



FVAA DC 017

**All BOM Committee members**

**MINUTES OF A GENERAL MEETING OF THE FVAA BOARD OF MANAGEMENT  
TELECONFERENCE HELD ON FRIDAY 14 OCTOBER 2016**

**Present:**

Mark Mitchell	VIC and <b>President</b>
Michael Lloyd	SA and <b>NTD</b>
Leigh Porter	NSW & <b>Treasurer</b>
Liam Caplice	TAS
Clinton Leibinger	QLD
David Campbell	WA and <b>Secretary</b>

The President opened the meeting at 2003 AEST.

**ITEM 1. MINUTES FROM THE PREVIOUS MEETING**

The minutes from the September and 5 October 2016 meetings were accepted as a true record of the meeting.

Sep 16 Proposed: CL  
Seconded: ML

5 Oct 16

Proposed: MM  
Seconded: ML

Approved – one abstained

Approved – all in favour, Leigh abstained as he was not present at the meeting

**ITEM 2. ACTION LIST ARISING FROM THE PREVIOUS MINUTES**

Action list – items

- 147 **FVAA website.** Work ongoing regarding updates by Chris Burke. He will supply a quote for proposed work.
- 151 **New Cylinder Heads** – NTC to update on further options. No ideal solution at present.
- 156 **5 year plan** – need to look a lower costs for engines and tyres. Ongoing, NTC to continue to review. Leigh suggested H-beams should also be considered for review. NTC looking at it – with ball-joint H-beams.
- 157 **Sale of FVAA cylinder head stock for road car use** – To be liquidated. Offer received yesterday but put on hold today for one month. Offer to be confirmed at next meeting.
- 159 **Tyres.** See Technical update
- 162 **Bathurst 2018** – Bathurst 2018 – Keep in touch with Promoter and be ready to make decision in early 2017. NSW to follow up.

**ITEM 3. Correspondence**

BoM response to a letter from CAMS regarding proposed changes.



Response from FVAWA President to the Mark Dumesny email regarding late Hoosier bid for tyre contract.

#### ITEM 4. Treasurer's report

##### Sep 2016 accounts

Transactions for September listed on bank transaction list.

\$40.35 interest was credited to the Internet Saver account.  
(Plus 0.89 posted being rounding from BAS payment)

Income and expense noted on Profit & Loss statement

<b>Surplus (Deficit)</b>	September (\$ 2,208.62)	YTD FY17 \$ 352.74
--------------------------	-------------------------	--------------------

**Accounts Receivable at 30 September**  
Nil

**Invoices paid September**  
See FVAA bank account transactions attached

<b>Accounts for Payment September</b>	
Teleconference August	\$ 42.64
Trophies FVAS SMSP	\$239.41
Trophies FVAS Phillip Island	\$239.41
Mark Mitchell Tyre Testing	\$950.00 (Awaiting tax invoice)
<b>*Total</b>	<b>\$1,471.46</b>

As our BAS and GST reporting is on a cash basis, the P&L is prepared on the same basis.  
GST liability of \$1,080.00 for FY16 was paid in September.

<b>Reconciled bank balance</b>	<b>Cheque account</b>	<b>\$ 993.00</b>
	<b>Online Saver</b>	<b>\$ 51,453.13</b>

Cylinder head sales nil, heads in stock: 60

LP - Bills totalling \$42.64, \$239.41, and \$239.41 were presented for payment to LP.

Approval for expenses above

- i. Proposed LP
- ii. Seconded MM

All in favour.

#### ITEM 5. Technical & NTC update

##### a. CAMS Technical regulations amendment

A copy of the proposed amendment is below. Following a written complaint to CAMS from a member, this matter has been delayed for at least 21 days following the Sep 2016 BoM meeting. Considerable social media comment has been made, some of which has been written by people who have not read or did not know the facts behind the tyre test.

LP raised a point of order on the method of presentation of the motion. He thinks that the wording is not in the correct form. Mark Mitchell reviewed constitution and South Australia Act covering the FVAA and reported that there was no set form in either document re: motions. Mark Mitchell further noted that the proposed wording change was in line with how previous changes have been made and how CAMS report changes in their technical bulletins.



