



FVAA DC 002

All BOM Committee members

**MINUTES OF A GENERAL MEETING OF THE FVAA BOARD OF MANAGEMENT
TELECONFERENCE HELD ON WEDNESDAY 03 JUN 2015**

Present:

Mark Mitchell
Stewart Bracken
Risden Knightley
Garry Ogden
Rob Surman
David Campbell

President
VIC
TAS
NSW
SA
WA & **Secretary**

Apologies:

Leigh Porter
Ross Louden

Treasurer
QLD

In attendance:

Michael Lloyd
Dylan Thomas

NTD from 2050 to 2130
until 2030

The President opened the meeting at 2000 AEST.

ITEM 1. Bathurst 2016

Bathurst 2016 email below

An opportunity to run at the 2016 Bathurst 12 HR or the Bathurst Easter meeting is available (at this stage). After an EOI was circulated, 41 members have indicated they would like to participate at the Bathurst 12 HR event. In the past FVEE has run at Bathurst with the following participation numbers:

<i>Year</i>	<i>Participants</i>
99	58
08	56
09	55
11	45
13	37

FVAA will be required to sign a participation agreement which puts the onus on FVAA to be responsible for payment of category fee. To minimise the risk, FVAA have previously asked for EOI, based the entry fee on those EOI numbers and called for instalment payments from the participants over a period of months. A condition attached to those payments was that should a participant pull out, then they would not receive a refund unless the break even number of participants was reached. For 2016 the proposal is as follows:

1. Enter Bathurst 12 HR



- a. Cost \$51,450 (category fee, flaggies allowance, trophies & GST). Dylan is checking when the entry fee needs to be paid. His thoughts are that it is usually early in the year of the event (see below)
 - b. Charge competitors \$1,470 (inclusive of GST)
 - c. Call for initial payment of a third (\$490) within 30 days.
 - d. Structure further payments in September and November 2015, each at \$490.
 - e. Payments are non-refundable unless 35 full paying participants have been reached
 - f. Invest cash in interest paying account until paid out.
 - g. See table on following page for breakeven analysis.
2. Do not enter Bathurst Easter meeting as there is insufficient interest.

Assumptions:

- Total Cost \$51,450 as outlined above
- Participant entry fee \$1,470 as above
- All dollar values are net of GST

Discussion with Dylan Thomas during the meeting.

- a. FVAA will be required to pay Bathurst a \$10,000 deposit on 30 Jul 15 and the remaining balance after entries close (early Jan 15).
- b. For the Bathurst 12hr we were offered practice, qualifying and 2 x 11 lap races – eleven laps is considered too long for Vee fuel tanks so probably 9 laps per race is our maximum. Three x 6 laps was our proposal but no extra time was available – so we must combine practice and qualifying as one if we want three races
- c. The opportunity to race may yet be given to another category.
- d. Dylan thinks 5 laps practice is not sufficient to learn the track. If this does eventuate, he likes the idea that FVAA organise the qualifying start positions for a combined qualifying and practice session.

Proposal: FVAA should proceed with the proposal to race Formula Vees at the 2016 Bathurst 12 hour event. Committee to consider the race format at a later date based on 4 times slots.

Proposed SB
 Seconded GO

Carried 4 to 1 with one absentee

DECISION: Dylan to proceed with our proposal to race at Bathurst 12 hr 2016 event. BoM to decide the format of the event at a later date.(AI 143)

Dylan Thomas left the meeting

ITEM 2. MINUTES FROM THE PREVIOUS MEETING

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

Proposed: RK



Seconded: RS

All in favour

ITEM 3. ACTION LIST ARISING FROM THE PREVIOUS MINUTES

a. Action list - items

- 1) 113 see 137
- 2) 130 **Sealer list needs updating on webpage** - open
- 3) 131 see 135
- 4) 135 **CAMS manual changes.** Proposal from NTC to CAMS manual in email below. (Michael Lloyd joined the meeting)

2.7 ENGINE ANCILLARIES:

(iii) **Air cleaner:**

(a) Removal of the standard air cleaner is permitted.

(b) The air cleaner 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 air cleaners 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.

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. Allowing an FVAA sealer to 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.

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 $45^\circ \pm 1.5^\circ$.

Rational:

To allow standard heads to be used.

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

(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".
- **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 parc ferme conditions at race meetings. Simplifies rules and removes confusion.

DECISION: BoM members to consider NTC proposal above and respond by 10 Jun 15. (AI 135)

- 5) 136 **All States to send your tyre requirement for second half of 2015 to GO soonest.** WA and NSW have submitted numbers. Vic and SA will probably only need 5 sets each to the EoY. Hoosier have sufficient stock til the end of the year – need to consider required tyres for National Challenge in Tas. **Closed**
- 6) 137/138 **MM to call CAMS and get them to approve our version 4.0 of the Tech Manual**

CAMS response below

Thanks for sending that through and apologies for not getting back to you sooner. CAMS doesn't need to approve the Manual, or formally issue any bulletin. We are happy for you to publish the document on the Formula Vee website, and moving forward we will ensure to remove any reference to the FVAA Technical Manual from our regulations except for that mentioned in the preamble.

Proposal: Accept version 4.0 of the Tech Manual



Proposed DC
Second RS

All in favour

DECISION: ML and MM to sign Formula Vee Technical Manual V4.0 and put on web page. (AI 138)

7) 139 **Forged pistons.** NTC report. *No suitable replacement has been found for current pistons. With forged pistons, something between a control piston and a minimum weight piston needs to be found. NTC request a direction from BOM for a forged or a control piston.*

Michael Lloyd left the meeting

DECISION: BoM members to consult with state members on forged pistons and report back at next BoM meeting. (AI 139)

Open until next meeting

8) 140 Bathurst – closed

9) 141 NTC Chairman/Director – MM to correspond with ML over next few weeks.

