7TH MEETING OF THE FVAA BOARD OF MANAGEMENT

Type: Phone Conference

Present:

- David Frith Victoria
- Ian Chivas New South Wales
- Tom Cameron Queensland
- Pip Welch Tasmania
- Ben Rebbeck South Australia
- Derek Burns Western Australia
- Paul Corcoran NTD

Date 3rd July 2007

Time 8pm AEST open, close at approximately 9:30pm

1.1 National Administrator Position

- Identified that we have only one firm application, that of Scott Wythe.
- DF suggested that we should discuss this point and vote if appropriate
- DB identified that no nominations from WA, and that he doesn't really know Scott.
- PC then provided a brief background on Scott for the benefit of all
- BR identified that Scott's nomination had been discussed at state committee meeting, and no objections were raised
- PW noted that he agreed Scott would be good
- IC identified Scott is keen
- IC moved that we accept Scott's nomination, seconded by DB. DF offered anyone for comments against, none raised. **Motion passed. Scott elected unanimously.**

1.2 NTC progress

- DF provided brief update on rule review
- PC provided more in-depth summary of the NTC phone hookup and progress to date, points included;
    - Objectives for rule updates clearly set
    - Whilst homologation is agreed as good for the category, we won't use the CAMS process, in its complete form.
    - Homologation style diagrams will form part of the tech manual

- Rule update progressing with feedback expected from all states over the next 2 weeks.

1.3 Other Technical Matters

- PC identified that update on rule changes for sealing card will be forthcoming over the next 2 weeks – in draft format.
- DF provided summary on MOFOCO head testing. Testing showed little, if any, performance gain, which is in line with requirements for introduction.
- DF noted lip at exhaust seat/port interface that had been hand finished may be difficult to police, and that Anthony Lees has been asked to follow up MOFOCO for assurance they can provide head without hand finishing. DF indicated this should not be a problem.
- PC did not agree that head without hand finishing will perform the same, and noted we need to re-test – as least on the flow bench, heads supplied without hand finishing.
- PC also noted that it may be something a sealer can make a value judgement call on – as they do for some existing part now.
- DB noted that WA suggests a cc measurement of the head ports, as a way of determining compliance if they had been modified post shipping. PW agreed that qualitative measurement is preferable to value judgement. DF noted that port cc may not be the determining factor of head port performance.
- All agreed to expedite the process of getting un-hand finished 040 MOFOCO heads to test on flow bench – and re-look at scrutineering processes if testing is not positive.
- **DF to draft terms of supply within 2 weeks**.

1.4 Fuel

- IC identified that we are a controlled category, and as such should use a controlled fuel
- Commodore cup, saloon cars us a controlled fuel, and this is inline with our category objectives
- DB identified that a price increase is likely to most competitors, but that it's worth it
- PC identified it is also worth pursuing
- DF clarified that CAMS provides for two options a) controlled fuel through tender process, b) tighter specification of Schedule G to something like 'pump fuel' or (but not both) 'race fuel' - both of which are well defined by CAMS
- TC noted that for us to achieve objective, we really need to get either controlled fuel, or 'pump fuel' as race fuel will still allow expensive options
- Motion "For Ian Chivas to investigate the process required for FVee to nominate a controlled fuel". 1st – DB, 2nd – BR (and PW). **Motion Passed.**
- Chivo to report back before end of month.
- DF suggested that if this option fails, we should move to 'pump fuel'

1.5 Tyres

- PC provided summary of status, points included;
  - New batch of AR tyres test last week
  - Crowning is fixed, with tyre holding much squarer profile
  - No leakage through sidewalls, tyre held pressure over weeks
  - Testing was not optimal, in that track started wet, and dried during the day
  - Car was ok in full wet, but difficult as the track became slippery, indicated compound still not right – too hard, not gripping
  - Tyres didn't seem to grain up or wear as the track got dryer, but grip levels were unsatisfactory
- DB asked we find out where we are at WRT tyre stocks
- General discussion regarding letter to AR&RS – previously drafted by Rick – undetermined if this was set. Agreed that it was not sent.
- **Agreed Action**: Scott to take existing letter, ratify, and send to AT&RS using registered mail
- **Agreed Action:** Scott to determine how many sets of AR left around the country
- **Agreed Action**: Will wait until end of July, and then move into tender process. This does not mean actually going to tender in August, just having all relevant doco ready, and CAMS process understood, so we are prepared if action must be taken.

1.6 Rick's email WRT accounts

- **Agreed Action:** Scott to talk to Rick and expedite handover of finances, and therefore handle the outstanding matters.

1.7 Other Business

- BR raised question WRT rotor size/weight from observations of National round in SA.
- PC identified that a minimum weight is specified on the rotor/hub, and this should probably be checked by local CAMS scrutineer.
- BR identified that Kym Adams will resign as NTC delegate for SA
- PC identified the type of person that is suited to the role
- PW raised the issue of tow money for travel to the nationals, normally $200 a border. Discussion agreed that once Scott has finalise handover of finances, we will be in a better position to make a call.
- PW raised the issue that some people are missing out on emails. DF noted he would send everyone update contact details.
- All agreed we need to meet again in 4 weeks time.

- TC asked if we can get a copy of the tech manual in MS Word format – DF to approach CAMS