



Dear FV Competitor

Attached is a summary of rule changes effective 1 Jan 2008. The rules are also available on the CAMS web site at a link in the document. Please note these rules will be in effect at Bathurst in February.

I have sent this to our membership list and the Bathurst list, so if you get the email twice just delete one copy

Leigh Porter

## **A MESSAGE TO ALL COMPETITORS – 2008 RULES**

The CAMS Manual for the first quarter of 2008 has been released, including a revision of rules for Formula Vee. Please take the time to download and read them.

The rules are available on the CAMS website and can be reached at:-

<http://www.camsmanual.com.au/pdf/1category/0713%20Formula%20Vee%20Q108.pdf>

Although the majority of the changes are clarifications of existing rules there are a few changes which may affect your Vee. The main areas which may affect you are set out below.

1. Mechanical points and condenser must be fitted to your distributor. Electronic points replacement modules are no longer permitted.
2. The hole in the throttle butterfly may be plugged by solder or any other means you can think of. Also the rule regarding the venturi has been clarified to specify that the standard venturi cannot be modified in any way.
3. The part nos for the allowable heads have been amended to include the "IS" logo as well as the standard VW logo for the 040 101 375.2 heads.
4. The 1600 crankshaft can now be lightened. There are different minimums specified for the German and Brazilian cranks. This does not mean you can go mad with the lightening as both cranks are not very far above the minimum mass and normal regrinds and balancing will take some mass out of the crankshaft. Metal may only be removed from the "circumference face" of the crankshaft, i.e. the faces of the webs parallel to the journals. The crankshaft is weighed with the camshaft gears, front bearing and dowels in place.
5. The allowance to reduce the height of the inlet manifold castings by 23mm has been removed. This allowance was originally intended to facilitate the move to 1600 engines in some older Vees without extensive alterations to the chassis as the 1600 manifolds fouled the chassis members. If your Vee has a cut down manifold and it is required for chassis clearance reasons you can apply for an exemption to continue to use the cut down manifold. However, you will only have up to a maximum of 12 months to modify your chassis to accommodate the standard manifold.

If you require an exemption for your manifold, email the following information to me at [kevin@lakesedge.com.au](mailto:kevin@lakesedge.com.au) and I will pass it on to Greg.

- Owners name & contact details
- Log book no
- Vehicle make, model & date of manufacture
- Reason for requiring an exemption plus digital photo of problem area if possible.
- Length of time it will take to alter vehicle to accommodate standard manifold. The duration of the exemption will be at the discretion of the FVAA but will not extend past 1<sup>st</sup> January 2009.

These rules are in effect now and apply to all cars running at Bathurst. Don't get caught at Bathurst with an illegal vehicle – it could cost you plenty.

See you all at Bathurst

Kevin H.