

8th Meeting of the FVAA Board of Management

Final Minutes

Teleconference, Tuesday 28th August, 2007

Commenced 8.15pm AEST, closed 10.40pm AEST

Present:

- Scott Wythe – President, Paul Corcoran – NTD, Derek Burns – WA, Ben Rebbeck – SA, Pip Welch – TAS, Ian Chivas – NSW, Tom Cameron – Qld

Apologies:

- David Frith – VIC

Item 1 – Introductions and Action Item Review

- SW welcomed the Directors.
- See Action Item table below for details of review of previous Action Items.

Item 2 – Acceptance of Previous Minutes

- The draft minutes of the previous meeting held on 3rd July, 2007 were passed as a true and accurate record of the meeting (PC/IC).

Item 3 – Finance Report

- SW explained that Rick Kirkness is finalising the auditing of the FVAA accounts and is in the process of arranging to pack up all documentation and forward to SW. Rick is handling inwards and outwards payments in the interim. Tyre sales remain low providing little income for the FVAA.
- Rick has provided the following summary:

Current bank balance is \$23,306.94 which does not include anticipated ATO refund or \$12,650 owing from the CAMS National Series.

GST return for the period 010706 to 300607 (due Feb 2008) has been submitted. ATO will deposit refund of \$2,253.00 direct to FVAA bank account.

Audit of income/outgoings over the past seven years was paid - \$150.00

Cheques to Aust VW Centre (\$500.01) and S Wythe for Teleconference costs (\$383.57) have been posted.

FVAWA's cheque for tyres (\$2,024.95) was deposited to FVAA account

Invoices for FVAA membership/capitation have yet to be issued and Rick will reimburse himself for the despatch of the records once completed.

Item 4 – 2007 Nationals and Towage Money

- TC noted that there were 22 entries to date and only four of these were from Queensland. He stated that there were no significant changes at this stage and that the meeting was a two category only meeting in conjunction with the Improved Production Nationals.
- SW raised the issue of towage money which has traditionally been provided by the FVAA at a rate of \$200 per border crossing with the Tasman counting as two borders. Given the minimal income currently for the FVAA should this be kept, reduced or not given this year?
- PW stated that Tasmania would prefer it stay as is.
- PC and IC both stated that they did not believe that towage was a significant incentive for interstate competitors.
- TC suggested if there was a decrease that this not be so great for the furthest states of WA, SA and Tas to encourage competitors to travel the longer distances required from these states.
- IC moved that the towage fee be reduced to \$100 per border but for WA, SA and Tas the first border crossing only would be \$200. PC second, all agreed. **Refer to Action Item 7.**
- IC noted that next years Nationals were due to be held in Victoria, however Winton would not be available as it operates through AASA not CAMS.
- A significant difference between CAMS and the AASA was that the AASA had no judicial structure but it was agreed that FVee would need to address this issue. **Refer to Action Item 8.**
- PW stated that Tas could host if Vic was unable to.

Item 5 – FVAA Income

- PC noted that the FVA needed to consider other income streams given the lack of tyre sales.
- Membership costs for state associations vary considerably with some states giving free membership.
- It was agreed that the FVAA needs to consider increasing the capitation fees it charges state associations. **Refer to Action Item 9.**

Item 6 – NTC Update

- PC stated that there had been good discussions held at the recent NTC teleconference and that the face to face meeting was scheduled for 8-9 September. There had been a high level of consensus to date on many of the rule changes and that he expected a good set of proposals as an outcome of the meeting. The NTC would also consider how the regulations could be administered and enforced.
- DB noted that a letter of protest was being sent to the CAMS national office protesting the poor handling of the recent electronic ignition issue by CAMS WA. He had described the sequence of events in a previous email to BoM members.
- TC stated that if there was a dispute between a sealer and the state Technical Director then it should have been referred to a meeting of the NTC.
- PC stated that he had given advice to both DB and Anthony Lees on the day and that it didn't get to be a dispute but was an eligibility issue.
- DB noted that the same device had been on a car in WA for 3 years and that the eligibility officer and the STD had both stated that it was allowed.

- IC stated that the stewards of the meeting had not done their job properly.
- TC stated that an NTC discussion should have been held as soon as possible after the incident to discuss it openly amongst all the STDs.
- PC agreed that for information purposes communication should have gone out. He made the point though that there was no eligibility issue raised on the day. His opinion is that electronic ignition device as described is ineligible and that any electronic device used must be wholly within the distributor and perform the same function as points.

Item 7 – Fuel Tender

- BR queried how use of a control fuel could be policed.
- PC stated that markers in fuel could be tested by specialist fuel companies, some even at the track.
- IC noted that fuel testing will be a consideration in the tender process. He also noted that two specialist companies have already approached him and can supply at each track nationally and at depots for practice.
- BR asked what about the preferences of track owners.
- IC noted that potential suppliers are likely to supply other categories also and PC stated that the Trade Practices Act would not allow restricted supply at tracks.
- DB asked that information regarding the fuel tender be placed on the website to inform members. All agreed. **Refer to Action Item 10.**

