions including drivers, trainers, crew and support team.

and motorsport management. The unique training style, a flexible blend of theory and practice, has led to Andy Goodall Training and The Australian Institute of Motorsport becoming a leading player in automotive education, in association with GOTAFE, after only a few short years.

A recent addition to the fleet of racing

**GONE ARE THE DAYS  
WHEN THE TEAM RELIES  
SOLELY ON A DRIVER TO  
COME INTO THE PITS  
AND MAKE CHANGES TO  
THE CAR.**

vehicles is a 125 Max Superkart that the students have rebuilt. Their project was to bring the kart up to current specifications and rebuild the engine. After successful testing sessions, where they have learnt different set-ups for a range of differing conditions and handling at Bryant Park, they are preparing the kart for its first official outing at Phillip Island in August. Through these testing sessions the students have learnt the difference the tyre pressures makes to the handling of a kart, the importance of carburettor tuning

and the importance of changing weather conditions. Working on the kart provides students with an understanding of the basics of racing before moving on to the race car, from removing and refitting tyres, track set-ups, fuel mixing and general race maintenance and preparation.

The Institute is currently looking to expand its Superkart program by adding a 125 or 250 gearbox kart into the program in 2015. Compared to the Institute's

current Superkart, this will run in a higher class than the current Superkart and is much faster with an average lap time for a 125 Max Superkart at 1:56 around Phillip Island Grand Prix Circuit whilst a 250 gearbox kart does a 1:38. This kart runs wings and slicks and an ex-Grand Prix bike engine, i.e. HRC RS125 or 250.

AGR02, the sister car of AGR01, is well underway in its build program with the students fabricating the necessary





components and honing their engineering and welding skills. The car will go through comprehensive testing prior to being added to the racing program in 2015. This will bring a new set of challenges to the race team as they've only had one car to prepare and race this year. Two cars will bring different dynamics to the crew, drivers, trainers and support team with both cars having different suspension architecture and setups. Also, theories for the many components still require testing. The Institute intends to test the cars back to back using them in different configurations at the same tracks competing against each other. This gives the students experience and the opportunity to learn about the development process and also allows them to make changes within a controlled environment.

Both cars will utilise full data acquisition systems. Gone are the days when the team relies solely on a driver to come into the pits and make changes to the car. The Institute teaches its students to understand how to analyse and interpret the data that is gathered from the car after each session before making appropriate changes. These changes can then be made to enhance the performance of the vehicles.

Both cars are also fitted with Stack Digital Video Loggers, a HD video recording system that logs data that allows for synchronised video logging. The Institute's current system

uses a state-of-the-art system incorporating four cameras per vehicle.

All data gathered can be used on the Institute's simulators, which the institute has become famous for. The students analyse data gathered from the real car and simulate potential changes to handling and set-up. As many students are not race car drivers, this gives them an understanding of how changes affect the 'feel' and speed of the car.

AGRO1 continues its 2014 Testing and Competition program, with a new driver in the seat for the remaining rounds in the New South Wales and Victorian State Championships. The two remaining rounds at Phillip Island Grand Prix Circuit in Victoria will bring a new level of professionalism for the students with the October round being Round 3 of the Victorian State Circuit Racing Championship and Round 3 of the Formula Vee Australian Series. The last round for the year is the prestigious Island Magic, which is the final round of the Victorian State Circuit Racing Championship. This year the event will also be the 2014 Formula Vee National Challenge, which is presented by the Formula Vee Association of Victoria. A field of over 50 cars is expected.

The Institute's next exciting addition to the Motorsport program, in association with partner GOTAFE, is an Arrow Clubman.

This car will be added to the program in late 2014 and will provide students the opportunity to fabricate, design and develop performance enhancements for the vehicle. The students will be involved in developing a new body for the car, which will improve the car's aerodynamics. There will also be a power plant producing approximately 300hp and a sequential gearbox. This vehicle will ultimately be used as a track car competing in sprints, regularity events, drive days, driver training and circuit racing events. This car will also be fitted with a full data acquisition and Stack Digital Video Logger.

The Institute will also complete its Mono Pesto race car as part of the Diploma course studies. This vehicle will have approximately 250hp, wings and slicks and an estimated top speed of 270km/hr. This vehicle is the flagship of the Institute's engineering and motorsport design capabilities with all design and fabrication being carried out to a budget totally in-house. The vehicle is expected to be finished by the end of 2015.

Along with all these great projects there will also be a new addition to the program in the form of a racing sedan. Andy is currently looking at different categories that would interest the students and provide a platform for students to enter V8 Supercars as Race Technicians and Engineers. **ADM**



Some projects at AIM include rebuilding entire engines.



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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](mailto:president@fvansw.asn.au)

We have previously reported that Andy Goodall, the man behind the FVANSW's main sponsor, Australian Institute of Motorsport, had been twice stricken with serious health afflictions in the last couple of years. We can now happily report that Andy is in much better health, and is back at work running the Australian Institute of Motorsport in Melbourne as well as running his incredible Supavee Formula Vee racing team. Good news!



Perhaps the greatest Formula Vee competitor of the modern (2000's) times, Dylan Thomas, is also a world traveller. Dylan travelled the Americas to chase the Formula One circus to Austin, Texas, and then to Sao Paulo in Brasile. The two weeks of constant travelling this trip entailed was so tiring that Dylan needed a nice restful holiday on his return! Dylan's story in his travels are on page of this Veemag.

Beloved Canberra Formula Vee racer, Bruce Perry, has finally taken the step up to a newer generation Formula Vee by taking ownership of the now ex-Tom Ballard F2K98 Jacer. Bruce will now park his long-serving and trusty ex-Neil Turner and ex-Morgan Freemantle ASTEC for a while. Incidentally, did anyone know that ASTEC stood for "A Superior Turner Elfin Copy"?



Another beloved Formula Vee driver, Gary Hook, looks like having his life of living in the tropical rain forests inland of Cairns soon come to an end, after which he may be found living in the exciting regional coastal city of Kempsey, which is 419.1 kilometres North of Sydney. I guess this means he can now stand for the committee again, and attend committee meetings on the second Wednesday of every month?

Rumours abound regarding which category and which car a certain former FVANSW State Champion, and current Australian Series winner, may turn to for 2015. Who is the driver, and what is the car, and in what category?



The FVANSW has now loaded up the Youtube videos of the Sunday races of the last two rounds of the 2014 Australian Institute of Motorsport Formula Vee NSW State Championship. Look for NSW Formula Vee, or for Veetube, in Youtube, and enjoy the hours of Australian Institute of Motorsport NSW Formula Vee State Championship racing.

FVANSW Life Member, Ian "Chivo" Chivas, was subject to a serious incident in late October which resulted to serious injuries to one of his hands. A number of micro-surgery procedures have now been completed to repair his hand, and Chivo is now taking a well-deserved rest for a short time while his injuries heal. At least the incident took place after the last round of the DBYD Super Six Championship! Everyone at the FVANSW wishes Chivo a speedy recovery.



Seventeen Hyundai Excels took part in a recent Festival of Sports Cars meeting at SMSP. With numbers like this, the Excels could make for a new class to enter the CAMS NSW MRC and increase the total number of entries, which would benefit all competitors.

The Formula Vee Association of New South Wales continues to contribute to the world's population explosion almost on a monthly basis. Former FVANSW 1200 State Championship runner-up, Sean Birk, with his lovely wife Mel, brought Harley into the world in September. Sean and Mel's daughter, Savannah, now has a brother to teach her how to drive when she grows up!



By all reports, Aaron Pace has shown lots of pace in early testing in the fast ex-Craig Conlon. Expect Aaron to be a top candidate for Rookie of the year in 2015!

# INSIDE LINE

## NEWS AND GOSSIP IN THE FVANSW

### FORMULA VEE MEMBERS AND SUPPORTERS

#### PROMOTE FORMULA VEE AT KART EVENTS AROUND NSW

A number of Formula Vee Association of NSW members and supporters have been busy promoting Formula Vee at two karting events over 400 km apart on the same day in mid November.

