

All BOM Committee members

MINUTES OF A GENERAL MEETING OF THE FVAA BOARD OF MANAGEMENT TELECONFERENCE HELD ON WEDNESDAY 01 July 2015

Present:

Mark Mitchell President
Stewart Bracken VIC
Risden Knightley TAS
Garry Ogden NSW
Ross Louden QLD
Rob Surman SA

Apologies

David Campbell WA & Secretary

In Attendance

Leigh Porter Treasurer

The President opened the meeting at 2000 AEST.

ITEM 1. MINUTES FROM THE PREVIOUS MEETING

The minutes from the previous minutes were accepted as a true record of the meeting.

Proposed: Risden Knightley Seconded: Rob Surman

All in favour

ITEM 2. ACTION LIST ARISING FROM THE PREVIOUS MINUTES

- a. Action list items
 - 1) 130 Sealer list needs updating on webpage open
 - 2) 135 See item 5 Technical and NTC update
 - 3) 137 closed
 - 138 CAMS have advised that they no longer need to approve this document as it is now an interpretation document. Mark Mitchell to sign prior to upload to website.
 - 5) 139 Closed as no longer requested by NTC (see Item 5)
 - 6) 140 Closed
 - 141 Michael Lloyd has discussed with Mark Mitchell and believes he can run from overseas provided another member of the NTC can share some of the work.
 - 8) 142 closed, Leigh Porter has arranged



- 9) 143 Leigh Porter to follow-up to confirm FVEE not on in 2016
- 10) 144 Closed, Done by Leigh Porter
- 11) 145 See Item 5 Technical and NTC update
- 12) 146 Closed as deemed no longer necessary
- 13) 147 Done by David Campbell. David to check if update have occurred.
- 14) 148 Garry Ogden to follow-up Ray Filetti on NSW commemorative booklet. Each State to follow-up their history to see what can be done about a 50th Anniversary booklet
- 15) 149 BOM to consider tow money for 2015 Nationals
- 16) 150 Nationals update Risden Knightley advised that there will be both 1200 & 1600 groups. Entry forms are to be issued in the coming week or so. Entry will include practise day, race event, garage and merchandise (cap & t-shirt). Trailer space is being held on the ship until three weeks prior to the event

WA and NSW have submitted numbers. Vic and SA will probably only need 5 sets each to

ITEM 3. Correspondence

- a) None received to PO box.
- b) The BOM noted that Michael Lloyd has closed out email correspondence with CAMS on fuel bladder use within FVEE ranks, which was noted as not used with FVEE.

ITEM 4. Treasurer's report

- a. May & June 2015 Accounts received and discussed
- b. Expenditure approval
 - 1) May \$266.26
 - 2) June \$2714.40

Proposed: Ross Louden Seconded: Risden Knightley All in favour

ITEM 5. Technical & NTC update

2.6 ENGINE:

(xi) Cylinder Heads:

(b) Replacement of valve seat inserts is permitted. A maximum of three (3) cuts is permitted on each valve seat insert. For 1200cc, all valve seat cuts must be confined to the insert. For 1600cc, the maximum outside diameter of the top cut is 38.5mm for inlet and 35.5mm exhaust (i.e. the maximum allowable Valve insert). The Top Cut, may extend into the combustion chamber of head. The angle of the top cut is free.

The throat diameter may be enlarged. Throat cut shall be 75° Throat cut shall be 60° to 75°. Valve seat angle shall be 45° ±1.5°.

Rational:

Commented [M1]:



To allow standard heads to be used.

To utilise valve seat cutters on the market that anyone can use without a huge outlay.

The BOM voted unanimously to approve this update

(vii) Flywheel and clutch assembly:

For 1200cc engines machining of all flywheel surfaces is permitted. The flywheel must comply with the minimum weight specified in art. 3, "Weights and Dimensions". The use of any flywheel, as used on a Type1 or Type 3 VW originally fitted with a six volt or 12 volt electrical system, is permitted:

For 1600cc engines fitted with either 113 105 101E, 311 105 101E, 311 105 101F or 040 105 101.5 Crankshaft machining of all flywheel surfaces is permitted. The flywheel must comply with the minimum weight specified in art. 3 "Weights and Dimensions"

3, "Weights and Dimensions".

For 1600cc engines with an Aftermarket Counter Weighted Crankshaft machining of all flywheel surfaces is permitted. The flywheel must comply with the minimum weight specified in art. 3, "Weights and Dimensions".

