



FVAWA Newsletter

*Update from Committee Meeting Friday 28 December
2007.*

*Present: Derek Burns (president), Nathan Allen,
Jason Richards, Tim Riley and Chris Scoble.*

Apologies: Wally Williams and Bruce Allen.

This new style of communication, is intended replace the old idea of “open meetings” which very few members attended, whilst helping to disseminate information from your Committee to you, the Members. Whilst not being formal Minutes of the Committee’s discussions, the contents are aimed to give an overview of the Agenda Items discussed, a sense of direction for our club, and most importantly the underlying intent for our actions.

The objective is an open style of leadership, a willingness to tackle the *difficult issues*, combined with a resolute intent to remove the underlying causes for factional based issues within our club.

1. **The appointment of Dean Williams as our State Technical Director and Eligibility Officer.** The vote was unanimous. Dean will report to the Committee. The intent here is to avoid any possible perceptions that any one person is Judge, Jury and Executioner. As recommended by last year’s committee, we adopted a resolution that any technical / eligibility issues occurring at race meetings would be considered by Dean, then reported to all Committee Members present at the event. The Committee reserves the right to consult other specialist advice that may be available. The Committee would then decide upon a course of action. Examples might include referral to officials of the meeting in the case of a gross breach of eligibility rules resulting in performance advantages, to a “*you’re ok to keep racing, but get this minor issue fixed by....*” sort of approach.
2. **Bruce Welsh has kindly agreed to take on the role of Secretary if a suitably experienced candidate does not fill it by the time of the first race meeting.** Should anyone be keen to take on this role, please contact a Committee Member.
3. **New Control Cylinder Heads for 1,600’s.** It is now clear we missed the boat due to some sort of miscommunication. It is possible that we can source a few from Eastern States Clubs, but they are not expected to arrive over there until mid-January. By the time they’ve cleared customs, got sent over here, and put into engines, it is apparent that our engine builders will have very little hair remaining by our 1st race meeting on 8th March. For this reason, Derek, Chris and Tim will probably airfreight some directly from the US. Please advise Derek urgently if you need a pair.

4. **Changes to 1600 Rules.** It is becoming apparent that there a quite a few changes coming very soon, particularly regarding engine components. The submission (part 1) from the FVAA has been ratified by CAMS. Please log on the CAMS website for the changes.
5. **Engine and Gearbox Sealing.** It is understood that a new FVA System will be implemented around mid-2008. This will involve sealing cards, which will record the history of each engine / gearbox. The potential for collusion will be reduced by a requirement to vary sealers (i.e. The same person cannot seal an engine twice in a row). Your Committee believes that we are already fairly compliant with current engine sealing rules, but have agreed to investigate ways that we can improve transparency with our current system, and maybe introduce some elements of the new FVAA System earlier. The intent here is to further reduce the potential for suspicion that a fast driver or car may have some *special bits* that are not quite kosher. The Committee will be discussing this with engine builders / sealers.
6. **Unusually high performance.** Item 5 above, lead to an open-ended discussion about what could be done if a particular car appears to have an abnormal performance advantage. Clearly as a club, we do not want protests, engine strip downs etc at race meetings. The time and money wasted would be horrific, and your Committee believes there has to be a better way. It was suggested that we might consider adopting a practice used over-east where an engine might be *double sealed* with a CAMS seal. The idea would be to open the engine up to official scrutiny at a more convenient time and place. In most cases this could probably be aligned with future maintenance requirements. The Committee would welcome feedback on this concept.
7. **Training for Scrutineers and others who may be interested.** The committee is obliged under its constitution to provide training. We agreed to invite the newly appointed NTD (Greg Hepburn) over to WA for a 1 ~ 2 day workshop, and to pay for appropriate expenses if required. It is understood that our requirement dovetails quite nicely with an initiative proposed to the FVAA to visit 3 Member States each year for similar purposes. Derek will contact Greg to assess availability. We will advise proposed dates as soon as we can.
8. **Safety Belts / Harnesses.** Please call Nathan Allen on 0409 861 886 if your belts have reached their expiry date. Nathan has arranged favourable pricing as part of a "bulk" order.
9. **Driver Training / Fun Day.** As most of you will be aware, we have had quite a few significant racing incidents over the last year or so. A number of separate ideas from various contributors are slowly taking form. Wally had previously proposed that we might utilise the Collie Track at some time in the future. Tim had expressed concern at the need for some type of driver training in addition to that required by CAMS, and tailored to open wheelers in particular. At this point in time, we envisage some combination of:
 - Track day at Collie.
 - Practical and theoretical driver training for newer members.
 - FVAWA Club Championship Points for all drivers who attend (i.e. these points are not earned by competition, you get them for being present on the day).
 - Some sort of competitive speed event.

Finally, please remember: Pre-Season Audit Sunday 24th February at Streetwise, 89 Windsor Road, Wangara.

End.