Formula Vee young superstar, Daniel Stein, entered the Port Macquarie Kart Club Rotax State Titles race meeting, and he took along his Sabre to help promote Formula Vee while he was there. Daniel had Formula Vee information packs to hand out, and he took his Sabre for a few laps of the tight kart circuit. Thanks to Daniel for his initiative.



Meanwhile, 400 km South of Port Macquarie, the FVANSW resident Cecil B DeMille, Sean Scott, and "Mr CXC", David Thomas, took the Number 1 F2K14 Jacer and the Number 68 Dylan Thomas Stinger out to Eastern Creek Karting circuit next to Sydney Motorsport Park to get Formula Vee up and close to karters, while Sean's son, Darian, was racing his kart. Thanks go to everyone who took the time out to load, pick up, and unload, their Formula Vees for these displays.

### FORMULA VEE DISPLAYS AT THE V8SUPERCARS HOMEBUSH 500

The FVANSW will be displaying two of our best presented Formula Vees at the upcoming Homebush 500 V8 Supercar race on the 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup>, of December. Daniel Stein and Jacer have graciously provided their Sabre and Jacer for the display, which will be on display as part of the Raceline Auto Show, where hundreds of car clubs and street machines are on display as part of a national show competition. Last year, the two Formula Vees had pride of place in the foyer of the Homebush Showground Dome where thousands of people walked past and had a look at the great Paul Corcoran Checkmate and the James Horne Polar Formula Vees on display. Any assistance with manning the display would be appreciated, so if you spectating at Homebush, come over to the display and hang around for a while.



## NEW HYBRID HEAD AND NECK RESTRAINT ENTERS MARKET



There is now an alternative to the traditional neck restraint that has some unique differences. Simpson has released a new Hybrid Sport restraint that is the only **FIA approved** Head and Neck Restraint on the market that **protect during front, offset and side impacts**.

Designed for easily exiting the car without the danger of getting hung up on other gear, the device sits on your back/shoulders, not over the chest or collarbone. They also provide improved maneuverability.

The new restraint is lighter, weighing in at 20% less for the large, including hardware; and the DuPont carbon/polymer construction has defined wings for better harness containment. The sliding tethers and multi-tether system enhances the side to side range of movement and field of vision. The Hybrid Sport is both SFI 38.1 and FIA certified. Low profile. No high back to hook on the bars on exit. Multiple load paths to dissipate head loads. Buckle attachment in front. No bulky straps underneath

The Hybrid Sport is supplied ready to fit to your existing FIA Hans posts or can be specified with optional M61 quick release tethers/anchors. These M61 anchors are fitted in place of your original Hans posts.

HANS - Post Anchor - These tethers allow the driver to use the Hybrid device with helmets that have standard fitment HANS anchors already fitted (or the correct approval to retro-fit anchors). Approved for helmets FIA 8858-2002 / FIA 8858-2010 standard or higher.

M61 - Quick Release - These tethers allow the driver to release the restraint by a simple pull on the cord attached to the helmet. Approved for helmets FIA 8858-2010 standard or higher. Ideal for Rallying where the helmet may be taken on and off more frequently (i.e. between stages).

**Please note - the image shown to illustrate the slide tethers is actually of that of the full carbon Hybrid Pro Slide model. The sliding tethers work just the same on the composite version**



**FORMULA VEE POLO T-SHIRTS**  
**\$35 EACH ALL SIZES**  
**(SOME SIZES MORE THAN OTHERS).**



**Contact Ray Filetti 0404078636**

# INSIDE LINE **SNIPPETS**

Former FVANSW Hot Shot, Aaron Russell, made national headlines by finishing the V8 Supercar Development Series 250 km race at Mount Panorama in sixth place, taking much of the television limelight.

The FVANSW had two links with the F1000 races at the August race meeting at Barbagallo Raceway near Perth in late August, with 2009 FVANSW State Champion racing side by side with Leanne Tander, who is the sister of former FVANSW lady racer, Belinda Ferrier, with Leanne taking pole and Race 1, Adam taking Race 2, and Leanne taking Race 3

Dylan Thomas steered a Mazda RX7 to a fast time at the recent Yokohama World Time Attack event at Sydney Motorsport Park in early October. Dylan has done so much racing lately, he can't walk in a straight line!

Former FVANSW racer, and the greatest FVANSW Life Member, Ian Chivas, is now making headway in the Shannons Nationals-based series by finishing in the top ten at the most recent Shannons round at Wakefield Park in mid October.

A number of current and former Formula Vee drivers attacked the Valvoline Winton 300 in early September. FVAA President Mark McKay finished 5th in a BMW 328, Daniel Reynolds co-drove with Matt Stubbs to finish 7th in Daniel's MX5, Tim Brook finished 10th in Dylan's Evo 9, Jon Collins finished 14th in a Future Racer, Anthony D'Anna finished 21st in a BMW M3, but unfortunately Lachie Higgins DNF'ed in another BMW M3. Well done guys!

FVANSW State Champion and 2005 National Titles winner Ryan Simpson backed up his 2013 V8 Touring Car Series title with a closely fought second place in the 2014 Series after coming second at the last race at Sydney Motorsport Park in early November.

Former mid 1990's Formula "Rat Pack" member, Tyler Mecklem, time-attacked the World Time Attack round at SMSP in mid-October, driving a Toyota GT86 to a 1.44 lap time.

Former FVANSW State Champion, Adam Proctor, won the closely fought 2014 Australian Sports Racer Championship at Sydney Motorsport Park in late October after passing the pointscore leader, Roger l'Anson and his West, with four laps to go in the last race of the year.

Former FVANSW Formula Vee racer, Daniel Pauperis, raced his Porsche 924 at the Festival of Sports Cars race meeting on the SMSP South circuit in mid November, Daniel Qualifying 9th, and finishing 9th, 11th, and 12th. Daniel's dad, Ralph, also raced in his Porsche 914/4.

Yes, Dylan Thomas finally collected a trophy by winning the final trophy race of the weekend at Wakefield Park in August.

Historic Formula Vee Association of Australia

Historic Vee Owners, Racers & Enthusiasts

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

## LEIGH PORTER (SADLY) HANGS UP HIS HELMET

Picture by Dean Perkins of Race Shots and FVANSW



The FVANSW's most recent Life Member, Leigh Porter, has hung up his helmet. One too many crashes, one too many nervous moments for Liz, and another bent Jacer chassis, was enough for Leigh to make the move into the next phase of his motor racing life.

Leigh is a living embodiment of motor sport. He has been racing for all his adult life, being a fixture at Amaroo Park and Oran Park in Production Sports Car races throughout the 1970's and 80's. Leigh's hard work and ability paid off in 1973 when he won the NSW Production Sports Car Championship, and held lap records at Amaroo Park and at Oran Park at the same time in his Datsun 2000 sports car!

Leigh passed the family motorsport baton on to his son, Ben, who raced karts before arriving at a Friday practice day in a Kestrel Formula Vee in November 1999. Ben started racing his Kestrel in 2000, and was soon winning Formula Vee races. Leigh's competitive spirit drove him to purchase the incredible Jacer V2K99 in 2005, and immediately started racing wheel to wheel with son Ben and all his fellow Formula Vee competitors, Leigh doing almost all the work on the Jacer, including engine building, himself.

Leigh barely missed a race meeting from that first Formula Vee race in 2005 right up to his disastrous crash at Bathurst in early 2013 which resulted in an extensive, and very uncomfortable, period of time in a back brace. But the brace proved to be a nothing more than minor impediment, with Leigh spending every possible moment working on his Jacer to get it ready in time for the 2014 season.

Leigh was awarded an FVANSW Life Membership at the 2013 Presentation ceremony for his contribution to the management of the FVANSW, the Clemenger International Freight Australian Formula Vee Series, and to the FVAA, as well as for his love of motorsport and race car driving.

