# Circuit Excel Racing Association Inc

# Meeting Minutes

19/08/2020 21:15 EST Meeting held via Zoom conference call

1. Call to order

Invitees: John Broadbent (President), Bruce Phillips (Secretary), Andrew Young (Treasurer), Mick Crossland, Brad McNess, Craig Twining

1. Roll call

Bruce Phillips conducted a roll call. The following persons were present: John Broadbent (President), Bruce Phillips (Secretary), Andrew Young (Treasurer), Mick Crossland, Brad McNess, Shane Biekoff (Technical Committee).

1. Approval of minutes from last meeting.

Approved by Andre Young, Seconded by Mick Crossland.

1. Agenda
2. **Business arising from previous minutes:** To be addressed in general business.
3. **Presidents report:** Discussion with Motorsport Australia were had and they will be handing over the running of the category to CERA committee. Documents from Motorsport Australia detailing the running of the category to be handed over to CERA committee for approval. Motorsport Australia to provide a national technical delegate to the category, states to provide technical delegate for their state. CERA to discuss who committee thinks should be national delegate.
4. **Secretaries report:** Nothing to report.
5. **Treasurers report:** Bank account to finalised, paperwork ready to go just needs signatures. Andrew Young to send invoice to club treasurers for initial seed money for CERA. $500 per club.

Outgoings:

|  |  |
| --- | --- |
| $212 | Motorsport Australia |
| $214.70 | Consumer Affairs Victoria |
| $440 | Auto Action (tender advertising) |

1. **Correspondence:** No correspondence sent to secretary.
2. **Technical Committee report:** Tech committee update of tyre and suspension tenders. Reminder that tenders to be kept undisclosed till end of tender period.

 Concerns over camshaft tolerance, they are too liberal. Some members of tech committee oppose the changes and would like the tolerance to be loosened. Shane awaiting more information from the members of the committee to why they want this, if no evidence provided Shane would like to make the decision on the matter.

Conrods, current conrod weights in the rule too high as some rods are shown to be under this weight. As it stands sealers usually can’t measure conrod weight due the gudgeon pin and piston needing to be shrunk fit before assembly. Tech committee had discussion about combined piston/rod weight to be added to rules as it is not possible to weigh a rod without damaging a piston. Specs for this weight to de decided and presented as a rule change in the future.

Sealing of cylinder head to block, to be changed to front inlet port boss due to ease of sealing and checking. There needs to be conformity of seal locations. National seal sheet or book, seals to be centrally supplied and a national database setup in the cloud to record seals. Shane would like CERA committee to organise this.

Valve pockets, rules allowed some machining rules were changed to 32 inlet and 29 on outlet. Some engine builders would like this changed to fix issues with sunk valves, Shane disagrees with this. CERA committee to provide guidance to tech committee on this issue in the future.

Machining of pistons, two members of tech committee would like piston machining to be allowed. Reasoning for this is to get deck heights correct, it is argued that this can be achieved with conrod resizing and a similar if not cheaper cost than piston machining. This would mean no changes to the rules and be easier to check. Allowing piston machining opens up issues around compression ratios etc. CERA committee to give guidance on this issue.

Main bearing cap breakage and strengthening. This has been a documented issue for centre main cap. Not happening to all engines but still a concern. Cap to be machined and a brace installed on the cap. This does make the cap thinner so need to be tested. Comes down to cost issue as cap strengthening is cheaper than new cap and associated machining costs. Shane would like to see testing of this modification and in the future see this allowed in the rules if testing is positive. Shane would like some test engines with the modification allowed in race conditions. This would need to be approved by Motorsport Australia and CERA committee. Paul Morris has agreed to allow this mod to be tested in cars used at his testing and training track at Norwell. CERA committee allows for the testing to go ahead.

WA rep for technical committee to be Rob Mitchell

1. General Business.
	1. Tyre and suspension tender: Shane Beikoff reports no reply to tenders received. Anecdotally there appears to be much interest in the tenders. Mick Crossland has been approached by numerous tyre manufacturers to test tyres to see if they are suitable to tender. This is a private arrangement and not part of the tender process and will have no impact on the tender process. Mick will share the data. If any of these manufacturers do put in a tender their product will go through the full testing procedure as per the tender.
	2. Motorsport Australia to amend wording around rain lights for the category. Delete reference to factory fog light as rain light.
	3. CERA logo, Andrew has presented two options for CERA logo. Awaiting final costing for the logo. Logo approved by all members in either black on white or white on black depending on use (letterhead, t shirt)



* 1. Email address for Technical delegate, request that Shane Biekoff has access to an official email address. This has been set up as technical@circuitexcelracing.com.au
	2. State technical delegates: These delegates to contact Shane Biekoff directly with any questions or queries. This is already happening from some states.
	3. NSW has approached the committee about sealed ECU’s. Gillian Martin has been investigating this. Committee is for this but details need to be worked out and would prefer this done as a national level not a state level.
	4. Next meeting to be held via Zoom conference call 9th September 2020 20:00 AEST
1. Adjournment

Bruce Phillips adjourned the meeting at 22:46

Minutes submitted by: Bruce Phillips

Minutes approved by: Name