

6th MEETING of the BOARD of MANAGEMENT of FVAA INC

(DRAFT) MINUTES

2nd April 2007

VENUE Teleconference commencing @ 20:00 AEST

PRESENT Scott Andrew (QLD) Derek Burns (WA) Ian Chivas (NSW)
David Frith (VIC) Rick Kirkness (Pres) Pip Welch (TAS)
Paul Corcoran (NTD)

APOLOGIES Graham Best (SA)

OPENING

- RK welcomed Directors and thanked them for attendance; a particular welcome was extended to new Directors, Scott Andrew and Pip Welch representing Queensland and Tasmania, respectively.
- Tribute was paid to the contribution made to FVAA by Tasmania's former appointee to the BoM, Peter Thorpe

B07/01/01 MINUTES of 20 DECEMBER 2006

- The draft minutes were passed as a true and accurate record of the meeting. (DF/IC)

B07/01/02 BUSINESS ARISING

- Promised action by RK to have the FVAA website amended in regard to HFVAA contact details has not eventuated. The amendment will be made as part of a general review of the accuracy of all contact details on the site, and technical references, in particular.
- No response has been received to the letter authorised by the BoM to be sent to AT&RS regarding a definite date for resolution of problems associated with American Racer tyre performance.

B07/01/03 FINANCE REPORT

- Cheque account balance @ 020407 = \$34,213.20.
- Cash inflow has effectively ceased - only three AR tyres have been sold since October 2006.
- Significant outgoings since the previous BoM meeting include
 - Telstra : \$286.66. (Teleconference of 20 December 2006)
 - Logitech : \$770.00. (Repairs to FVAA laptop computer)
 - Reimbursement to NTD : \$633.39. (Importation of Mofoco test heads)
 - ATO : \$1,538.00. (GST)
 - AT&RS : \$570.01 (3 x tyres).
- There are no accounts on hand for payment.
- Invoice outstanding
 - FVAQ : \$5,400.00. (Invoice # 05/032, Tyres).
- Invoice to be issued
 - FVAWA : \$750.00. (3 x tyres)

B07/01/04**OPERATION OF THE NTC**

- RK expressed concern about the seeming inertia of the NTC. While acknowledging that the BoM is not functioning as well as it could be, it would not be unfair to opine that the NTC is not functioning at all. The NTD is invariably effective in providing the BoM with high quality technical advice but, unless STDs are prepared to contribute - through the process mandated by CAMS in the Technical Manual for resolving varying interpretations of Regulations, and the arrangements agreed to under the Terms of Reference for the NTC - then the NTC will remain a one-man-band.
- General discussion suggested that the key to gaining wider input was for the NTD to proactively canvass STDs for issues prior to meetings with the BoM - most appropriately, by the medium of the report form devised by DF - which would happen most usually about four times per year.
- RK suggested that there is a need for more timely response to breaking issues; and cited an example of an e-mail sent to all STDs in February 2007, concerning piston weights for 1600 engines. Not one STD had responded. Reference was also made to a current question about the need for a full set of piston rings to be fitted. These sorts of matters could so easily be resolved by consensus before they become major issues - but instead, they are often left to fester and to breed (erroneous) perceptions of possible entrapment in the minds of some competitors.
- DF acknowledged the need to achieve both local and national consensus on regulations interpretations, but recommends that CAMS Eligibility Committee ratification should be sought before any edicts on regulations interpretations are issued by FVAA.