All of Formula Vee will miss Leigh's yellow Jacer and his sportsmanlike attitude to motor racing on and off the track.

**PROMOTE FORMULA VEE AT EVERY OPPORTUNITY  
TELL YOUR MATES TO JOIN THE FVANSW AND GET A FORMULA VEE**



## 50<sup>TH</sup> ANNIVERSARY OF FORMULA VEE IN AUSTRALIA 1965 - 2015

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

2015 marks 50 years of Formula Vee motor racing in Australia. The first Formula Vee race was held at Warwick Farm raceway in December, 1965. To launch our 50<sup>th</sup> year of Formula Vee racing, FVANSW in conjunction with Wakefield Park, will hold a race meeting on the weekend of February 14 & 15, 2015.

The weekend will include:

**Open practice sessions** for all competitors

**Round 1 2015 Formula Vee Australian Series**

**Round 1 of FVANSW Club Pointscore**

**Races for all Historic and non-National Series competitors**

**Regularity events** for those enthusiasts who own a Formula Vee but may not own a current CAMS license and do not want to be part of the weekends Formula Vee racing program. Get yourself and your Formula Vee on the track and participate in a regularity event. AASA Competitors Licenses can be purchased on the day to make you eligible to participate.

**Parade Laps & Car Displays** – Get your car out of the shed (1200 and 1600). No excuse not to participate in filling the Wakefield Park grid – this will make for a great photo.

**Party & Awards Dinner** – Saturday night dinner & celebration at the Goulburn Worker Club

Our meeting aim is to bring everyone involved in Formula Vee, both past and present, together to celebrate, reminisce, race, and show off all things Formula Vee. Whether you are a current day racer, a Formula Vee car owner, or someone who has been involved in Formula Vee in the last 50 years (racer, car owner, committee member, pit crew, car or engine builder, enthusiast, etc), we want to see you at this event

Many of the great names of Formula Vee and of Australian motorsport will be present, like John Smith, Dennis Riley, Doug Angus, Graham Engel, Bernie Haehnle, Paul McDonald, Frank Kleinig, Verona Larkin, and many others.

So save the date and get ready - we want all Formula Vee cars to be pulled out of the sheds, cleaned up and be ready for what will be a great weekend of Formula Vee activity and celebration.

## PHOTOS OF THE MONTH



Any true motorsport enthusiast will be thrilled at the site of a Sainty Top Fuel engine in pieces. Completely designed and almost entirely built at the incredible Sainty family workshops in Wentworthville, Sydney, almost every component of this engine – block, heads, pumps, camshaft, pumps, gaskets, etc, etc - are CNC milled in house. Even the head bolts are made in-house! These photos of a Sainty Top Fuel engine were taken at the last round of the ANDRA Nationals at Sydney Dragway. The Sainty approach is to let all their fans into the heart of their operations at race meetings, including offering drinks and lunch to whoever may be standing nearby. If only all race teams had the same open and appreciative approach.



Our international friends may be interested to see what a driver's briefing at a typical Australian race meeting looks like - half sleeping competitors listening to boring speeches? Well maybe, but this picture of the Saturday morning drivers briefing at the final round (Round 7) of the CAMS NSW Motor Racing Championship shows highly motivated competitors listening to the Chairman of the CAMS NSW Motor Racing Panel, Mike Barry, and Vince Morgan, Clerk of the Course. Formula Vee was absent from this Round. That's why they must look so motivated!



**CLEMINGER INTERNATIONAL FREIGHT**  
Automating and Simplifying Freight Management



## **THE FVANSW'S TIM BROOK AND JACER WINS THE 2014 CLEMINGER INTERNATIONAL FREIGHT AUSTRALIAN FORMULA VEE SERIES!**

### **DYLAN AND MICK MAKE IT AN FVANSW CLEANSWEEP!**

Photos by FVANSW

Tim Brook, the 2013 Australian Institute of Motorsport NSW Formula Vee State Champion, added the 2014 Clemenger International Freight Australian Formula Vee Series to his long portfolio of motor racing credits after strong results at the last round at Phillip Island on the weekend of the 4th and 5th of October.

Tim continued his incredible late 2014 form in the incredible F2K14 Jacer at Phillip Island to qualify second, and finish second and fifth in the first two races of the last round of the National Series, which coincided with Round 4 of the Victorian State Circuit Racing Championships. These results gave Tim enough margin to rest out of the final race of the weekend to save his factory-engineered Jacer F2K14 for the upcoming Formula Vee National Challenge at the same venue in late November.

Tim's enthusiasm for the National Series made him a deserved winner following his great results in Round 2 of the Series at Sydney Motorsport Park in July, where he edged out the great Tasmanian Formula Vee driver, Kieran Glover, the dominator of the first round at Mallala from behind the wheel of the Paul Corcoran built Checkmate.

As the Australian Series progressed through the rounds, FVANSW drivers Mick Kinsella, and Dylan Thomas, edged closer to the top of the pointscore, and by the end of the final round at Phillip Island, Mick and Dylan secured the second and third places in the Series, making for an FVANSW clean sweep!

Congratulations to Tim, Mick, and Dylan, and all the other FVANSW drivers who travelled interstate to Phillip Island – Stephen Butcher, James Horne, Leigh Porter - you have done the FVANSW proud. Thanks go to the Clemenger International Freight for their support of the Series, to Series Director, Leigh Porter, and to all the interstate competitors for travelling from all points across Australia to participate in the Series.



## THE FVANSW ATTACKS THE 2014 FORMULA VEE NATIONAL TITLES AT PHILLIP ISLAND

As you read this, a large group of FVANSW drivers and pit crew are making their way to the world famous, and incredibly beautiful, southern Australian circuit of Phillip Island to attack the 2014 Formula Vee National Challenge on the 29th and 30th of November.

One of the largest Formula Vee National Titles fields for years - 58 entries - will attack the Phillip Island circuit, fourteen and a half of whom will be representing the Formula Vee Association of NSW – a great turn out for NSW which could have been so much greater if several FVANSW competitors had their late entries accepted.

All the FVANSW members who remain back in NSW look forward to seeing one of the great FVANSW drivers, or the great Paul Corcoran (the "half") and his Kieran Glover driven Checkmate, bring back the famous gold Nationals trophy, and we wish them, their pit crews, and all the Victorian and interstate competitors and pit crews, a safe and competitive weekend.

2 CGR Performance Stephen Butcher Stinger  
3 Hankook Competition Darren Williams Jacer  
19 CXC Team Stinger William Pym Stinger

36 CXC/Definitive Drafting Tim Brook Jacer  
38 KE Power Michael Kinsella Jacer  
39 Pearce Plumbing Mathew Pearce Lepton

41 CXC Global Racing Matthew Bode Stinger  
50 Pace Drilling Simon Pace Mako Mk2  
59 Pearce Plumbing Bruce Pearce Jacer

68 CGR Performance Dylan Thomas Stinger  
72 Corsica Kleinig Gary Ogden Corsica  
79 Classic Vee Racing Steve Wood Spirit

80 One Stop Battery Shop Daniel Stein Sabre  
87 House of Tickets James Horne Polar  
91 Australian Institute of Motorsport Kieran Glover (FVAT)/Paul Corcoran (FVANSW) Checkmate



Checkout Natsoft Race Results throughout the weekend to follow the results of the heats and the finals.

## RACE REPORT ROUND 5

2014  **NSW FORMULA VEE STATE CHAMPIONSHIP**  
**AUGUST 16/17 WAKEFIELD PARK**  
 Pictures by Dean Perkins of Race Shots



### PEARCE AND THOMAS TAKE OUT ANOTHER ROUND PEARCE TAKES OUT THE 1200 CHAMPIONSHIP!

Wakefield Park in wintertime brings with it the expectation of cold, miserable, grey, weather. As the Formula Vee community neared the nearby city of Goulburn from the North and from the West on Friday morning for practice, Wakefield Park was unfortunately failing to surprise.