A discussion took place regarding CAMS role in the process. ML has kept CAMS informed throughout and CAMS are happy with the process. CAMS did supply questions for clarity which were responded to by ML. CAMS are waiting on the FVAA recommended amendments to our rules as per the CAMS manual. CAMS do have the power of veto over any changes.

LP asked about the verbal contract and whether an actual verbal contract had been entered into. MM discussed the Australian legal precedents and case law surrounding the running of tenders where the tender documents had not been complied to, specifically the awarding of damages for going outside the agreed process. In addition, MM outlined penalties under the Act where Directors acted to gain an advantage for another person. MM then discussed the the current position of the tender and award to Yokohama in this context. LP agreed the latest Hoosier offer was outside the tyre tender process and should not be entertained.

LP asked if Yokohama are aware the regulation changes needs to be ratified by CAMS and the 21 day process. MM answered that they were aware and were awaiting the outcome.

LP asked if anyone had asked Yokohama to order tyres. MM answered that they had not been but that they had ordered of their own volition to ensure tyre stocks would be here in time.

LP said he now had a better understanding of what was said to Yokohama.

Proposal – that FVAA adopts the proposed amendments to the Formula Vee National Technical regulation for 01 Jan 2017 as shown below.

Proposed: MM

Seconded: ML

5 members voted for and 1 against – Proposal carried.



Proposed Changes to CAMS Manual  
Introduction Date 1<sup>st</sup> January 2017

2. GENERAL REQUIREMENTS

2.1 Frame:

-----

(v) With the driver aboard and the car in racing trim no part of the car with the exception of the complete wheel may be closer than **40 35mm** to the ground.

Rationale:

The selected Yokohama ADO8R tyre is smaller in diameter than the existing Hoosier Formula Vee tyre. A reduction in ride height is required to existing formula vee chassis to remain in the competition without requiring chassis modifications.

2.5 WHEELS AND TYRES:

(i) Wheels shall be 13" diameter, five or four stud wheels with rim widths optional between 4" and 6". It is recommended that the width of rims used comply with the TRA (Tyre & Rim Association) recommendations. Other than the mandatory diaphragms as per 2.4.1(c) above, spacers between the wheel and the wheel mounting face of the brake drum are not permitted. Safety (U) rims are optional but highly recommended.

Rationale:

The selected Yokohama ADO8R tyre has a recommended minimum rims width of:

185/35R13 sizing has a range of 5.0" to 6.5"

195/35R13 sizing has a range of 5.5" to 7.0"

Competitors fitting tyres to rims that fall outside of these recommendations need to be aware that they are presenting a tyre for competition that is outside of the industry recognised recommendations for rim selection.

-----

(iii) Tyres shall be of a single make and specification as determined by the Committee of the FVAA and approved by CAMS. The following conditions of use apply:



## Proposed Changes to CAMS Manual Introduction Date 1<sup>st</sup> January 2017

(a) Where front and rear tyre sizes are not common, it is not permissible to fit front tyres to the rear axle or rear tyres to the front axle positions. All four tyres fitted to the car must be the same brand.

(b) Where tyre tread depth indicators are not provided, permissible tyre tread depth at the commencement of each event and practice therefor shall be not less than 0.5mm measured at each circumferential groove at any four points equidistant about the circumference of the tyre.

(c) 1200 engine: tyres shall be:

**Hoosier Formula Vee Model Number 44405:**

**Front 120/590-15      Rear 135/620-15**

**or Yokohama AD08R:**

**Front 185/55R15, Article F7341      Rear 195/55R15, Article F7314.**

**Hoosier Formula Vee tyres will not be eligible for competition after 31st December 2017.**

(d) 1600 engine: tyres shall be:

**Yokohama AD08R:**

**Front 185/55R15, Article F7341      Rear 195/55R15, Article F7314.**

In competition, a car is to have all four tyres from the same manufacturer.