B07/01/05**ROLE OF THE STD AT RACE MEETINGS**

- RK now accepts that FVAA (and state FV associations) cannot act in both administrative and judicial roles in regard to Class Regulations; and simultaneously provide members with confidence that the rules are transparently and equitably applied. Under current arrangements, eg, it is feasible for an individual - a State Technical Director - to be an engine builder; Sealer (though not of his own engine); engine Sealers' supervisor (including his own work); in the event of a difference of opinion on regulation interpretation between states, a voting member of the panel that decides FVAA's position; and principal technical adviser to the CAMS Chief Scrutineer at race meetings. There is no arm's length separation between any of the roles.
- Without necessarily prejudicing the immediate future of the CAMS mandated role of STDs at race meetings, it was suggested (RK) that state associations consider the model being developed by FVAVIC, whereby CAMS provides a dedicated FV scrutineer at race meetings, who takes full control of the vetting of FV Class Regulation compliance matters, according to a set of criteria agreed between FVAVIC and CAMS: thereby providing an independent adjudicator.
- It was reported (DF) that early indications suggest that the model can be fully developed to become a workable (part) solution to our credibility problems. Initial feedback from members has been positive; however, it was agreed that it may be prudent to adopt a "wait and see" attitude for a while before proceeding to recommend adoption nationally.

B07/01/06**PROPOSED SEALING RECORD CARD**

- It was proposed (DF/DB) and agreed unanimously that the Sealing Record Card produced by PC and previously provided to BoM members for consideration be adopted; and that PC and RK should draft the necessary regulations for its implementation.
- It was recognised that adoption of the card
 - could contribute to members' confidence in our sealing system by providing a ready identifier of instances of multiple sealing by any particular Sealer;
 - provision would need to be made within the enabling regulation for 'emergency' situations such as may occur at race meetings, which may involve the previous Sealer;
 - would not eliminate the need for competitors to produce latest sealing sheets when required;

- Further consideration is to be given to ways of overcoming potential undermining of the sealing system through manipulation of total and partial (top end) reseals. The solution may involve adoption of a system of FVAA unique numbering of crankcases.

B07/01/07 TYRES - DEVELOPMENT

- A set of latest development tyres is on hand for testing (PC) which are said to be
 - of a revised construction to overcome 'crowning'; and
 - of an appropriate compound to address wear rate.
- The tyres have been fitted to a set of rims for some days and indications suggest that the premature deflation problem may have been overcome, as claimed by AT&RS.
- PC will inspect the tyres within the next few days, and track tests will be arranged asap.

B07/01/08 TYRES - DEALINGS WITH AT&RS

- There has been no written acknowledgement or response to the letter sent to AT&RS by FVAA on 19 January 2007 (RK). Fred Cooper has, however, verbally acknowledged receipt to PC.
- General discussion elicited several matters for consideration:
 - there is no 'arrangement' between Dunlop and FVAA, so existing availability of their product could cease at any time;
 - FVAA's agreement for supply of suitable tyres is with AT&RS, not with the AR tyre manufacturer;
 - it is still not known (and will not be known until the latest tyre offering has been tested) whether AT&RS appears to be now able to provide an acceptable product;
 - even if the latest tyres were to prove acceptable in tests conducted in Sydney, they would still have to be tested in all states before final approval; (as previously agreed);
 - it is believed that there are substantial stocks of earlier production tyres held by AT&RS;
 - it is apparent that AT&RS will not make available supplies of any new 'acceptable' tyres until all stocks of the older tyres have been sold;
 - and AT&RS will clearly not be prepared to suffer financial loss;
 - while members generally are not prepared to purchase old stocks of AR tyres at existing prices, they may be prepared to do so at a heavily discounted price, (say) cost.
- It was decided that:
 - in order to help shift old stock and make way for introduction of anticipated stocks of a new 'acceptable' AR product, FVAA and state associations should forego their usual profit margins and offer competitors an opportunity to purchase existing supplies of AR tyres at cost price;
 - in order to reduce our cost price (and therefore, the final price to competitors) to the lowest achievable level, AT&RS should be approached to similarly forego at least part of their profit margin on sales to FVAA;
 - new supplies of 'acceptable' tyres (assuming that they eventuate) should be specially marked to differentiate them from the earlier, softer compound product;
 - a cut-off date should be determined in respect of the older tyre;
 - RK will draft a letter to be sent by Registered Post to AT&RS within one week (not predicated on the results of tests of their latest tyre offering) for approval by BoM members.
- It was recommended:
 - that the BoM converse again - or exchange 'regular e-mail reports' - in three weeks time, 'after the latest tyre tests have been concluded'.