And so after Friday practice, the cold, miserable, grey, weather remained in place for Saturday morning before qualifying for Round 5 of the Australian Institute of Motorsport 2014 NSW Formula Vee State Championship. No one could tell that a weather surprise was approaching though.

#### Qualifying

1600 championship leader, Dylan Thomas, could only manage fifth place on the grid, Simon Pace and his Mako banked the pole position glory, ahead of occasional hero, Mick Kinsella, in his Jacer. Third place was stolen by the hapless James Horne and his Polar, James hoping to complete one of the first race meetings of the year following countless disasters. Darren Williams in his Hankook Racing Jacer followed James and headed Dylan. Behind Dylan was Tim Brook in the Jacer F2K14, Daniel Stein in his Sabre, then Simon Thomsen in his Stinger, these eight cars filling the fastest one-second bracket.

Jacob Andrews brought his Stinger in to an excellent ninth place, with Geoff Bennett (Jacer) and Morgan Freemantle (Jacer), sitting behind Jacob. A brace of experienced mid-fielders; Bruce Perry (ASTEC), Leigh Porter (Jacer), Garry Hook (Jacer), Alan Harrison (Harrison Vee), followed Morgo, with Simon Duffy (Jacer), Geoff Bassingthwaite (Jacer), then lead 1200 Matt Pearce (Lepton), Bernie Cannon (Kingfisher), Steve Cannon (Nimbus), and Will Pym (Stinger LSV), completing the cold grid.

#### Race 1

The air temperature was slightly warmer by the time Race 1, with the cold dense afternoon air spinning the engine in Michael Kinsella's Jacer to a sub 1min 08 seconds racing winning time after 16 laps of ice racing, with Mick being followed by James Horne, and advancing Dylan Thomas, Tim Brook, and Daniel Stein – a formidable quintet of cars that were separated by mere tenths for fastest lap times.

Daniel was closely followed by the pack of Simon Thomsen, Geoff Bennett, Garry Hook, and Morgan Freemantle, who managed a small gap back to the next pack of Bruce Perry, Leigh Porter, Geoff Bassingthwaite, and Alan Harrison, who raced hard all race.

Pole sitter Simon Pacer fell foul of the close racing after bumping another car and dislodging his nose cone, a black flag forcing him into the pits for an instant repair.

Mathew Pearce, led his fellow 1200 drivers over the line, with a relatively tight margin of only eleven seconds back to the fighting Bernie Cannon, who led son Stephen by a few seconds again, the fastest laps of the three 1200 cars being less than 0.7 seconds apart!

William Pym finished off the field, with early favourite Darren Williams only surviving two laps of the race after a technical succumbment, as did Simon Duffy in his Belconnen Blinds Jacer.

## Race 2

Sunrise on Sunday morning couldn't take place, the rain clouds had assured that. And so the Formula Vee drivers for Race 1 not only had wintertime in Goulburn to contend with, but also rain, heavy at times.

After 13 long laps of freezing misery, James Horne imposed his wet weather capability on his fellow Formula Vee drivers with a fastest lap more than 16 seconds slower than the pole time of yesterday. In another outstanding performance, Geoff Bennett sliced through the field from seventh position to cross the line just seconds behind James, with only fractions of a second further to Tim Brook and Dylan Thomas.

Morgan Freemantle, Michael Kinsella, and a charging Simon Pace brought their mud covered Formula Vees back to the pits after their race, with Jacob Andrew heading a spinning and mud covered Daniel Stein Sabre, with Bruce Perry just leading a charging Simon Duffy.

Leigh Porter, Garry Hook, and Alan Harrison chose discretion over glory by finishing with little drama, while Mathew Pearce followed in the fast 1200 Lepton led Geoff Bassingthwaite over the line, with Bernie Cannon, Bill Pym, and a dizzy Simon Thomsen closing off the field.

## Matt Pearce Wins the 2014 Australian Institute of Motorsport NSW Formula Vee State Championship

This race saw Mathew Pearce earn sufficient points margin over his 1200 class competitors to seal the 2014 1200 Championship in a dominating year of classy racing, with only one DNF spoiling his perfect winning record. Matt has a proud record of Formula Vee racing – his trusty Jacers in the 1600 class taking him to wins and front pack racing over several years. There could be no more serving State Championship winner than Matt – congratulations!

## Race 3

The rain pounded down all afternoon, giving the Formula Vee drivers no hope for a fast race, but in a performance never equalled in the last thirteen Formula Vee racing seasons, a 1200 car stole the outright limelight when newly crowned 1200 Champion Matt Pearce roared through the field from fifteenth place to finish in fourth, Matt clearly having resolved his wet weather understeer as well as maestroing his wet weather driving skills to his fellow competitors.

Matt was beaten only by the top three Formula Vee drivers of Dylan Thomas, Tim Brook, and Simon Thomsen, who followed basic rules by keeping his Stinger on the bitumen from the rear of the grid to pass twelve Formula Vees.

# BEHIND THE SCENES AT THE



AUSTRALIAN INSTITUTE OF MOTORSPORT

## ROUND 5 WAKEFIELD PARK

Pictures by Dean Perkins of Race Shots



**Stephen Cannon sprays the 1600 boys**



**Leigh Porter makes it around the last turn**



*Image Courtesy of Race Shots*

**James Horne didn't make it around Turn 2, but he did lead Lap 1 for a while**



**In the wet, Daniel Stein kept up his recent form**



# BEHIND THE SCENES AT THE



## ROUND 5 WAKEFIELD PARK

Pictures by Dean Perkins of Race Shots



**Jacob Andrews leads Mick and Simon**



Image Courtesy of Race Shots

**Bruce Perry slides down the inside of Morgo**



**Bruce then takes Simon but Mat is closing**



**Bill Pym keeps out Hookey**



**It's Tim's turn to hang it all out!**



**Simon Duffy with his great looking Jacer**

# Hoosier<sup>®</sup>

## RACING TYRE – A BRIEF HISTORY

From the Hoosier web site

Hoosier Racing Tyres, through Australian agent Max Dumnesy, is now the approved supplier of tyres to Formula Vee in Australia. You may not know that Hoosier are the largest maker of nothing but car racing tyres in the world. The history of Hoosier Tire is one of an American Dream come true for two young Indiana entrepreneurs who turned a personal vision into a reality.



Robert "Mr Hoosier" Newton and his factory in Plymouth, Indiana

It all began back in the early 50's when Robert "Bob" Newton, along with his supportive wife Joyce, began a successful racing career on the small asphalt tracks of northern Indiana. Bob, like many of his fellow drivers, was not satisfied with driving on street tyres with their limited sizing options and uniformly hard tread compounds. It was during these early days of "eating bologna sandwiches and sleeping on a creeper under his racer" that Bob had a vision to produce his own tyres specifically designed for racing.

So, in 1957, Bob and Joyce decided to begin producing their own race tyres by re-treading street tyres with softer compounds. They began their business in an old abandoned horse barn in South Bend, Indiana, selling their tyres to local racers. The "Hoosier" name was chosen for their company to reflect the origin of Bob's racing roots on the short tracks of the Midwest. The company colour of purple came from Bob's #4 race car. While the company had just two employees at first, it wasn't long before the business began to grow. Soon family members, friends, and neighbours, were being recruited to re-tread tyres. As the fledgling company began to master the available tyre-making technologies, they set their sights on producing their first race tyre specifically designed for racing. So, in 1962, Bob Newton did just that through an arrangement with the Mohawk Rubber Company in Akron, Ohio. For the next 16 years, Bob commuted from northern Indiana to Akron to design, engineer, compound, and oversee the production of his tyres.

