

Minutes of the NTC

NTC Phone hook up held on 15/5/08

Meeting started at 8.35 pm EST.

Present :-

Greg Hepburn (GH) Chair, Tom Cameron (TC) (joined the meeting at 8.40), Kevin Humphrey (KH), Graeme Gerbert (GG), Noel Clark (NC), Paul Tucker (PT), Dean Williams (DW).

Scott Wythe (SW) Pres. FVAA

Apologies :- None

Previous minutes :-

Accepted by those present at previous meeting. TC, GG, PT.

See attached action item list.

New business:-

1) Sealers List

Completed ready for submission to BoM for approval.

GH Noted that most states had put on extra sealers to meet the sealing rotation requirement and that a minimum of 3 sealers in each state was required for proper rotation.

TC Explained that Qld. only had 3 active sealers at present and was likely to loose one in the very near future. He has been approached by the Qld. Committee to take up sealing duties again, (has not sealed for over 2 years), and would restrict himself to engines that he is not associated with.

GH Once BoM had approved the list, a list of Accredited Sealers would be placed on the national web site along with a contact Phone No. for each. Also the NTD will keep a list of sealers email addresses so that he can notify Sealers directly in the case of Rule changes, etc. It should be noted that the STDs are still responsible for notifying sealers without email addresses. Also the STD are still responsible for the training of new Sealers and that individual States will nominate their sealers from time to time.

Action – GH to submit the list of Sealers to the BoM for approval.

2) Sealing Historic Engines

GH asked the question " Is it desirable for F Vee in general to have a parallel sealing systems run by different organisation, and is the FVAA capable of looking after all sealing to both Historic and Current Rules."

KH mentioned that he competed at both current and historic races and that some competitors were caught up in between. (Cars are permitted under CAMS Rules to compete as a historic car, on their current log book, once they have applied for a CoD.).

All expressed the view that Historic F Vee as being "just another part of F Vee" and that all states had sealers that could still seal to at least pre 85 Rules.

GH pointed out that engines to historic spec must also comply to current F Vee rules if F Vee seals are to used. e.g. 43cc heads meets the requirement for min.

38cc, one untouched component for balancing still must meet the min. weight, Wade Cam (which is allowed under historic rules) etc. Up until now sealers have been noting on sealing sheets additional information (head cc's, untouched components etc.) for Historic Engines however the HFVAA has asked if a identification tag can be placed on the sealing wire before the FV seal is put on, to assist in identifying engines sealed to historic Va. And Vb. Regs.

DW suggested that the tags should be similar to the '26' tag already in use on 1600 gearboxes and that they will be easy to slip on before the FV seal is put on.

PT Advised that although he could still seal an engine to pre 85 specs from memory, he could not do so to pre75 spec. as it was before his time. Also that he did not feel it should be up to sealers to have to work out the different period rules.

KH Advised that both pre 75 and 85 rules are available on the HFVAA web site

GH Has read through the pre 75 rules and noted that they are a simple rules based on every component being to standard VW 1200 specification, where as the pre 85 rules where more elaborate. Will send copies of both 75 and 85 F Vee rules to all STDs and approach Phil Lewis of the HFVAA to work out exactly what additional information is needed above the current F Vee Rules. (sealed on 1200 rockers, etc.)

It was agreed by all that :-

- Each State Association would select sealers in their State capable of carrying out sealing to Historic rules.
- HFVAA to supply list of additional items to check for pre 1975 and pre 1985.
- HFVAA to supply discs to be sealed on

Action - GH to approach Phil Lewis for a list of additional requirements for pre 75 and pre 85 F Vee engines, then distribute it to NTC members for comment.

3) Sealing Card Implementation.

Report from each state :-

WA Issuing cards complete, owing to difficulty in reaching the engine case in some cars for stamping, have noted which engines and will stamp at prior to next rebuild.

SA Issuing of cards in hand, experiencing same problems as WA in stamping / engraving No. onto case. will do as they come up for next rebuild.

Vic. All Vic. competitors are well aware that they are to have their sealing sheets with their log books under current rules. Are issuing sealing cards at race meetings off the sealing sheets.

Tas. Slow starting, issuing underway. Where sealing sheets are missing, able to retrieve information from the copy in the sealing books. As stamping the new number onto the sealing case is to hard in some cars, recording the 1200 engine No. on the card.

NSW Sealers have been issuing cards as they reseal engines, Have advised competitors to have all paperwork ready at next 2 race meetings to enable issuing of cards. Will stamp cases as they come up for rebuild on cars where case is to hard to access.

Qld. Underway, will have all cards issued before next CAMS race meeting.

In general :-

All Sates will have the card system in place by the 1st July.

All States experiencing problems with stamping cases in situ.

Will record the engine No. of any 1200 Non-universal case on the sealing card.

Will Stamp all universal cases with the present case seal No. at next rebuild.

Note all front running engines normally get freshened up every 6 months.

4) Fuel.

GH noted letter from FVA of Tas. regarding allowing leaded additives for fuel in the event of F Vee going to pump fuel. (see attached letter) and opened the topic up for discussion.

NC One of Tasmania major F Vee engine builders also runs a mechanical work shop and has noted since the introduction of unleaded fuel a massive increase in road cars with valve and seat wear due to lack of lubrication (lead). Also the average competitor in Tasmania would go at least 3 season between rebuilds where as the a lot of the competitors elsewhere have rebuilds ever 3 to 4 meetings and would not notice the wear.