10) 142 **Arrange for invoices for FVAA domain name registration to come directly FVAA - open**

ITEM 4. Correspondence

a. none

ITEM 5. Treasurer's report

a. none

b. April & May 2015 Accounts

Liquidation of stock – cylinder heads. Do we liquidate or retain stock.

DECISION: Leave the stock and review in one years' time

c. **Expenditure consideration.** FVAA to refund costs to the following states for promotional activities as submitted by email, up to a maximum of \$2000 per state.

1) South Australia

2) Western Australia

Proposer RS
Seconded GO

DECISION: Treasurer to forward money to WA and SA from FVAA funds.(AI 144)

ITEM 6. Technical & NTC update



- a. Axles. From NTC minutes.
Axles were proposed to be included after the last meeting. Agreed by all in the meeting that there is a supply issue and the chromoly axles available on the market are a direct replacement and axles should be added to Authorised Parts (rather than Non-Genuine parts as drafted) with a minimum weight for the long axle to be 3.7kg. MF is to investigate short axle weight and advise at next meeting

DECISION: Review and discuss at next meeting (AI 145)

ITEM 7. Tyre Contract – Some issues for clarification and discussion

1. Contractual issue
 - a. What was original contract wording prior to Garry Ogden's marked up version of 6 May 2015.
 - i. For example did clause 7.1(c)(iii) to 7.1(c)(vi) exist prior to 6 May 2015? If not does Hoosier Tyre Australia Pty Ltd have a basis to charge the prices they are currently charging?
 - b. Has Hoosier Tyre Australia Pty Ltd (Max) agreed to the original contract terms (either via communicated acknowledgement or signed contract)?
 - c. Have the Directors of the Formula Vee Association of Australia Incorporated (FVAA) agreed to the amended contract wording?
 - d. Has Max been presented the amended contract? If so, has he provided any feedback?
 - e. Does the FVAA wish to change any items in the amended contract? If so, does FVAA have the right to pursue further changes?
 - f. Is Max open to discussion on contractual terms, especially pricing?
2. Risks
 - a. If Max is not open to discussion on contractual terms:
 - i. Is it worth a fight for a hit of (currently) \$230 per set of tyres per competitor?
 - ii. Is a hit of this magnitude likely to stop competitors from racing? If so, how many? How does the FVAA quantify the number of, likely, impacted competitors?
 - iii. Does a fight open up the possibility of no supply of tyres due to Max repudiating the contract or claiming default under the contract by an action or inaction of the FVAA? If so, what is "Plan B" for tyre supply?
 - iv. Is FVAA prepared to pursue Max for performance under the contract?
 - b. If Max is open to discussion on contractual terms:
 - i. Is the FVAA prepared to contribute to any price decrease?
 - ii. If so, what is the financial impact on the FVAA of any participation in price decrease?

GO had discussed with Max about his costs in USA and in Aus with regard to a possible refund to competitors due to the price increase incurred by the dollar exchange rate. No significant changes to the contract were on offer. Cost to USA drivers is approximately AUD \$1220 per set which make current Australian costs understandable – when freight, fitting, FVAA levy added.



We need to gather wear data and total life cycle costs for Hoosiers to compare the value of Hoosiers to Dunlops.

DECISION: States to gather data on Hoosier tyres to compare costs against Dunlop tyres. (AI 146)

ITEM 8. General business

- a. National Challenge.** SA wish to delay their hosting of the National Challenge until 2017 to enable the use of the new race track Tailem Bend as a new venue. WA were prepared to host the 2016 Challenge.

Majority in favour – 4 for, 1 undecided, 1 absent

DECISION: WA to host 2016 National Challenge and SA to host the 2017 National Challenge.

- b. Web page.** In some areas it is significantly out of date and does not put FVAA in a good light. DC to provide updates to Ian Lee to improve the site. (AI147)
- c. BOM representatives at National Events.** DC awarded the prizes at last weekend's opening National Series event in Mallala. Worth considering at least one BoM member attends future national events - should the NTD attend?
- d. 50th Anniversary.** Medallions given out at 2005 event at Oran Park. Are we going to do the same? Research to be done by BoM members on previous medallions and commemorative booklets. (AI 148)

Meeting closed at 2236 AEST

Arrangements for the next meeting.

Wed 01 July 15

MARK MITCHELL
President

DAVID CAMPBELL
Secretary

03 Jun 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 and need to contact. BoM to consider changes	BoM	March 15	10 Jun 15
137	Mark Mackay to contact ML on above points	MM/ML	May 15	2 Jun 15
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	1 Jul 15
139	Forged piston discussion. BOM to canvass members opinions	BOM	May 15	1 Jul 15
140	Put an EOI on the web page to gauge interest Bathurst 2016	LP	May 15	Closed
141	clarification required how and/or who will run the NTC. discussion	MM/ML	May 15	1 Jul 15
142	Arrange for invoices for FVAA domain name registration to come directly FVAA Bathurst. FVAA (Dylan Thomas) to proceed with request to race at Bathurst 12 hr. BOM to decide race format	BOM	3 Jun 15	1 Jul 15
144	Treasurer to forward money to WA and SA from FVAA funds	LP	3 Jun 15	1 Jul 15
145	Axle supply issue	BOM	3 Jun 15	1 Jul 15
146	States to gather data on Hoosier tyres to compare costs against Dunlop tyres	BOM	3 Jun 15	1 Jul 15
147	DC to provide updates to Ian Lee to improve the FVAA website	DC	3 Jun 15	1 Jul 15
148	50th Anniversary. Research to be done by BoM members on previous medallions and commemorative booklets	BOM	3 Jun 15	1 Jul 15