Then, on Thanksgiving weekend in 1978, the Newtons were delivered news that could have ended the ever-expanding business that their small work force had worked so hard to develop. Mohawk was closing the Akron plant and, as a result, was about to end their ability to produce new race tyres. Faced with this potentially devastating news, Bob and Joyce made a decision that has changed the face of racing forever. With their long association with the local bank, they were able to mortgage their home and Hoosier Tire to raise the capital needed to build the world's first and only factory solely devoted to the production of racing tyres. Located in Plymouth, Indiana, just down the road from the corporate office in Lakeville, the factory began production in 1979 with just a handful of employees under the name "R & J Mfg. Corp." (for Robert and Joyce).

## Hoosier<sup>®</sup> RACING TIRE SPECIAL

During the early years of R & J, the secret rubber formulas required to produce Hoosier tyres were still being produced by outside suppliers. Finally, in 1985, as the business continued to grow, the Newtons were determined to eliminate the need to rely on outside rubber suppliers by developing the company's own in-house rubber production capabilities. So, it was back to the bank to obtain financing for the first million dollar mixing plant to produce rubber compounds strictly for racing tyres. The equipment purchased included the latest computer controlled "Banbury" to mix the complicated racing compounds as well as the components for an advanced testing and technology centre.

The Hoosier name, while well known in the racing community by the late '80s, was not yet a nationally or internationally recognized name. Then, in 1988, the company went Winston Cup racing, taking on the "Goliath" of the tyre business. Hoosier, in its first year of competition in the series, went on to capture 9 victories and worldwide fame. The following year, Hoosier tyres were on the winning car in the grand-daddy of all races, the Daytona 500. While this success was on a bias-ply tyre, work had already begun at Hoosier on producing a radial tyre that would work in racing applications.

In 1991, after three years of research and development, Hoosier introduced its own radial race tyre into the Busch Grand National series with great success. That same year, Bob took his vision of complete in-house control of the manufacturing processes needed to produce Hoosier tyres one step further. The company purchased a multi-million dollar, one-of-a-kind, new four-roll "Z" calendar to go into an equally new state-of-the-art calendaring facility next to the existing mixing plant. This innovation allowed Hoosier to apply rubber directly onto its own specially woven fabrics while maintaining the very tight tolerances that their engineers needed to build tyres that would perform under the speeds and heat of racing.



In 1992, Hoosier took another bold step and decided to build its second tyre building plant in preparation for the company's return to NASCAR's Winston Cup series. This tyre plant was solely devoted to the manufacture of tubeless radial race tyres constructed with inner safety shields and designed to run on super speedway tracks at speeds in excess of 200 mph. In 1994, after three successful seasons in the Busch series, the company made the move up to the premier NASCAR Winston Cup series where it went on to enjoy its most successful season to that time. In that year, the talented Geoff Bodine claimed victory on Hoosier's innovative radial race tyres four times in the #7 Exide Battery/Montgomery Ward "Auto Express" Ford.

The following year, Hoosier attempted to have NASCAR waive its "tyre count rule" which required all participating tyre manufacturers to bring enough tyres to every race to supply the needs of all of the cars in the field. With this rule in place, Hoosier was required to produce roughly 2000 tyres a week to sell only a few hundred during each event. This rule eventually proved too costly for the company to endure, so a financial decision was made to exit the top two NASCAR series, much to the displeasure of many racing fans. Despite this setback, Hoosier's overall success and growth in the industry continued.

In 1995, Hoosier was chosen as the sole supplier for all series events for the Automobile Racing Club of America (ARCA). This allowed Hoosier to continue developing tires for super speedway tracks. Also, the funding which had been used in the Winston Cup and Busch series was now available to assist an explosive growth plan which the company initiated at this time. Over the next several years, additional professional staff were added, including more engineers, compounders, product managers and track support personnel. The company financed further plant expansions and added more equipment. More production personnel and administrative staff were hired. All of this allowed the company to continue participating in its existing racing venues even as it penetrated additional markets while still assuring all of its customers a reliable supply of high quality racing tyres.

## Hoosier<sup>®</sup>

RACING TIRE SPECIAL

In 1998, Bob and Joyce made the decision to re-name "R & J Mfg. Corp.," the manufacturing side of their growing company, as "Hoosier Tire & Rubber Corp." This removed the shroud of secrecy which the company had maintained within the community and industry concerning its manufacturing base.



In 1999, 15-time Pennzoil World of Outlaws champion Steve Kinser signed a 2-year agreement to exclusively run Hoosier tyres in 2000 and 2001. "The King of the Outlaws" went on to capture an unprecedented 16th series championship his first year running the Hoosier brand. This also allowed Hoosier to lay claim to their first Pennzoil World of Outlaws championship title in the history of the company. The success of Kinser and Hoosier during the 2000 campaign was recognized by the National Sprint Car Hall of Fame Museum with Steve Kinser being awarded the "Driver of the Year" award while Hoosier President and CEO, Bob Newton, was awarded the "Builder/Manufacturer of the Year" award.

The turn of the century also saw Hoosier Tire & Rubber Corp. complete a massive multi-year plant consolidation and upgrade program which brought all operations together into one sprawling complex. Through the dedication and hard work of countless people within the Hoosier organization, the 3-year project was completed in just 18 months.

In 2012, the decision was made to bring both the manufacturing arm in Plymouth and the sales and marketing arm in Lakeville together under one corporate identity. It was at this time that the manufacturing facility (Hoosier Tire & Rubber Corp.) was renamed Hoosier Racing Tire Corp.

Today, Hoosier Racing Tire Corp. is the largest race tyre manufacturer in the world and all Hoosier race tyres are still proudly "Made in the USA." The company continues to be privately owned and operated by the Newton family, co-founder Joyce Newton along with many of the Newton family members remain actively involved in the day-to-day operations of Hoosier. Hoosier has grown to be one of the largest employers in Plymouth, Indiana producing over 1000 different types of race tyres. The company has its own 300-mph test wheel; a technology centre; state-of-the-art, fully-integrated production facilities recently adding a high-tech mixing plant, with enough capacity to produce not only for Hoosier Racing Tire, but to have the ability to produce rubber for additional entities; not to mention a model sales and distribution network in Lakeville, Indiana which others seek to emulate.

The pride that exists among those associated with Hoosier "family" continues to be the focal point of the success the company has enjoyed over the years. Joyce and the Newton family, as well as others involved in the racing industry, marvel at the success and growth of the original business the Newtons started almost 60 years ago. At Hoosier, we know that if you build a company with talented, hardworking people who care, and produce a product that performs at an affordable price, you will satisfy the needs of your customers and both you and they will be winners. This philosophy has been, and will continue to be, the secret behind Hoosier's success in building **"Tires Designed for Champions."**

PS If you didn't know, **"Hoosier"** is the official demonym for a resident of the U.S. state of Indiana. The origin of the term is not certain, but "Hoosier" was in general use by the 1840's. Indiana adopted the nickname "The Hoosier State" more than 150 years ago. Today, "Hoosier" is used in the names of numerous Indiana-based businesses and organizations. Like tyre companies.

## RACE REPORT ROUND 6

2014  FIM  
AUSTRALIAN INSTITUTE OF MOTORSPORT**NSW FORMULA VEE STATE CHAMPIONSHIP****September 20/21 WAKEFIELD PARK**

Pictures by Dean Perkins of Race Shots



### THOMAS FINALLY WINS THE 1600 CHAMPIONSHIP!

One of Formula Vees greatest ever competitors, Dylan Thomas, finally earned himself a Formula Vee State Championship after his results in the final of the six rounds of the Australian Institute of Motor Sports CAMS NSW Formula Vee State Championship gave him enough margin to claim the prestigious New South Wales Formula Vee State Championship ahead of the reigning Championship incumbent, Tim Brook.

Dylan joins Matt Pearce as the two Formula Vee class Championship winners for 2014, as well as joining a long list of great Formula Vee State Champions from 49 years of Formula Vee racing.

#### Qualifying

In more humane conditions than experience at the rain-drenched last round at Wakefield Park in August, 22 Formula Vee lined up for qualifying on the Saturday morning, this session welcoming Andrew Grevis-James to Formula Vee racing for the first time. The Southern NSW highlands Spring weather still kept the air cool enough for fast times to be displayed by the Formula Vees.