GH expressed the view that 1200 heads had a much higher replacement cost than 1600's (\$1500 to \$2000 compared with the current price of \$320), and that the 1600 head was more acceptable to unleaded especially when using SS valves.

PT can't see the difference between 1200 & 1600 heads in their ability/inability to withstand unleaded fuel. they are the same construction, same insert and valve material. We should use leaded fuel as long we can get away with it and then allow additives across the board once leaded is unavailable or outlawed. However could be a big problem to police power enhancing additives – oxygenators etc.

GH pointed out that the CAMS manual is specific as to what additives are permitted, and that advice from CAMS has stated that the FVAA can specify "no additives" as part of its Fuel Regs. This was supported by SW.

GG advised that that he is against additives as the rule could be exploited to give a power advantage.

KH Noted that a lot of NSW competitors were running E10 with good results, Has no problem with permitting lead additives and believes both 1200 and 1600 should all run to the same fuel rule.

DW Supports the use of lead fuel additives only if there was some means of policing what additives are used.

TC supports the use of lead fuel additives and pointed out that even under current rules of commercially available fuel, there is nothing to stop competitors to use illegal additives without testing and that it is a problem more associated with National events rather than State.

GH Noted that the CAMS manual allowed for two forms of testing, one involving sight, smell, etc. and another using a mass spectrometer to determine chemical composition at about \$80 per test. The later was used at National Series rounds last year.

GH asked all as to whether they believed that 1200 and 1600s should be dealt separately with fuel rules and whether or not they supported the use of leaded fuel additives.

All agreed that both 1200 and 1600 should be under the same fuel rules ie. not separated.

Five agreed that lead additives should be permitted as per the CAMS Manual with one against.

Action :- The NTC strongly recommends to the BoM that in the event of pump fuel being made mandatory, that leaded additives as per the CAMS Manual be permitted.

GH Stated that when 1600s started out stainless steel exhaust valves were standard fitment to the original heads, The reasoning was that eventually we would be going to unleaded fuel. The valves were identical to their plain steel counterparts, the only way you can tell them apart is with a magnet. Over 200 heads were sold with these valves in them, the only advantage is that they do not split around the head of the valve like the plain steel valve, especially when used with unleaded petrol. Their cost is only about \$3 more than a plain steel valve.

Action :- GH to supply NTC with photos and further information on the valve in question.

5) Sealing books, seals, restrictor plates.

30 sealing books have just been printed, GH will distribute them as soon as possible.

GH to make up a list for sealer to keep in the front of existing sealing books outlining discrepancies between sealing book and rules, e.g. Instead of 1 untouched piston there is a minimum weight of-----.

REQUIRED BY		BOOKS	SEALS
RESTRICTOR PLATES			
Qld.	0	0	6
NSW	0	0	0
Vic.	4	0	6
Tas.	2	0	0
SA	1	0	6
WA	2	0	0

Action :- **GH** will send out books and restrictor plates when the become available.

6) Lash caps.

NC brought up the subject of whether lash caps were permitted as a standard reconditioning process, as he recently encountered a engine that had been running very high lift and had badly worn the ends of the valve stems. Rather than go the expensive option of pulling down the motor and throwing away the valves it was far cheaper to fit lash caps.

There was unanimous agreement that lash caps be considered as a standard reconditioning process and as a max. lift on valves had been implemented there was no advantage to be gained.

Action :- GH to place on National web site that the NTC considered lash caps as a standard reconditioning process.

NC to provide information on where to obtain them from.

7) Brief update on tyre test.

GH and SW gave a brief up date on tyre testing and advised that AR had run out of compounds to test.

PT observed that, at a race meeting in the US, he noticed that Vintage F Vees where running on Dunlop's similar to ours, and that they where probably only paying around US \$600 a set. Considering the current exchange rate of almost 1 to 1 it may be worth while get more information .

Action :- PT to follow up on what Dunlop tyres are used in the US, where manufactured and what are the retail cost for a set.

8) VoIP for future meetings?

SW is investigating the possibility of using VoIP for future conferencing. More information is required as to what equipment is required.

Meeting to close at 10.35 EST.

Letter from Noel Clark. FVA of Tas.

9th April

Submission to retain leaded fuel for 1200 formula vee

Rationale

1200cc VW engines were designed over 50 years ago and as such were built to accommodate the fuel of the day; leaded petrol. 1200 heads are no longer produced and therefore the changes in fuel are not able to be adequately accommodated it through manufacturing updates. The 1600 heads are still being manufactured and do not have this problem.

Although there is a large amount of debate about the significance of wear caused by using unleaded fuel in 1200 motors there are several points that need to be addressed:

- significant wear in the valve seats and valve guides occurs when unleaded fuel is used*
- rebuilds every 3-4 meetings as is common with a lot of competitors would not realise the significance of the wear*
- F Vee is supposed to be cheap and easy to maintain; retention of leaded fuel would prolong engine life and cut costs the performance of the engines is not an issue here as there is plenty of evidence (mainly anecdotal) to suggest there is no significant performance advantage with leaded fuel*

Proposal

F Vee 1200 will be permitted to use leaded fuel or to use lead replacement additives