Delete Diagram

Lightening of the pressure plate is permitted. The minimum weight shall be as specified in Art. 3 – Weights and Measures. A conventional solid centre full circle friction face clutch driven plate shall be used. The facings shall be of conventional friction material. Ceramic, metallic and carbon fibre facings are excluded.

Rational

Clarifies that the restriction is the minimum weight. Flywheels are not a sealed item and it is not practical to check these under parce ferme conditions at race meetings. Simplifies rules and removes confusion.

The BOM voted unanimously to approve this update

2.7 ENGINE ANCILLARIES:

- (iii) Aircleaner
- (a) Removal of the standard aircleaner is permitted.
- (b) The aircleaner shall have a horizontal interior surface located no higher than 10mm above the uppermost edge of the carburettor air inlet. The interior of the air cleaner, to a minimum diameter of 70mm and maximum of 150mm centred on the carburettor air inlet and to a minimum height of 40mm and maximum of 80mm above the horizontal surface, shall be free space. All air being fed to the carburettor is to pass through the aircleaners filter element.

Rationale: Restricts the practice of running with an open top air cleaner which has been proven to be a performance gain but significantly reduces the engine life and is therefore discouraged in Formula Vee competition. This request also reverses the previously added maximum free space dimensions that were added to resolve the same issue but resulted in making many competitors existing aircleaner designs non-compliant.

The BOM voted unanimously to reject this update.

NTC to address the reasoning for dropping of "maximum" requirements



2.8 TRANSMISSION:

(iv) 1200 cc engine: Any of the following standard VW gear ratios is are permitted:

Barrel Type:	1st	3.80:1
	2nd	2.06:1
		1.22:1 or 1.26:1 or
	3rd	1.32:1
	4th	0.82:1 or 0.89:1
	C/W pinion	4.125:1 or 4.375:1

Split Type:	1st	3.60:1
	2nd	1.88:1 or 1.94:1
	3rd	1.22:1 or 1.23:1
	4th	0.82:1
	C/W pinion	4.430:1 or 4.375:1

Rationale: Correct typo for the second gear ratio for Split Gearbox. Add a decimal point to the 1.94:1 figure.

The BOM voted unanimously to approve this update

4. NON-GENUINE PARTS

The use of the following non-genuine VW replacement parts is permitted. The parts must be standard replacement parts in terms of configuration and functional dimensions for all practical purposes replicate the original VW component. Their fitment shall not result in unauthorised modification of any other component

а	gaskets and seals	I	clutch plate and pressure plate	w	cam followers
b	cylinders and pistons	m	king pins	х	gear box case & selector housing
С	bearings	n	torsion arm link pins	у	crank cases
d	valve guides	0	axle boots & axle tubes	Z	ball joints
е	engine valves	р	camshaft & gear	aa	type 1 H-beam
f	valve springs	q	steering box	bb	gearbox gears
g	fuel pump	r	oil pump	CC	syncro rings
h	voltage regulator	s	rocker covers	dd	selector forks
i	fan & fan housing	t	air correction jet carrier	ee	valve rockers
j	brake shoes	u	valve seat inserts	ff	connecting rods
k	wheel cylinders	v	brake drums		

Rationale: Bolt on Aluminium Rocker Covers are used by majority of the Formula Vee competitors whereas the original VW rocker covers were pressed steel covers retained by a spring steel retainer. Moving Rocker Covers to Authorised Parts allows competitors to use the bolt on aluminium rocker covers which does not provide a performance advantage.

The BOM voted unanimously to approve this update



5. AUTHORISED PARTS

The following parts can be from any source, provided their use does not result in the unauthorised modification of

	any other component:				
а	threaded fasteners (but not wheel mounting bolts)	h	ignition coil	0	starter motor
b	brake lines	i	6v or 12v batteries	р	swivel foot valve adjusters
С	fuel lines	j	shock absorbers	q	disc brake calipers
d	spark plugs	k	fuel filters	r	disc rotor/hub assemblies
е	master cylinders	I	ignition points	s	fan belt
f	carburettor jets and venturi (1200 only)	m	washers	t	distributor
g	push rod tubes	n	piston rings	u	valve push rods
٧	External Oil Coolers and Oil Cooling Fans	w	Flywheel	х	Aftermarket Counter Weighted Crankshaft
у	Ignition Modules: Computire: part no. 21100 Pertronix Ignitor I (not II or III) part no's: 1847A, D500706 & D500709 A list of part numbers currently approved by the FVAA National Technical Committee is available on the FVAA website.	Z	axles	aa	rocker covers

Rationale: Original specification axles are no longer commercially available whereas aftermarket axles are still available but do not meet the requirements of Non-genuine parts in that they are straight throughout their length in lieu of tapered as per the original specification axles. Aftermarket axles are considered to be significantly stronger but still of similar weight so they will not provide a performance advantage

The BOM voted unanimously to approve this update

7. SCRUTINY AND SEALING

- (i) All engines and transmissions shall be scrutinised and sealed in accordance with the procedures detailed in the
- FVAA Technical Manual.