By the end of the 20 minute session, Simon Pace (that's as in "P-ace", not as in "Par-Chay", the former Brazilian F1 driver) had again asserted his qualifying speed by stealing the pole position in his Mako, with Tim Brook continuing his annoyance role in the Jacer F2K14 less than 0.1 seconds behind, and Darren Williams, (Hankook Jacer), another 0.1 seconds back, and these three cracking the sub-1.08 minute barrier. Then followed a pack of Formula Vee separated by around 0.1 seconds each James Horne (House of Tickets Polar), Championship leader Dylan Thomas (CGR Performance Stinger), Daniel Stein (One Stop Battery Shop Sabre), Gary Ogden (Corsica), Simon Thomsen (CGR Performance Stinger), and Craig Sparke (Aston Electrical Jacer).

In more incredibly close time margins, the entire remainder of the 23 strong field were spread barely four seconds from front to back, with Jacob Andrew (Stinger), Garry Hook (incorrectly perhaps embarrassingly described as a "Queenslander" in his Jacer), Morgan Freemantle (Jacer), John McDonald (Mako), Bruce Perry (ASTEC), Alan Harrison (Harrison Vee), then Geoff Bassingthwaighte (Jacer), Mathew Bode (Stinger), Leigh Porter (Jacer), Simon Duffy (Jacer), and Rookie Andrew Grevis-Jones (Jacer), and William Pym (Stinger LSV) following next in the last of the 1600's, just 4.4 seconds behind the flying Pace.

With Matt Pearce's absence following his Championship winning pointscore attained at Round 5 of the Championship, the 1200 trophy was to be chased by Stephen Cannon in his trusty Numbus, and the refreshed Peter McDonald in his striking Kestrel. Unfortunately, Bernie Cannon suffered a technical problem that disallowed him from participating in Q1.

Following the Q1, Championship leader, Dylan Thomas, reserved the opportunity to claim the 2014 Australian Institute of Motorsport NSW Formula Vee State Championship at any of the final three races of the year depending on the results of his closest Championship competitors - Tim Brook or Simon Pace.

### **Race 1**

Saturday afternoon's Race 1 started and evolved in typical fashion, with nose to tail snaking from the green light to the flag, an exhausting 16 laps later, with four cars breaking the sub-1.08 minute barrier.

Young star Daniel Stein thrust his way to the race win in his Sabre, with a strong Darren Williams fighting Tim Brook for the second placing in his awesome Hankook Racing Jacer, Tim's consistency in the even more awesome Jacer F2K14 keeping him on the podium ahead of the next two sub-1.08 minute drivers of Dylan Thomas and James Horne (Stinger and Polar).

Gary Ogden demonstrated his Nationals-challenging pace by claiming two positions in the race to finish sixth in his self-designed Corsica, with Simon Pace dropping several places to follow Gary, Simon Thomsen making two Simons in seventh and eighth. Morgan Freemantle and Garry Hook completed the top ten in their Jacers.

The remainder of the 1600 field was completed by Leigh Porter (Jacer), Alan Harrison (Harrison Vee), Jacob Andrews (Stinger), Geoff Bassingthwaighte (Jacer), Matthew Bode (Stinger), Simon Duffy (Jacer), a fast improving Andrew Grevis-James (Jacer), and finalist Stephen Cannon (Nimbus). A large pack of DNF's sadly didn't see the chequered flag - Craig Sparke (Jacer), William Pym (Stinger LSV), John McDonald (Mako Mk 3), Peter McDonald (Kestrel), Bruce Perry (ASTEC), and Bernie Cannon (Kingfisher).

### **Race 2**

Before Race 2 of the weekend on the Sunday morning commenced, Championship Dylan Thomas had an impossible pointscore margin for Simon Pace to endure, and almost uncontactable margin for Tim Brook to bridge.

And so Race 2 was cut short by a frightening crash between Jacob Andrew and Leigh Porter on the fast downhill run before the Fishhook, before which 12 torrid Formula Vee racing laps were completed, where the entire field was barely spread over 30 seconds by the flag. The crash looked only slightly worse than what Leigh and Jacob would have felt, but the soothing words of the track announcer thankfully took much of the

Although Dylan Thomas claimed his first ever Australian Institute of Motorsport Formula Vee State Championship, clearly the toughest Formula Vee championship on Planet Earth, Dylan's joy and relief was neutralised by concern for Leigh's injuries, the second time in two years Leigh experienced the fun of an ambulance-ride.

After the knowledge that Leigh's injuries were "minor", Dylan's pit crew and all the Formula Vee NSW community, took the liberty of a subdued celebration, including by Race 2 winner, Darren Williams in his Hankook Racing Jacer, and second placed Daniel Stein, and third placed James Horne.

Tim Brook, the reigning Australian Institute of Motorsport NSW Formula Vee State Champion, finished fourth, which assured him second place in the tough NSW State Championship. Tim was followed by Gary Ogden, Simon Pace, Dylan, Simon Thomsen, and Hookey and Freemantle again completing the top ten.

This history making race was completed by Craig Sparke, Bruce Perry, Matthew Bode, another improvement by Andrew Grevis-James, Allan Harrison, Stephen Cannon, Bernie Cannon, Geoff Bassingthwaighte, and Peter McDonald.

Commiserations to Jacob and Leigh, and to William Pym, Simon Duffy, and John McDonald, who couldn't cross the finish line.

### **Race 3**

The final race of the Formula Vee year in NSW took place without the two new Championship leaders, Dylan Thomas preparing to race in the Production Touring One Hour Enduro in his Evo X, while Tim and his Jacer factory engineer (otherwise known as David Cuts), choosing to preserve the Jacer for the upcoming final round of the Clemenger International Freight Australian Formula Vee Series, which Tim leads.

The race ran its full course of another tortuous 16 laps around the twisting 2 kilometre long Wakefield Park, with only one minute separating the entire field of 20 of the best Formula Vees anywhere.

At the end, Simon Pace claimed the race win ahead of James Horne and Darren Williams, with Garry Hook flying through the field to finally claim a brilliant position, although brilliant results also followed with Morgan Freemantle, John McDonald, Craig Sparke, Allan Harrison, Andrew Grevis-James completing the top ten.

Simon Duffy recovered fabulously to finish eleventh, with Mathew Bode, Geoff Bassingthwaighte, and the incredible 1200 drivers of Bernie Cannon and Stephen Cannon following, with William Pym and Peter McDonald completing the tough field.

Commiserations to Gary Ogden, Daniel Stein, and Simon Thomsen for DNF'ing the last race of the NSW year.

And so perhaps the greatest year of Formula Vee in the 49 years of Formula Vee racing in New South Wales comes to an end, with some of the highest quality racing making for a truly golden era of Formula Vee.

Two great Champions finish first and second in the 1600 Championship, another Formula Vee Great takes the 1200 Championship, and a brace of potential champions, follow them on the pointscore ladder.