**Rationale:**

*Allows both the current Hoosier and the Yokohama AD08R to be used for 1200's for next year in states which choose to do so. States that choose to restrict 1200's to Yokohama only will be able to achieve this through supplementary regulations. This was what happened for the 2015 Nationals to make it a Hoosier only event and is what is also planned to happen for the 2017 Nationals to make it a Yokohama only event.*

*Note: The Yokohama AD08R has tread depth indicators moulded into the tread so item (b) above does not apply. Tread Depth indicators are approx. 3.0mm from the surface of the tyre. Schedule E of the CAMS manual states "Tread wear indicators as provided by the tyre manufacturer shall be the definitive indicator of tread depth"*





## Proposed Changes to CAMS Manual Introduction Date 1<sup>st</sup> January 2017

### 2.7 ENGINE ANCILLARIES:

Only standard VW Type 1 1200cc ancillaries shall be used with the 1200cc engine and only standard VW Type 1 1600cc ancillaries shall be used with the 1600cc engine unless specifically stated otherwise in these regulations.

**(g) It is permitted and strongly recommended that the fuel inlet tube to the carburettor be replaced by a screw in barbed fitting.**

For 1600cc engines:

**(h) The carburettor shall be a standard Solex 34PICT-3 or BoCar equivalent.**

**(i) Modification of the carburettor is not permitted apart from removal of the automatic choke and plugging of the choke butterfly shaft holes. Any such plugs must be flush with the inner surface of the carburettor top. Plugging of the throttle butterfly air bleed hole is permitted. The venturi is considered to be an integral part of the carburettor and may not be modified. A brace may be fitted between the carburettor and engine to prevent movement.**

**(j) The use of any jet as below, which may be fitted without alteration of the carburettor, is permitted.**

The following are defined as jets:

- main jet
- pilot jet
- pilot air bleed jet
- air correction jet
- pump discharge nozzle
- float needle and seat

**(k) A fibre gasket must be placed either side of the restrictor plate; the gasket shall have a minimum inside diameter of 34mm and a maximum thickness of 1.6mm. Carburettor mounting stud/bolts shall be such as to securely locate the restrictor plate with the orifice centred in the carburettor throat. All air and fuel in the air/fuel mixture supplied to the engine shall pass through the restrictor plate.**



## Proposed Changes to CAMS Manual Introduction Date 1<sup>st</sup> January 2017

**(j)** A control restrictor plate shall be fitted between the bottom flange of the carburettor and the top flange of the inlet manifold. The restrictor plate shall have a 29mm diameter orifice and be supplied by the representative Formula Vee association of each. The restrictor plate shall remain the property of the relevant association and shall not be modified in any way.

**(m)** It is permitted and strongly recommended that the fuel inlet tube to the carburettor be replaced by a screw in barbed fitting.

### Rationale:

The original VW fuel inlet tube into the carburettor is a push fit into the carburettor body and a straight tube for the fuel hose to be attached to. This change is to permit the upper carburettor body to be modified to allow the fitment of a fitting that is screwed into place and that the fitting to the fuel hose is permitted to be barbed. This change to regulations does not provide a performance advantage but will result in a more robust joint. The screw in barbed fittings are currently permitted for Fuel Pumps with a cast body where the original VW part had a pressed in straight outlet tube.

### 3. WEIGHTS & MEASURES

#### 3.1 VEHICLE:

• Minimum Racing Weight (see "Definitions"):

– 1200cc engine: ~~445~~ 500kg

– 1600cc engine: ~~500~~ 515kg

### Rationale:

The Yokohama ADO8R as a set of tyres is 12.3kg heavier than a set of the current Hoosiers. For a competitor who is currently not running ballast to use the new tyre the minimum racing weight needs to be increased in order to keep parity with other competitors. If the minimum racing weight was not increased, then competitors who are currently carrying ballast could remove their ballast and end up with a competitive advantage.

Two 1200 states are currently looking at making their 1200 competition a Yokohama only in 2017. To allow them to do this the minimum racing weight is needed to be increased as of 1<sup>st</sup> January 2017.



