



FVAA DC 006

All BOM Committee members

**MINUTES OF A GENERAL MEETING OF THE FVAA BOARD OF MANAGEMENT
TELECONFERENCE HELD ON WEDNESDAY 07 OCT 2015**

Present:

Mark Mitchell	President
Stewart Bracken	VIC
Risden Knightley	TAS
Gary Ogden	NSW
Ross Loudon	QLD
Rob Surman	SA
David Campbell	WA & Secretary

Apologies:

Nil

In attendance:

Michael Lloyd	from 2019 AEST
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: SB
Seconded: RK

Accepted Unanimous

ITEM 2. BOM ACTION LIST FROM PREVIOUS MEETING

147 – **Web page.** DC to check if updates have occurred – **some have.**

Discussion about Zane (NSW) helping out, if Ian Lee is unable to update our pages. Sealers list to be updated.

MM now has administrator rights. Zane is not familiar with the format our webpage is written in. MM to speak with Ian. Quote requested from Chris Burke for Chris to administer updates.

150 – **Nationals update** – Strong 1200 entries and not as many 1600s as expected.

8 x 1600 and 18 x 1200 currently entered – entries still open.



151 – **Cylinder heads** - NTC to look at the supply of a range of heads and their parity in a cost saving way, with a view to using the \$17000 worth of FVAA heads ML

Item 5 below

153 - Review **National Challenge Sporting Regulations**.

Regs – biggest issues is Hoosier tyres only, as approved by CAMS.

154 - **1200 crankshafts** – NTC to get a commercial proposal from John Alder to provide prepared 1200 crankshafts.

Item 5 below

155 - **Knife edging of 1600 CW cranks**. NTC to report back.

Item 5 below

156 - BOM members to review **5 year plan** with members and expect a meeting in Tas to discuss the way forward (BOM deputies to attend if state reps not attending). See item 6 below

ITEM 3. CORRESPONDENCE

- a. Nil in PO Box
- b. National Challenge SRs from CAMS – see AI153

ITEM 4. FINANCES

Treasurer's report - expenditure

Teleconference fees	\$ 32.86
Trophies	\$ 78.79
Seals postage	\$ 10.55

Expenditure approval for payment \$122.20 and acceptance of accounts (below)

Proposed RY
Seconded RK

Accepted unanimously



Surplus (Deficit)	September (\$ 380.89)	YTD FY16 \$ 3,868.21
Accounts Receivable at 30 September		
	FVAT Seals Clark	\$28-38
Invoices paid September		
	LP Reimbursement August as previously circulated	
Accounts for Payment September (Attached)		
	Teleconference August	\$ 32.86
	FVAS trophy series	\$ 78.79
	Additional trophy for 2nd 1200	
	Post FVANSW Sansom seals	\$ 10.55
	*Total	\$122.20

As our BAS and GST reporting is on a cash basis, the P&L is prepared on the same basis.

GST liability for FY 15 is \$2,982, due March 2016

Reconciled bank balance	Cheque account	\$ 150.44
	Online Saver	\$ 56,014.45

June Cylinder head sales nil.
Camshaft sales nil

ITEM 5. Technical & NTC update

- a. **Cylinder heads** are limited in availability. NTCC believe the flow of the heads in FVAA stock cannot match current available heads without significant costs. Awaiting feedback on a set that have recently been ported. Best option may be to ask Furman's to take them back at a loss or sell as road car heads. Other option is unique FVAA heads cast by us, but this will be a high cost option. NTC still looking at other options – ML and Morgan Fremantle to produce a paper on heads for BOM by next meeting. AI 151

NTC proposed a paper with 5 options, after discussing the options the NTC unanimously voted in support of Option 5 (below) but they did not want to go to the higher performance variant based on the additional cost and the increased performance.

The aim is to get parity of heads from one supplier that could be bolted onto a car directly.

Option 5. Contract a Supplier to provide CNC'd new Heads as a controlled part.

Cons

- *Need to lock in a long term supply contract.*
- *Heads will flow better therefore perform better so a phase in period will be difficult*



Pros

- *Fit for purpose new head supply for the medium to long term.*
- *Potential to have known flow data on each set of heads supplied so heads can be reflown to confirm no mods at a later date.*
- *Closest parity possible between sets of heads.*
- *Off the shelf solution for competitors*
- *Competitors can potentially order a set of heads that are prepared and assembled so they can be fitted to an engine with no further modifications.*

- *Allow CNC porting of existing heads via a FVAA approved Machine Shop.*
- *Find a Supplier that will supply new Heads that are CNC'd for combustion chamber, Inlet and Outlet ports. (I have some options and indicative cost for a US supplier that I want to discuss with the rest of you)*

Researched found a supplier in the US that will provide us with a set of heads for testing as follows:

- *Brand New 043 casting off of relatively new moulds.*
- *CNC'd Inlet and Outlet Ports*
- *CNC's Combustion Chambers*
- *FVAA Logo engraved on the Combustion Chambers*
- *Unique Serial Number on each head.*
- *Three Angle Valve Seats fitted*
- *Valve Sizes as per out existing regulations*
- *Fully assembled with valves and single springs. (We will need to develop a spec that suits most competitors)*
- *Fly Cut to 48 cc's*
- *If we specify them right, they should be good to just bolt on.*
- *\$US700 per set ex the US.*

This cost is for a trial set and the supplier is aware that we will need to go through a competitive supplier tender process so I assume it is higher than what we could achieve.