**BEHIND THE SCENES AT THE**



**ROUND 6 WAKEFIELD PARK**

**Pictures by Dean Perkins of Race Shots**



**Leigh Porter flies!**



**Tim leads the front pack on Lap 1**



**Craig Sparke hangs it out in the wet and the dry!**



**Bruce Perry flies!**



**Darren Williams leads the front pack**



**John McDonald joins the Hang It Out club**

**BEHIND THE SCENES AT THE**



**ROUND 6 WAKEFIELD PARK**

Pictures by Dean Perkins of Race Shots



**Hookey raced near the front again**



**A great shot of Dazza and his Hankook Jacer**



**The prize goes to Andrew Grevis-James!**



**Stephen Cannon is hunted down by Bill**



**Steiny leads the front pack**



**Bernie Cannon is hunted down by Bill**

## AROUND AUSTRALIA IN FORMULA VEE

	<p>Round 6 of the Tasmanian Super Series took place at Baskerville in mid November, with Liam Caplice taking out the Bocchino Motors pole from Richard Gray, Wade Mclean Brody Murfet, Ridsen Knightley, and John Poole. Liam took out Race 1 ahead of Richard, Brody, Wade and Ridsen, while John didn't make the start. Places were swapped in Race 2, with Richard winning ahead of Liam, Wade, Brody, and Ridsen. Liam regained his win from Richard for Race 3, while Wade Brody, and Ridsen, raced hard to keep their places.</p>
	<p>Formula Vee attended the Multi Club race meeting at Mallala in early November, with Ben Forgan returning to qualifying form to take out pole ahead of Rob Surman, Jackson Freer, Andrew Roberts, Joel Oliver, Blaine Grills, Jay Thompson, Ron Stevens, Timothy Thompson, Rod Kowald, and Andrew Mutch. Race 1 was taken out by Ben, with Rob and Jackson keeping their positions. There were no changes to the podium positions after Race 3, although Blaine made moves through the field to fini fourth. The final race of the weekend saw Ben, Rob, and Jackson clean-sweep the podium positions for the day.</p>
	<p>The final of the Clemenger International Freight Australian Series took place at Philip Island in early October, with the interstate Formula Vees helping to build a great field of thirty Formula Vees, with local hero Jimmy Dean taking pole ahead of Australian Series threat, Tim Brook from the FVANSW, with Tim's FVANSW colleague, Mick Kinsella, occupying the third place grid spot. Race 1 saw Kinsella take the flag, ahead of Brook, then Dean, then Matt Holmes from the FVATAS, and then Dylan Thomas from the FVANSW. Mick Kinsella also took the Race 2 flag, with Mitch Quiddington and Andrew McLaughlin making up several places to fill the top three. Tim Brook finished crossed the line in fifth, which was enough to become the 2014 Australian Series champion. Heath Collinson made great moves forward to win Race 3, ahead of James and Matt.</p>
	<p>Round 5 of the Tasmanian Super Series took place at Symmons Plains in early September, with another great field of Vees lining up. A different Matt took out pole this time, with Matt Stubbs from Victoria fastest ahead of Beacham Racing team mate, Jack Saul, with Vee rookie, Nicky Richards showing great speed for third fastest. Liam Caplice, Brody Murfet, Ridsen Knightley, Nino Bocchino, Wade McLean, and Richard Gray filled out the field. Matt Stubbs and Jack Saul made Greg and Drew Beacham proud by crossing the Race 1 finish line in first and second, with Nicky Richards in third. The top three places in Race 2 was a repeat of Race 1, with Race 3 seeing Mat and Jack cross in first and second, but with Nino moving through the field to take third. The final race of the weekend saw the Beacham racing twins complete a unique clean sweep, with Nicky clutching the third place trophy.</p>
	<p>The Smarter-Than-Smoking Formula Vees took part in the Spices Cup race meeting at Barbagallo near Perth in late September, with a fantastic field of nineteen Formula Vees lining up for Qualifying. David Campbell led the qualifying field ahead of Gareth Foster and Rod Lisson, with Austin Pearson flying in his 1200 Ribuck. Race 1 saw David Caisley hard charge his way to the win, with David Caisley and Gareth Foster following. Race 2 was won by David again, with Gareth and Cameron Edwards not far behind, as was Austin in his Ribuck. Cameron displaced Rod and David to take the win in Race 3, ahead of David, Gareth, and FVANSW great, Bruce Welsh. Great field and great racing!</p>
	<p>Round 3 of the SA State Circuit Racing Championships took place in mid August, with Blaine Grills taking out pole, ahead of Formula Vee great, Ben Forgan, then Rob Surman, Andrew Roberts, Rod Kowald, Lou Calicchio, Jay Thompson, Michael Lloyd, and Andrew Mutch. Ben Forgan moved forward to win Race 1, ahead of Surman, Roberts, and Grills, Ben also taking out Race 2, but with Grills and Surman swapping places. Race 3 on Sunday resulted in the same placings as Race 1, while Rob Surman upset the pattern by winning Race 4 ahead of Grills and Forgan. Race 5 capped the race meeting with Rob Surman keeping the first place trophy, with Ben Forgan and finishing second, and Andrew Roberts pushing Grills out of third place.</p>

## FORMULA VEE DRIVER PROFILE – Alan Harrison



From his youthful days in England, Alan raced wheel to wheel with anything that had wheels, and this passion continued after he arrived in Australia. Alan settled into racing HQ's at first, but years later, Alan came around to Formula Vee with his son, Matt. Tragedy may have struck Alan and Rose, and everyone in Formula Vee, but having Alan and Rose around us is an inspiration beyond anything else that can be imagined.

### What is your job?

I'm a mechanic by trade, currently a workshop Manager in local council

### Why and how did you get into Formula Vee?

I looked at Formula Vee or HQ's in the early 90's. At the time I opted for HQ's for financial reasons. The HQ I built is still running round, which is great to see.

### Who is your favourite Formula Vee competitor and why?

So many to choose from. Dylan has got to be up there, he will help his fellow competitors, with parts if necessary so they can compete. Butcher always finds a way to be quick. Simon Pace is fast and smooth. Steiney is always fast. Tim Brook and Darren Williams are always there. I have had some close and exciting races with Bruce Perry this year

To be honest, in my opinion the top ten drivers all deserve to be where they are.

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

Senna made any car look good, supreme talent and so driven

### What do you like about Formula Vee and why?

I love the Formula Vee camaraderie. Wherever you are in the field you get a good race. The first person you want to congratulate is the bloke who just beat you.

### What are your motor racing plans?

Improve my car, improve my driving and maybe build a new car. The Harrison II plan is running round in my head at the moment.

### What road car do you drive?

Mitsubishi Triton, good towing vehicle.

## FORMULA VEE ASSOCIATION OF NEW SOUTH WALES 2014 POINTSCORES

### 2014 FVANSW 1600 STATE CHAMPIONSHIP - FINAL

P	DRIVER	R1	R2	R3	R4	R5	R6	SUB	WORST	POINTS
1	Dylan Thomas	85	87	77	87	78	43	457	0	457
2	Timothy Brook	72	64	82	77	75	48	418	0	418
3	Simon Pace	77	80	64	72	33	71	397	0	397
4	Daniel Stein	36	70	53	75	61	57	352	0	352
5	Darren Williams	63	60	67	68		82	340	0	340
6	Morgan Freemantle	52	57	45	58	40	57	309	0	309
7	Geoff Bennett	54	65	50	62	63		294	0	294
8	Garry Hook	28	49	51	50	51	58	287	0	287
9	Simon Thomsen	47	64	46	18	54	38	267	0	267
10	Michael Kinsella	65	33	77		61		236	0	236
11	Bruce Perry	42	31	40	40	48	33	234	0	234
12	James Horne	80				79	74	233	0	233
12	Allan Harrison	21	40	33	46	46	47	233	0	233
14	Craig Sparke	40	51	38	49		36	214	0	214
15	Leigh Porter		46	41	48	51	16	202	0	202
16	Jacob Andrews	30	15	37	46	31	14	173	0	173
17	Mathew Pearce	27	21	28	33	47		156	0	156
18	Stephen Butcher	60	10	75				145	0	145
19	Stephen Cannon	13	15	13	22	25	35	123	0	123
19	John McDonald		53		49		21	123	0	123
21	Simon Duffy			41	24	25	28	118	0	118
22	Bernie Cannon		19	19	18	34	25	115	0	115
23	Richard Jefford	23	28	25	30			106	0	106
24	Matthew Bode	27	31				42	100	0	100
25	William Pym		17	13	23	29	12	94	0	94
26	Bruce Pearce	7	30	22	34			93	0	93

