

# **FVAA Board of Management Minutes Face to Face at Bathurst,**

**Saturday 5th February, 2011**

**Commenced 11:20am EST, closed 12:50pm pm EST.**

## **Present:**

Keith Sharman FVAA President, Greg Hepburn – NSW, John Alder – Qld, Pip Welch – Tas  
Michael Lloyd – NTD / FVAA Secretary, Leigh Porter – Treasurer.  
David Whitehead, Mick Reinhardt, Damien Saunders, Scott Andrew, Dylan Thomas.

**Apologies:** George Panagiotidis, Derek Burns.

## **Item 1 – Previous Minutes**

- 18/1/2011 minutes discussed and accepted.
  - Proposed GH
  - Seconded JA
  - Approved

## **Item 2 – Action Log**

- Action Log not reviewed

## **Item 3 – Correspondence**

- nil

## **Item 4 – Financials**

- Financials not discussed

## **Item 5 – Future of Formula Vee Document**

- ML presented to the meeting with a hard copy of the “FVAA Policy on the future of Formula Vee” in draft format and then went through each item inviting input from those present.
- Document was reviewed and it was agreed that it is to be discussed at state association level for input as well as with the FVAA National Technical Committee.

## Item 6 – 1600 Future Engine Specification

- Following on from the FVAA policy discussion, a general discussion occurred on the potential engine changes that will be required to be made, in order to maintain the cost of Formula Vee competition as genuine VW components continue to become scarce.
- Introduction point of any proposed changes was discussed as one of the key problem to be overcome if a new engine spec was developed. New and current spec engines would have to be of similar performance in order to allow a staggered introduction.
- Mick Reinhardt offered to develop and build an engine to a potential new specification which is to be in line with the FVAA Policy as discussed in item 6.
- The intention of building an engine is to provide as a test case as to the potential performance increase of a new engine spec.
  - The new engine is to be built using readily available components, that will:
    - minimize the required machining of components,
    - can be purchased in Australia either at a similar to or of lower cost to the competitor than standard VW components
    - that are expected to be available in the long term.
  - Any potential engine specification is expected to deliver a significant increase in the robustness of the bottom end of the engine.
  - Prior to being assembled, the engine specification is to be agreed to by the FVAA.
  - Once the physical engine is complete, it is to be dyno tested against current spec engines and a difference in performance is to be determined. The intention is to make the new specification engine match the current spec as close as possible.
  - Once a similar performance level is achieved, the engine is to be tested in various chassis designs by teams that can supply two identically specified 1600 Formula Vee's. This is required to ensure that any potential specification engine does not favor any particular chassis. The testing is also to occur at different tracks.
- FVAA is to provide a budget in order to fund the testing and the transportation of the engine to the teams involved.
- General Agreement was achieved that Michael Lloyd and Mick Reinhardt are to jointly develop the **potential** engine specification and Michael Lloyd is to gain FVAA BoM buy in of components to be used prior to commencement of the engine build.

## Item 7 – Training of Sealers

- Request was made to develop a video of how to seal a Formula Vee engine.
  - FVAA BoM to organize the creation of the video.
  - Request was made at the meeting to add a note into the FVAA Policy document in regards to simplifying the process of sealing an engine where ever possible. It was expected that this will save time for both competitors and sealers when an engine is sealed.
  - Accreditation process of existing and new sealers was discussed.
    - General discussion and agreement that the FVAA should appoint a National Sealing Director who has the national responsibility of ensuring sealing is conducted in a consistent and standardized manner in each state.

### **Item 8 – H Beams**

- General discussion as to the use of aftermarket H Beams in Formula Vee competition
  - Concerns were raised that aftermarket replacement beams are not currently eligible for competition.
  - General agreement between those present that the issue is to be reviewed by the NTC in order to make aftermarket beams eligible.

### **Item 9 – Australian GP Promotional Opportunity**

- David Whitehead volunteered to coordinate any promotional activities at the Australian GP.
  - General Concerns in regards to security of vehicles
  - Keith Sharman and David Whitehead to work together in order to sort out details.

### **Item 10 – General Issues**

- General Discussion on the benefit of FVAA appointing a National Promotional Manager to coordinate FV promotions nationally.
  - FVAA BoM to discuss and determine if the role is required.

Meeting closed and Keith Sharman thanked all of the state representatives that were able to attend the meeting.

Next meeting: 2nd March 2011.