Item 8 – Tyres

- PC noted his recent conversation with Mark from AR who stated that the new tyres were due any day now but couldn't confirm they had been made. AR would like the previous set of tyres retested alongside the new tyres as they don't believe the wet testing conditions gave a fair comparison. PC stated that the compound wears to a smooth surface so they may be a problem in the wet.
- IC stated that September 15-16 were the only days available at Oran Park in the next month or so for testing. TC asked if they could be tested on the Friday practice at Eastern Creek. PC said that all testing to date had been done at Oran Park and so needed to be done there for comparative purposes.
- SW noted that David Cutts had agreed to do the testing again. SW would contact AR regarding these possible test dates. **Refer to Action Item 11.**
- IC asked that opinion be sought from legal experts as to the extent of FVAAs obligations under the existing agreement. **Refer to Action Item 12.**
- TC asked if we could start to move some of the existing stock by offering it at a cheaper cost to competitors.
- IC argued why should we assist a supplier get rid of defective product? He suggested that we consider moving to separate dry and wet tyres.
- PC and PW stated they were strongly opposed to this for cost reasons.
- PW proposed that the FVAA request that prices for the existing stock of tyres be offered at a sale price of \$600 by AR. The FVAA and State Associations would forego any commission. Seconded by TC. DB, BR agreed, IC disagreed. Motion passed. **Refer to Action Item 13.**

Item 9 – MOFOCO Heads

- Anthony Lees has ordered a non hand finished set of heads and they are on their way to PC for testing. The previously hand finished heads are to be brought to the NTC meeting.
- TC suggested random testing be done on the first batch of heads when they are ordered in. All agreed.
- DB asked whether the FVAA could make money through the sale of the heads and whether they could be enforced similarly to the manifolds.
- PC stated that they could be offered only as an alternative to the existing heads otherwise the FVAA would need to go to tender for them as a controlled part.

Item 10 – Bathurst Update

- IC noted that there were 35 entries so far from the second group only and that entries for the third group would open next Monday. He also noted that the contracts had been finalised.
- BR asked whether advertising would reduce costs to competitors.
- IC stated there was no naming rights sponsor as yet but that work was being done to secure a sponsor possibly for the entire National Series next year. He would keep the BoM members updated.
- IC noted the requirement to use the track fuel at Bathurst which would be sold at \$3/L.
- BR asked whether there would be access to any pits. IC stated no there would be sealed paddock access only.
- PW asked whether 1200s were eligible. IC stated yes and that all drivers must have a full C4 licence or better to be eligible to run. He noted that there were to be no yellow zones on the track and that WPS signage was required on the sides of all nosecones and Bathurst Festival stickers were required above numbers.
- IC explained that the FVAA have the rights to the television coverage and that the organisers retain the advertising rights.
- PW asked whether it was realistic for 1200s to run. IC stated yes that this was not a problem. 62 cars would be allowed on the track for practice and the grid capacity would be 55 cars. We would accept 5 reserves which would be able to run if there were any withdrawals. Any reserves that did not get to race would be eligible for a \$500 rebate.

Item 11 – Other business

- BR asked if the 1200s were to become an historic only category.
- PC replied that they were already eligible to run as an historic category already but there are no plans to restrict them to this category. He noted that a Certificate of Description was required to apply for historic status and the car must be in the same form as it was at the time it was originally raced. In this form historic Vees are not eligible to run in the current FVee category.
- BR enquired as to any problems with 1200s currently.
- PC stated that many 1600s are converted 1200s which need a new log book. He stated that the NTC was currently working through clarification of the regulations and to making adjustments to regulations that were not operating effectively. Some regulations were formulated in haste and that even though NSW have had no major problems, grey areas had started to emerge.
- BR asked if a new 1200 was built would it require disc brakes.

- PC stated yes. Dispensation was given to vehicles log booked before 2003. CAMS introduced a new category of Formula Vee in 2003 and any vehicles built after this must comply with all the current rules.
- PW noted the upcoming Shannons National Meeting at Symmons Plains. The FVATas had paid \$3k to run at the event and offered free entry but no interstate entries had been received. Frank Haire was coming down to race in a Tasmanian car. He stated that it was advertised and that they had hoped to get some 1600 cars to attend and that they were very disappointed in the apparent lack of support and exclusion from the FVee National Series.
- IC stated that he had tried to get a National round in Tasmania for FVee but that with the \$11k needed per round and only limited government subsidies available, that it was not financially viable.
- PW commented that no-one in Tasmania knew that this was being considered and that clearer communication would have been helpful.

Action Item List

Action Item #	Action Item	Actionee	Raised	Due
1	Draft terms of supply for MOFOCO heads.	DF	3 rd Jul	Completed
2	Investigate the process required for FVee to nominate a controlled fuel.	IC	3 rd Jul	Completed
3	Draft letter to ATR&S to be ratified and sent.	SW	3 rd Jul	Completed
4	Determine how many sets of AR tyres are left around the country. WA 0, SA 1 fronts, Tas 0, Vic 3 fronts, NSW 50 sets approximately, Qld 2 fronts	SW	3 rd Jul	Completed
5	Hand over of FVAA finances to be completed. In progress.	SW	3 rd Jul	ASAP
6	Arrange for a copy of the Technical Manual to be obtained from CAMS and distribute to NTC.	DF	3 rd Jul	Completed
7	Post agreed Towage Fees on website.	SW	28 th Aug	Completed
8	Provide a briefing on the advantages and disadvantages of both AASA and CAMS and the implications for FVee.	DF	28 th Aug	Next Meeting
9	Determine current capitation fees for consideration at next meeting.	SW	28 th Aug	Next Meeting
10	Place information on the website regarding the fuel tender process.	SW	28 th Aug	Completed
11	Communicate to AR the possible test dates of September 15-16.	SW	28 th Aug	Completed
12	Seek legal opinion as to the FVAAs obligations under the existing tyre agreement with AR. Two opinions to be sought if possible.	DF/DB	28 th Aug	31 st Oct
13	Propose to AR that the existing stock of tyres be offered to competitors at \$600/set.	SW	28 th Aug	Completed