



FVAWA Newsletter

Training Weekend for Formula Vee Scrutineers 15/16

*March 2008 and **Rule Changes**.*

Hosted by: Derek Burns (FVAWA).

Facilitated by: Greg Hepburn & Scott Wythe (FVAA).

Attended by: Wayne Courtney CAMS Chief Scrutineer.

Firstly, thanks to Greg Hepburn, Scott Wythe and Wayne Courtney for bringing their knowledge to this weekend of specialist technical training. Greg in particular had to come over from the eastern states for the weekend, which is a big ask. In fact, great personal sacrifice was made by all attendees. Will-power was severely tested by being able to hear the F1 live from Albert Park coming from Derek's lounge TV on the Sunday afternoon.

Secondly, thanks to Sue & Derek Burns for hosting the weekend. Onya Sue.

The objectives of this 2 day training session were to:

- ✓ Review the Rule Changes which become effective in April 1st 2008.
- ✓ Enlarge the number of people in WA who can (in the near future) be Authorised FVee Engine Sealers.
- ✓ Enlarge the skills and knowledge base regarding eligibility issues within the FVAWA.
- ✓ Seek clarity regarding who is responsible for what between the FVAWA and CAMS.

All of the objectives were achieved.



A few familiar faces here, plus Greg Hepburn, National Technical Director, on the right.

Trainee's for the full weekend were, Chris, Craig, Dean, Derek, Gerry, Tim and Wally.

Dean is our State Technical Director.

As you will all be aware, an eligibility dispute last year escalated almost out of control at a race meeting, and for weeks thereafter. The results of that were that both the 2007 and 2008 Committee's agreed a process for resolving disputes. This process was confirmed with Tess Taylor at the recent NightMasters Meeting and with Wayne Courtney over the training weekend.

The preferred process if you wish to discuss eligibility issues is:

1. Talk to Dean Williams or any Committee Member. Dean will discuss with all Committee Members present.
2. Most issues can be resolved amicably, and if relatively minor, we can informally agree a timeline for rectification.
3. Only serious ineligibility issues involving safety, competitive advantage or ongoing non-compliance should ever need to be taken further.
4. Tess Taylor has confirmed that both she and Scrutineers will take advice from Dean, who reports to the Committee.
5. Tess and Wayne intend there to be a "nominated" FVee Scrutineer, for consistency and subject matter expertise.

This system was put into practice for the first time at the recent NightMasters Meeting. The intent is to avoid any one person being perceived to be judge, jury and hangman.

Side Impact Protection for 1600's

These rules have been in existence for many years, but appear to have been misunderstood or ignored. Members should be particularly careful if considering purchasing a 1600 (converted from 1200) from the Eastern States. Please talk to Dean if you are considering such a purchase.

The engineering principles were discussed in great detail with Greg Hepburn. The rules specify certain shapes and metal thicknesses for space frame tubing. If a car deviates from these, you will probably require sign-off from an engineer that the structure is of equivalent strength and performance. The rules also specify Kevlar or aluminium sheeting, and specify how that should be fixed to the side of the car.

Two 1600 cars are currently undergoing slight modifications to ensure full compliance after receiving advice prior to the NightMasters Meeting. It should be noted that both cars competed without dramas.

Rule Changes

The changes mostly affect 1600's and all engine builders are aware of these. Most of the changes are clarifications eg minimum piston / con-rod / flywheel weights etc. These affect engines sealed after 1st April.

The new Rules are available on our website under *latest news* on the home page. It is your responsibility as a driver / entrant to understand them. If in doubt – ask.

There are two rule changes that will affect a wider range of FVAWA Members:

- ◆ Maximum Valve Lift of 9.6mm (0.0377 inch) will apply to all 1200 and 1600's: Effective immediately and will be enforced at our next race meeting on April 13th. The intent here is to discourage some of the very expensive cylinder heads that are available at very high cost. The modifications to the rockers on some cylinder heads were not really in the spirit of Formula Vee. Very few WA built engines will have problems here, but contact your engine builder.

- ◆ 1200 Stub Axles: Your Committee do not believe it is possible to check and rectify issues with all our cars with immediate effect. Thanks to Wally, we will have a supply of high tensile bolts and nyloc nuts at the April 13th Race Meeting. Dean will offer advice on fitment etc. All cars must be compliant by June 8th Race Meeting.

FVAWA Memberships and Carports

Club Membership: A period of grace was allowed at the 1st Race Meeting on March 8th. A number of competitors have still not paid. **A deadline for payment of Friday 11th April has been set by the Committee.** If you are not a Financial Member on that date, you will not be eligible for Club Points, and any Club Points awarded for March 8th will be deducted. Late members will then only be eligible for points after their membership dues are received.

Carports: The Club has spent over \$4,000 on behalf of members to ensure we have adequate facilities in the pits. Most of the advantages are obvious, but the social and support benefits are also tangible. **The cost is \$220 for the year. Your Committee requests all payments are made by Friday 16th May.**

Our Club Secretary Bruce Allen has sent out requests for payment which include a Direct Credit facility (Net Bank Payments) to: BSB 736 078 and A/C 615007.

Yours in racing,

Tim Riley

Promotions & Press Officer

On behalf of the FVAWA Committee.