There is a second option from the same supplier where we will get casting from a new mould that is aircraft quality. The ports are larger and the Valve sizes are larger as well so we will have a marked increase in performance. The upside of these heads castings is that they are cast to supply the high end VW engine builders who demand a higher quality level and the consistency of supply is in my opinion safer. These heads are \$US750 assembled to the same specs.

Both of these options are subject to the Aussie Dollar falling further and we would need to set-up a local distribution to minimise the freight cost of shipping a set at a time

MM - Furman's and Reinhardt's may buy some of our 66 heads in stock for road car use. – MM to follow up. AI 157

NTC would like to buy a trial pair of heads to see how good they are. Propose 12mm plugs rather than 14mm.



Q. Are we 100% sure our current stock of heads is not suitable?

A. They are inconsistent and not of high quality.

Proposal: FVAA to buy one set of US cylinder heads for trial by the NTC at US\$700 plus freight. Possibility to buy more pairs later for comparison and parity purposes.

Proposed: RL

Seconded: GO

Accepted Unanimous - AI151

- b. **1200 crankshafts** – 5 aftermarket cranks available to be imported but they are 300gms less than normal cranks and expensive. But there are plenty still available in Aus. Should we look at John Alders' prepared cranks at \$300-\$350 each at a FVAA expense. NTC to get a commercial proposal from John. AI 154

Strong feeling from NTC to leave them alone.

Can John Alder's supply race ready cranks?

- c. **Knife edging of 1600 CW cranks.** Is there a need for a minimum dimension for the flat on the web of the crank to stop this? Discussion regarding 'after-market' cranks. Also regarding how we covered for this on flywheels – perhaps a picture for cranks is required. **NTC to report back. AI 155**

Awaiting drawings showing where you can and cannot edge.

ITEM 6. General business

- a. **FVAA Budget**

Nothing to add

- b. **Future planning - 5 year plan.** Following CAMS 20/20 vision proposal, RK thinks we should prepare for the future. Following a meeting with Daniel from CAMS, ML says FVee does not come on CAMS radar for all the right reasons. MM to review previous plans and report back to the BOM with a template for a 5 year plan proposal.

BOM members to review 5 year plan with members and expect a meeting at National Challenge in Tas on the Friday evening – approx 1800 (BOM deputies to attend if state reps not attending). AI 156

- c. **2015 National Challenge Sporting Regulation -**
Covered earlier.

- d. **Calendars.** States to send 2016 calendars to Leigh for comparison and decision on National Series rounds. - AI 158

Meeting closed at 2211 AEST



Arrangements for the next meeting.

Fri 06 Nov 15, approx 1800, at National Challenge in Tasmania – ML to take minutes.

MARK MITCHELL
President

DAVID CAMPBELL
Secretary

07 Oct 15



FVAA BoM Action Item List Oct 2015

Action Item #	Action Item	Actionee	Raised	Due
147	DC to provide updates to Ian Lee to improve the FVAA website MM to speak with Ian. Quote requested from Chris Burke for Chris to administer updates.	MM	3 Jun 15	Next meeting
150	Update on 2015 National Challenge	RK	1 Jul 15	Next meeting
151	NTC to look at the supply of a range of heads and their parity in a cost saving way, with a view to using the \$17000 worth of FVAA heads FVAA to buy one set of US cylinder heads for trial by the NTC at US\$700 plus freight.	ML	5 Aug 15	Next meeting
153	Review National Challenge Sporting Regulations.	MM	2 Sep 15	Next meeting
154	1200 crankshafts – NTC to get a commercial proposal from John Alder to provide prepared 1200 crankshafts. Decision on whether to drop this topic required.	ML	2 Sep 15	Next meeting
155	Knife edging of 1600 CW cranks. NTC to report back with picture/drawing.	ML	2 Sep 15	Next meeting
156	BOM members to review 5 year plan with members and expect a meeting in Tas to discuss the way forward (BOM deputies to attend if state reps not attending).	BOM	2 Sep 15	Meeting in Tas 06 Nov 2015 at approx 1800
157	Sale of FVAA cylinder head stock for road car use	MM	7 Oct 15	Next meeting
158	BOM members send State 2016 race calendar dates to LP.	BOM	7 Oct 15	Next meeting