27	<b>G Bassingthwaighte</b>		5			43	38	86	0	86
28	<b>Brodie Tilbrook</b>	57						57	0	57
29	<b>Peter McDonald</b>	9		19			20	48	0	48
30	<b>Gary Ogden</b>						43	43	0	43
31	<b>Leigh McGarvie</b>	17						17	0	17
32	<b>Andy Goodall</b>	13						13	0	13
33	<b>Adam Brook</b>	12						12	0	12
34	<b>Steven Wood</b>	11						11	0	11

**2014 FVANSW 1200 STATE CHAMPIONSHIP - FINAL**

P	DRIVER	R1	R2	R3	R4	R5	R6	SUB	WORST	POINTS
1	<b>Mathew Pearce</b>	90	60	90	90	90		420	0	420
2	<b>Stephen Cannon</b>	79	57	50	81	52	87	406	0	406
3	<b>Bernie Cannon</b>		79	75	75	79	57	365	0	365
4	<b>Peter McDonald</b>	71		77			50	198	0	198
5	<b>Steven Wood</b>	75						75	0	75

**2014 FVANSW 1200 CLUB POINTSCORE - FINAL**

	DRIVER	R1	R2	R3	R4	R5	R6	R7	POINTS
1	<b>Stephen Cannon</b>	79	111	57	50	81	52	87	517
2	<b>Bernie Cannon</b>		117	79	75	75	79	57	482
3	<b>Mathew Pearce</b>	90		60	90	90	90		420
4	<b>Peter McDonald</b>	71			77			50	198
5	<b>Bruce Pearce</b>		100						100
6	<b>Steven Wood</b>	75							75

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

**[FVANSW.ASN.AU](http://FVANSW.ASN.AU)**

**2014 FVANSW 1600 CLUB POINTSCORE - FINAL**

P	DRIVER	R1	R2	R3	R4	R5	R6	R7	POINTS
1	Dylan Thomas	85	114	87	77	87	78	43	571
2	Timothy Brook	72	105	64	82	77	75	48	523
3	Simon Pace	77		80	64	72	33	71	397
4	Morgan Freemantle	52	75	57	46	58	40	57	385
5	Geoff Bennett	54	83	65	50	62	64		378
6	Daniel Stein	37		70	53	75	62	57	354
7	Darren Williams	63		60	67	68		82	340
8	James Horne	80	92				80	74	326
9	Bruce Perry	42	70	31	40	40	50	33	306
10	Allan Harrison	21	57	40	33	46	47	47	291
11	Garry Hook	28		49	51	50	52	58	288
12	Craig Sparke	40	68	51	38	49		36	282
13	Simon Thomsen	47		64	49	18	56	38	272
14	Leigh Porter		54	46	43	49	52	16	260
15	Michael Kinsella	65		34	77		64		240
16	Stephen Butcher	60	90	10	75				235
17	John McDonald		80	53		49		21	203
18	Jacob Andrews	31		18	37	47	34	14	181
19	Simon Duffy		51		41	24	28	28	172
19	Richard Jefford	25	55	30	29	33			172
21	G Bassingthwaighte		46	8			45	40	139
22	William Pym			23	18	27	37	14	119
23	Brodie Tilbrook	57	60						117
24	Bruce Pearce	12		31	27	35			105
25	Matthew Bode	29		32				42	103
26	Mathew Pearce		98						98
27	Gary Meyers		44						44
28	Gary Ogden							43	43

29	<b>Leigh McGarvie</b>	18							18
30	<b>Andy Goodall</b>	15							15
31	<b>Adam Brook</b>	12							12

### 2014 FVANSW DIVISION 2 POINTSCORE - FINAL

P	DRIVER	R1	R2	R3	R4	R5	R6	R7	POINTS
1	<b>Geoff Bennett</b>	84	117	80	75	81	77		514
2	<b>Allan Harrison</b>	41	89	66	61	67	69	74	467
3	<b>Daniel Stein</b>	65		87	79	85	82	60	458
4	<b>Craig Sparke</b>	68	102	69	55	71		55	420
5	<b>Simon Thomsen</b>	73		79	75	23	75	54	379
6	<b>Stephen Cannon</b>	47	71	36	35	52	41	60	342
7	<b>Bernie Cannon</b>		74	50	51	48	61	41	325
8	<b>Richard Jefford</b>	55	89	58	56	59			317
9	<b>Jacob Andrews</b>	61		35	64	72	46	23	301
10	<b>Simon Duffy</b>		86		67	42	40	45	280
11	<b>Bruce Pearce</b>	29	65	59	54	61			268
12	<b>G Bassingthwaighte</b>		81	16			67	63	227
13	<b>William Pym</b>			48	35	53	56	19	211
14	<b>Matthew Bode</b>	59		60				67	186
15	<b>Brodie Tilbrook</b>	87	84						171
16	<b>Peter McDonald</b>	43			52			36	131
17	<b>Gary Meyers</b>		78						78
18	<b>Steven Wood</b>	45							45
19	<b>Andy Goodall</b>	35							35
20	<b>Adam Brook</b>	21							21

# 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, battery, all wiring, instruments, 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



**Formula Vee Trailer \$2750.** This trailer is in immaculate condition, and has been garaged nearly all it's life. It's purpose built, your car will not scrape when loading after a race. It's lightweight and has a powdercoated finish. I have since added brand new VE Commodore 16x7 wheels in silver with Holden centre caps which are not shown in this picture. The tyres are brand new, they have hardly been used - Bridgestone Turanza ER300. The wheels, tyres and centre caps alone are worth over \$700. Located in Marsden Park, NSW. Email Anthony - [aj.mitchell@optusnet.com.au](mailto:aj.mitchell@optusnet.com.au) or phone Jim on 0429 905 003.

	<p><b>Stinger Brand New Price \$9800</b> - 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:</p> <ol style="list-style-type: none"> <li>New 6 Point Harness - The one on it is out of date.</li> <li>Kill Switch - Needs to be relocated.</li> <li>Log Booking - This is a new car that has never, ever been raced,</li> <li>New Tachometer - the current one is non functional,</li> <li>New Battery.</li> </ol> <p>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.</p> <p>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 <a href="mailto:john.swensen@defence.gov.au">john.swensen@defence.gov.au</a></p>
	<p>Various - Two Alloy Rocker Covers. One bolt on, one clip on. \$20.00 each</p> <ul style="list-style-type: none"> <li>- Quick release steering wheel hub. \$30.00</li> <li>- Momo steering wheel. 265mm diameter \$100.00</li> <li>- Steering Rack. Suit some Polars and Jacers. New. \$250.00</li> <li>- Three chrome steering arms. 7/16 UNF left and right thread. Suit steering box car. New. \$50.00 each.</li> <li>-Two pair Koni adjustable shocks. Suit front or rear. \$200.00 pair</li> <li>- Pair NG Elfin type trailing arms. \$200.00 pair.</li> </ul> <p>Lyll Moyes 04154658</p>
	<p><b>Avanti Historic Formula vee Price: \$12 000 ono</b></p> <p>Top reliable performer Dynoed motor,excellent h/p,dyno sheets,one meeting old. Motor/g'box 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</p>
	<p><b>Elfin Crusader 1200cc (QLD) with Enclosed Trailer</b></p> <p>Price: \$8,000 1200 cc Elfin Crusader 1990 No16</p> <p>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 <a href="mailto:charleyplant@gmail.com">charleyplant@gmail.com</a></p>
	<p><b>JACER F2K7 1600cc Ready to Race! (QLD)</b></p> <p>Price: \$23,000 Very Quick and Competitive!!!</p> <p><b>EX- Michael Kinsella</b> 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</p>



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](mailto:bvanderkorput@gmail.com)



**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](mailto: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 [burragep@bigpond.net.au](mailto:burragep@bigpond.net.au)



**A GOLDEN ERA OF FORMULA VEE RACING IN NSW CONTINUES AT THE NEXT RACE - THE 50TH ANNIVERSARY OF FORMULA VEE  
ROUND 1 FVANSW CLUB POINTSCORE  
WAKEFIELD PARK FEBRUARY 14/15 2015  
BE THERE TO SUPPORT YOUR CATEGORY**