## Proposed Changes to CAMS Manual Introduction Date 1<sup>st</sup> January 2017

*This has resulted in the need for 1200 competitors who choose to continue to run their Hoosiers in 2017 needing to add an additional 15kg in ballast for a one-year period.*

• **Wheelbase:**

– Pre-2003: 2095 ± 25mm

– 1/1/03 on: 2220mm maximum

• **Front overall width:**

~~1595~~ **1625mm maximum**

• **Rear overall width:**

~~1640~~ **1635 mm maximum**

**Rationale:**

*Taken from the published specifications from both manufacturers the Yokohama ADO8R tyres are 40 mm wider for the 185/35R15 versus the current Hoosier front and the 195/35R15 is 25mm wider than the current Hoosier Rears. The Front and Rear Overall widths need to be increase by these amounts to allow the Yokohama ADO8R tyres to be introduced without requiring competitors to purchase new rims.*

*A set of Yokohama ADO8R tyres fitted to 6" rims were measured for width and were found to be 196mm front and 203mm rear. A set of current Hoosier tyres fitted to 6" rims were also measured and found to be 166mm front and 186mm rear, a difference of 30mm front and 17mm rear. By increasing the overall widths front and rear by the published difference will result in a high level of certainty that Formula Vees who comply with the current regulations running Hoosier Tyres will be compliant if they present Yokohama ADO8R tyres fitted to the same rims once using the proposed increased overall width dimensions.*

### ITEM 6. General business

- a. **Hoosier sales.** Liability to Hoosier was discussed. The Jul-Sep rebate was \$2360 and a discussion took place regarding whether we should keep this rebate. MM suggested we wait until CAMS approve our recommendations. 1200 and Historics are still able to use Hoosiers.
- b. **National Challenge.** DC reported that he has received 38 entries, 20 x 1600 and 18 x 1200 for the WA based 2016 National Challenge, 21-23 Oct 16, with 11 non WA entries.





- c. **2017 National Challenge.** Taillem Bend may not be available for 2017. Possible to use Mallala but NSW to see if they can run the 2017 event.
- d. **2017 Season.** FVAWA have submitted their 2017 calendar to Leigh and other states are encouraged to advise FVAA of their events soonest.
- e. **CAMS Superlicence.** CAMS have not included Vees in their Superlicence qualifying categories. MM reported that he had asked Vees to be put forward but CAMS had not done so. He will question CAMS again on the topic as our omission may affect our category numbers.

**Meeting closed at 2136 AEST**

**Next meeting planned for 2 Nov 16**

MARK MITCHELL  
President

DAVID CAMPBELL  
Secretary

14 October 2016



**FVAA BoM Action Item List Oct 2016**

<b>Action Item #</b>	<b>Action Item</b>	<b>Actionee</b>	<b>Raised</b>	<b>Due</b>
147	<b>DC to provide updates to Ian Lee to improve the FVAA website</b> ongoing. Chris Burke. He will supply quote for proposed work.	MM	3 Jun 15	Next meeting
151	<b>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</b> NTC to update.	ML	5 Aug 15	Next meeting
156	<b>BOM members to review 5 year plan</b> need to look a lower costs for engines and tyres	BOM	2 Sep 15	Ongoing
157	<b>Sale of FVAA cylinder head stock for road car use</b> All available at \$100 + GST	MM	7 Oct 15	Ongoing
159	<b>Tyres.</b> Decision to be withheld until released by mm after talking to the tyre manufacturers who tested	ML	10 Feb 16	Next meeting
162	<b>Bathurst 2018</b> – Keep in touch with Promoter and be ready to make decision in early 2017. NSW to follow up.	LP	6 Jul 16	Report at the next meeting
163	<b>2017 National Challenge.</b> Tailem Bend may not be available for 2017. Possible to use Mallala but NSW to see if they can run the 2017 event.	ML	14 Oct 16	Next meeting
164	<b>2017 Season.</b> FVAWA have submitted their 2017 calendar to Leigh and other states are encouraged to advise FVAA of their events soonest	All	14 Oct 16	Next meeting