B07/01/09**MOFOCO CYLINDER HEADS**

- PC reported on the bench flow tests conducted and previously reported upon by David Cutts in regard to the MOFOCO 040 STOCK CYLINDER HEADS and stainless steel valves as supplied, which suggest that their performance is generally comparable to the VW 375.2 heads fitted with TRW valves as are now commonly in use.
- Concerns previously raised in some quarters about product reliability - particularly an alleged tendency towards cracking in the area between valve throats and spark plug hole - have been referred to the supplier. In response, it is claimed that there have been relatively few such instances and most could be traced back to lean fuel mixture or fractured inlet manifolds.
- Further, the 040 head is now available with thicker material in the 'suspect' area - previously only available on their performance heads fitted with long reach spark plugs.
- MOFOCO is prepared to back up their product under warranty.
- Over-the-counter price of the 040 head fitted with standard valves is approximately US\$150.00 each FOB.
- Stainless steel valves as tested in the MOFOCO head are available fitted at a cost of approximately US\$15.00 per head set. The SS valves are also available as a separate item.
- PC has sought from the supplier a price for a bulk shipment of 50 pairs (ie.100 total) heads.
- It is proposed that the heads could be made available by FVAA to members through state associations; there would not, however, be any impediment to individuals who may choose to source their own supplies.
- On the basis of information to hand, PC was prepared to recommend that the BoM take steps to have the MOFOCO 040 head approved by CAMS as an option in addition to the VW 375.2 and Autolinear alternatives now permitted.
- The BoM was not prepared to adopt the recommendation at this stage, pending dyno performance testing. DF will arrange with PC for the two MOFOCO heads now in Sydney to be conveyed to Melbourne where such testing will be undertaken at FVAA cost.

B07/01/10**COMMUNICATIONS**

- It was acknowledged that the regular internal reporting procedures agreed to at our 4th BoM meeting (November 2006) had not been adhered to.
- It was agreed that:
 - the reporting form drafted by DF and previously circulated is to be adopted for use by the NTC for a trial period;
 - NTD will request STDs to submit returns to form the basis of a report to be furnished to the BoM on the 3rd Wednesday of each month
 - Directors will report to each other on the 4th Wednesday of each month;
 - RK will send out timely reminders prior to reports due date.

B07/01/11**VOTING RIGHTS & INPUT**

- IC expressed concern at an imbalance of input to the work of FVAA among the state associations: an unfair level of expectation is placed upon the resources of FVANSW, especially: if the smaller associations wish to take full advantage of FVAA's outputs, then the individual members of those associations will need to work harder to improve their aggregated contributions: otherwise, consideration should be given to apportioning the voting rights of Director representatives.
- Issues associated with promotion of FV at a national level, and participation in the CAMS National Championship Series were canvassed in the course of discussion.
- While acknowledging the frustration expressed, and exploring some of the reasons for the imbalance, it was agreed that apportionment of voting power was neither feasible nor desirable.

- It was suggested (DB) that consideration be given to allocating particular areas of responsibility (or portfolios) to Directors so that each has an opportunity to contribute according to individual expertise and available resources.
- SA agreed to circulate some suggestions about possible portfolio allocation among Directors by e-mail.

B07/01/12 CAMS NATIONAL CHAMPIONSHIP SERIES 2007

- IC reported on the current situation:
 - CAMS has bestowed the title of "Australian Formula Vee Championship" on the three round series;
 - CAMS wants FV participation for the longer term;
 - a major multi-national sponsor has sought to secure naming rights;
 - a core of approximately 38 participants are expected, with an additional approximately 15 available;
 - 8 - 10 NSW drivers have indicated that they intend to contest all three rounds;
 - CAMS' invoice for initial entry fee can be expected shortly;
 - he is generally "happy" with the way that things are going.
- IC also cautioned that:
 - continued participation of FV in the longer term will necessitate greater input from a wider group of people;
 - those states which desire to secure a round of the series in future years will need to commit themselves early - regardless of any potential date clashes with events at other circuits.