 (ii) A record of all sealing must be entered on the FVAA Sealing Record Card and detailed on the standard FVAA Record Sealing Sheet (Certificate of Compliance). After 1 July 2008, Sealing Record Cards for engine and gearbox must be available for inspection at any competition for which the vehicle is entered. Vehicles without, or unable to produce on demand, valid Sealing Record Cards for engine and gearbox will be given one warning that is to be noted in the vehicle logbook. Unless rectified before the next race meeting the vehicle will be ineligible for Formula Vee competition.
- (iii) Scrutiny for sealing purposes must be conducted by accredited FVAA Sealing officers. No Sealing Officer may seal-the same sections of an engine or a gearbox on consecutive occasions (which shall be deemed to be an invalid sealing procedure) except under emergency circumstances in the course of an event for which the vehicle is entered; in which instance the reason for the need for consecutive sealing is to be clearly documented on the sealing card and to ensure complete transparency, the members of the National Technical Committee are to be advised of the requirement. in which instance the sealing is valid for the duration of the event only
- (iv) Scrutineers are to be allocated in accordance with the procedures in the FVAA Technical Manual

Rationale: The perceived value in having different sealers seal each section of an engine is not considered the required burden on the competitor to arrange for up to three sealers to seal an engine is not consucred the consecutively seal an engine during an event is not common place but when it is required, the competitor should not be required to have the engine / gearbox resealed if it is not required.



The BOM voted unanimously to reject this update.

The NTC to explain and incorporate how a missing sealing card is "rectified before the next race meeting"

The NTC to be asked to define and clarify what "in the course of the event for which the vehicle is entered" means e.g. is Friday practice included in the event.

ITEM 6. General business

- a) Queensland scrutineering panel question on FVEE fuel. This could be left alone as ethanol in fuel is covered under CAMS regulations.
- b) Unsolicited tyre testing request. A couple of the State Associations have been contacted by an independent tyre agent looking to test a new tyre. The BOM noted that The Formula Vee Association of Australia, Inc. has an agreement in place for the supply of tyres and will not participate in any unsolicited testing. The FVAA to urge State Associations to follow this decision as they are affiliates of the FVAA.

Meeting closed at 2230 AEST

Arrangements for the next meeting.

Wed 05 August 15

MARK MITCHELL President

02 August 15



FVAA BoM Action Item List Jun 2015

Action Item #	Action Item	Actionee	Raised	Due
130	Sealer list needs updating on webpage	ML	December 14	Open
135	CAMS manual changes- not happening	BoM	March 15	Partially closed at
	and need to contact. BoM to consider changes			July BOM
137	Mark Mackay to contact ML on above points	MM/ML	May 15	Closed
138	MM to call CAMS and get them to approve our version 4.0.of the Tech Manual sign and publish	MM/ML	May 15	Mark Mitchell & Michael Lloyd to sign Publish
139	Forged piston discussion. BOM to canvass members opinions	ВОМ	May 15	Closed Not required as stock available
141	clarification required how and/or who will run the NTC. discussion	MM/ML	May 15	1 August 15
143	Bathurst. FVAA (Dylan Thomas) to proceed with request to race at Bathurst 12 hr. BOM to decide race format	ВОМ	3 Jun 15	1 Aug 15 Leigh Porter to confirm not accepted to event
144	Treasurer to forward money to WA and SA from FVAA funds	LP	3 Jun 15	Closed
145	Axle supply issue	BOM	3 Jun 15	Closed
146	States to gather data on Hoosier tyres to compare costs against Dunlop tyres	BOM	3 Jun 15	Closed No longer required
147	DC to provide updates to Ian Lee to improve the FVAA website	DC	3 Jun 15	1 Aug 15
148	50th Anniversary. Research to be done by BoM members on previous medallions and commemorative booklets	ВОМ	3 Jun 15	1 Aug 15
149	Tow money for 2015 National Challenge	ВОМ	1 Jul 15	1 Aug 15
150	Update on 2015 National Challenge	Risden Knightley	1 Jul 15	1 Aug 2015