

How to Become A Formula Vee Race Driver



Cams Licence

To race a Formula Vee you will need a Cams racing licence. You can find the application form in our members area on our website under racing forms.



The minimum licence you require is a **Provisional Clubman Circuit (PCC)**.

You will need to complete an online lecture. Cams will automatically enrol you for this course once they receive your licence application.

You will also have to get a medical examination done by your GP. Take the form with you when you go for the medical and the doctor will fill it out

Fill out the licence form and send it along with the filled out medical form to Cams. Once you have your licence you will need to do an **Observed Licence Test** at your first race meet. Ask a club member what will be involved.



Race Attire



In the racing forms area, you will find Apparel Specification. It will tell you all the requirements for your racing attire. If you are buying all new racing attire, the sales people in the shop will know what you need.

If you are buying second-hand or from overseas, make sure the items you are buying comply with the requirements on the form.

You must have:

Helmet, HANS Device, Balaclava, Fireproof Race Suit, Gloves, Socks, Boots

Buying a Car



Buying the right car for you is of most importance. Every car seller will tell you how good and fast their car is. If you have never raced before then even the fastest car in the world will not be fast in your hands yet. You need to learn to drive fast which will probably be completely different (and harder) than you think.

A well sorted car will be easier to drive but you will pay more for it. The rule of thumb is normally the cheaper the car, the more work you will need to do to it. Just remember, unlike road cars which are driven sedately, Formula Vees are race cars, which means they are pushed to their limits. Things wear out; even an expensive car may need some work.



1200cc



1200cc cars were predominately built between 1965 and 1999 although there is nothing stopping someone from building a new one now. They will range from \$6000 up to \$12,000 for a used one. For \$6000 you would expect to be doing some tidying up work on the car, as well as the engine and gearbox possibly being a little tired. Great if you are looking to have some fun and don't mind tinkering. These can be a great way of testing the water to see if you like Formula Vee racing before spending more money.

For \$12,000 you would expect to have a well sorted, front running car. Nothing to do to it except pour your own seat mould and start racing. (we will help you)



1600cc



1600cc cars were introduced in the early 2000's. They will range from \$10,500 to \$45,000 for used models. New cars cost around \$45,000 (Jacer) up to \$60,000 (Sabre)

For \$10,500 you would be looking at an older 1200cc car that has been converted to a 1600cc. These cars can be a great way of testing the water of Formula Vee racing without spending a lot of money. You would expect to do some tidying up and the engine and gearbox may be tired but still can be great fun. For around \$16,000 - \$25,000 you could get a very competitive 1600cc car.

What to look for in a car



Make sure you can fit in the car. If you are a larger person, you may struggle to fit in some cars. Seats can easily be changed but bar work is a lot more complicated to alter. If your shoulders are too wide to fit in, then possibly you should look for another car.

There is a rule that states the top of your helmet must be at least 50mm below a line from the top of the roll hoop to the top of the dash. If you can't adjust things to meet this rule then that car is not for you.

Some pedal boxes can be adjusted forward and back which makes it easier to set up for you. Some steering columns can be adjusted. You can always re-bolt the seat closer if you are smaller.

Racing harnesses have expiry dates on them. The rules state you can add 5 years to the date that it says. So, if the harness has an expiry date of 2015, it can be used until 2020.

Every race car has a Cams Log Book. The log book will tell you the racing history of the car - when it was built, previous owners, races entered and if the car has been crashed. It will also say if the car has been inspected by a scrutineer once it's been fixed.



Take the body off and inspect the chassis. Look for poor welds or signs of poor workmanship.

Data loggers can cost a lot of money. If you are looking at 2 cars which are basically the same but one has a data logger and the other does not, then the data logger car is worth more to you.

Tyres cost approx. \$750 a set. If a car has new tyres on it, then take that into consideration.

You will need a transponder for your car. The transponder will time your laps for race control. Most cars will come with one but not all. They are around \$250 to buy so see if you can get one with the car.

Ask:

When the brakes were last serviced

When the wheel bearings were last serviced

When the engine was last rebuilt

When the gearbox was last rebuilt

How often they change the oil

How old are the tyres

Are there any spares that come with the car

Warnings!

Do Not buy a car that does not have a log book. You cannot race a car without a log book. Don't let someone talk you into it. Don't expect the club to help you re-log the car if you do. Major hassles and money!!!

Do Not buy a car that has no seals on the engine and gearbox or does not have sealing sheets. You cannot race the car without these. To get the engine sealed, you will need to have the engine stripped, checked and rebuilt. That will add big \$\$\$ to the price of the car.

Do Not buy a car without at least talking to a club member about the car. We know of most cars and we keep in touch with the other states. With a couple of phone calls we could find out if it's the right car for you.



Trailers



Trailers are as varied as cars. You can buy trailers from \$1000 for an open one, right up to a transporter, worth mega dollars. The choice is yours. A closed trailer is good because you can put all your tools and spares in there with the car and it's all out of the weather. On the other hand, an open trailer is light and easy to tow. The choice is yours.

Join the club

You must be a member of a Cams affiliated club to race a car. The Formula Vee Association of South Australia is the best club for knowledge and help regarding Formula Vee. There is a membership form attached. We meet once a month to discuss and organise FV racing in SA. You are most welcome to attend the meetings. We also hold tech nights where we will go through different things on the cars eg. Wheel aligning, Suspension setup, tyres etc.

Contact us

If you want any further information, do not hesitate to ask us. You can email the club at formulaveesa@gmail.com.

Follow us on Facebook – www.facebook.com/fveesthaustralia

We look forward to you racing with us and watching you become a race driver.