B07/01/13 FV NATIONAL CHALLENGE 2007

- SA addressed the draft information paper circulated by e-mail earlier in the day and asked for comment, particularly in regard to combined 1200 /1600 competition.
- DF was of the view that combined heats would be OK provided that, for safety reasons, the likelihood of multiple vehicles being overlapped in the course of an event was minimised. Finals, however, would be better run separately. (Turn the proposed repechage event into a 1200 final ?)
- DB advised that there are a number of 1200 competitors in WA who are potential starters but who would probably reconsider unless they could be 'guaranteed' an opportunity to compete in a final.
- SA will convey comments to the FVAQ Management Committee for consideration.

B07/01/14 FV INTERFACE WITH AASA

- Recognising the encroaching influence of AASA nationally, and the lessening opportunities for sporting competition under CAMS sanction, it is imperative that FV consider its position vis a vis the two "governing entities".
- We are going to have to deal with both bodies, to a greater or lesser extent, in the future.
- Clearly, there are major differences between AASA operations in the various states (DF/RK) in terms of standards of organisation and safety; classifications and regulations; and relationships with CAMS.
- While some experiences with AASA have been positive (DF), some have given cause for concern (RK).
- A major problem for us is, "how are our Class Regulations to be enforced ?"
- It was suggested (DF) that at some stage in the not-too-distant future, we begin to build a gap analysis of the + and - features offered by the two entities, relative to our needs.
- Agreed

B07/01/15

BoM POSITIONS FOR 2008

- As a minimum, the positions of President and National Technical Director will become vacant at the end of 2007.
- It was recommended (RK) that, before that event transpires, a future meeting of the BoM might extend the term of tenure of the position of NTD from its current one year, to two or three years. This move would not obviate the need for appointment of a NTD at a meeting held after 31 October '07, but it would provide some certainty and continuity for a realistic period thereafter.
- In order to ensure that all members are given ample advice of the coming vacancies and an equal opportunity to consider offering their services in the roles (or in the stead of any state association appointed Director who may choose to resign) early notice should be provided on the FVAA web site.
- Agreed. RK to arrange.

B07/01/16

OTHER BUSINESS

- PC confirmed, in response to a question from PW, that the next meeting of the NTC will be a face-to-face 'reverse sealing exercise' to be held in Sydney. Initially, it had been planned to hold the exercise on the weekend of 21 January '07, but owing to difficulties in co-ordinating availability of all STDs, it would now probably be held towards the end of April.
- PC will contact all STDs next week to ascertain periods of *unavailability*, and try to work around the responses.
- PC responded to a question from IC about recent speculation in regard to ignition distributors:
 - the amendment to Class Regulations introduced by CAMS Bulletin B04/008 permitted the contact breaker points and condenser "to be removed", and their function to be performed by an electronic module mounted inside the distributor;
 - it follows therefore, that any distributor that a competitor may choose to employ must have originally been of a points-fired type;
 - further, the advance curve must be mechanically controlled in the standard manner by the distributor - any electronic mapping of the advance curve is therefore not permissible;
 - it is recognised that there may be some instances of "non-complying" distributors in use in various locations - identification is complicated by 'multiple wiring' emanating from some units;
 - there is a need for Scrutineers and STDs to have the capacity for straightforward adjudication of 'legality' at trackside;
 - in absence of a ready solution to identification, PC proposes to recommend to BoM that Class Regulations revert to acceptance of points-fired ignition only;
 - DB will refer to Wally Williams (the proponent of the original amendment to allow points replacement with an electronic module)) and respond with his views.

B07/01/17

NEXT MEETING

- 14 June 2007 (Subject to possible change)

CLOSE

The meeting closed at 23:40

I believe that the foregoing represents a true and complete record of the meeting.

Rick Kirkness
President, FVAA