# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

13/07/2022 20:02 AEST Meeting held via Zoom conference call

1. Call to order

Invitees: John Broadbent (President), Andrew Young (Treasurer / Secretary), Shane Beikoff, Shannon Williams, Tim Rowse, Craig Twining, Neville Blight, Nick Scaife, Les Sharpe, Jamie Augustine, Gavyn Croft

1. Roll call

The following persons were present: John Broadbent (President), Andrew Young (Treasurer / Secretary), Shannon Williams, Tim Rowse, Les Sharpe, Shane Beikoff, Gavyn Croft, Craig Twining and Adam Macrow (Proxy for Neville Blight)

Apologies:

1. **Approval of minutes from last meeting.**. Approved Les Sharpe, Second Gavyn Croft
2. Business arising From Previous Minutes:

President announced that Tasmania is now full voting rights member of its CERA and invited the Tasmanian delegate to get involved with the decision-making processes and welcomed Craig onboard.

President spoke of discussion between himself and the Treasurer about for going Tasmania payment of $500 that all other states were invoiced for. The President explained that at this point in time Tasmania has minimal members and therefore minimal funds. This was due to the fact that the majority of Excel competitors are members of other clubs but will now move to the Excel club now that it is established. President asked if anyone disagreed with this and there were no objections.

1. President’s Report:

Has been pretty quiet but main focus has been working with CERA Secretary with ensuring the next delivery of control Suspension from Supashock. More to come in General Business

1. **Secretaries Report:**

Secretary confirmed that Supashock had made the scheduled date for the delivery of the first lot of dampers, the rest to be covered in general business in the update.

Secretary reported that all the paperwork and payment had now been finalised for the addition of Tasmania to CERA including the necessary documents and that needed to be uploaded to Consumer Affairs Victoria.

Email was received from Victorian delegate of which email was sent on to all CERA Delegates.

1. **Treasurers Report:**

Treasurer explained that payments have been received from all state clubs so thank you for those. Current balance sheet was sent out to all delegates with the balance at that time being $3129.00. Outgoing costs were submitting the updated details for Tasmania to Consumer Affairs Victoria and the ongoing website hosting costs which were detailed in the balance sheet.

1. Technical Delegate Report

Nothing new, all other items will come up in General Business.

1. General Business

Supashock update: Secretary informed the group that from the waiting list that was given to us by Supashock that they were very few State Excel club members and thanked the delegates for feeding back about members that were on the list. From here the Secretary explained that a priority list was then made up of 24 members submitted by the Delegates and this had then been submitted to Supashock along with their contact details. Deliveries had started and some state club members had already received their controlled suspension and used it in a race meeting on the previous weekend. It was also explained that Supashock were underway with the next batch of dampers and that we as CERA had asked them to use a system on their website that would allow our Motorsport Australia affiliated state club members to get first preference when orders open back up. Secretary explained but there was still a very large demand for the controlled suspension from other Excel race series and those that would be using them for events such as Sprints or Hillclimb’s. Both the President and Secretary had discussions with Supashock and it was agreed by all parties that seeing there was a contract in place that our state club members need to be serviced first. Secretary will pass on information to all delegates and Secretaries as it comes in from Supashock.

With email sent in via the Victorian delegate discussion was had on engine balancing as part of the 2023 regulations update. Suggested proposed wording from Queensland for 4.2. E ii being” a minimum of one respective piston and big end / lower half of one conrod must remain original as per manufacturer, without any form of metal removal from balancing or polishing”. Rationale for this was that the previous regulations allowed different interpretations being a big end on one con rod could be left whilst the small end on another conrod could remain untouched. The other reason for this was after conversations with engine builders and sealers is that it is very hard to inspect small end of a conrod once they had been installed into the piston, therefore making it difficult for engine sealers to inspect that end of the conrod. Discussion continued to make sure that everyone was clear, here there were suggestions of certain definitions but in the end it was decided not to include this wording. The suggestion to aid was to give a dimension from the bottom of the conrod or provide a drawing within the appendix that set a limit of the bottom of the conrod. Final outcome wants to change the wording to have “big end / lower half” to the initial wording.

Next part of general business moved into the rest of the regulation review as date out in the agenda. President stated that previous discussion on conrods had sorted out wording for balancing so next proposed change in the regulations was under Section 6 transmissions (h) with the wording being added *“Detailed in Appendix 2.”* This was to further clarify the use of the automatic gearbox, no objections were tabled to this change.

Next topic was 11 Suspension, added wording to first paragraph of “As per Appendix 3” and removed details of previous suspension packages. Part (c) wording added *“shims or camber stop”* as per agreement from previous meeting. Part (d) point (a) was reworded to *Any replacement must use only the original mounting points on both the chassis, control arm and must be mounted to the eyelet provided by the sway bar manufacturer. The Anti Roll bar must remain in its original orientation as per Appendix 4.* Photo has been added to appendix 4. New wording added for (b) *Adjustable Anti Roll Bars are not permitted* and (c) *After-market Anti Roll Bar are permitted, provided they are available at retail outlets.* All were in agreeance with this with no objections.

13.3 INTERIOR” new wording was added to (f) (vi) to read (vi) *“ballast, if required, must be located in the confines of the driver's cockpit, and clearly visible and assessable by Scrutineers and be in compliance with the Motorsport Australia general requirements definition for Ballast and Ballast Retention.”* No objections from any delegates.

Appendix 2, 3 and 4 were

Looked at to cover the new the automatic gearbox with ratios added, wording for Supashock and a photo of the sway bar with mounting to control arm.

End process was the wording changes discussed would be documented into the regulations and the regulations would be sent out to all delegates for final approval so that they can be then forwarded on to Motorsport Australia. Any feedback would be by email to the Secretary.

Discussion then moved back to the sway bar with query over the words shape and form and whether they covered the intent of having a sway bar of similar shape and form to the OEM rear bar. Suggestions were to put the Whiteline and Superpro bar numbers into the regulations with their part numbers, if other bars come available on the retail market they could then be added. Concern was raised however the term free as this could be misinterpreted as the links then could be moved further up the bar. Suggested outcome was to add wording “must mount to the eyelet provided by the manufacturer of the sway bar”. To help back this up a further outcome was to get shadow drawings produced of all three sway bars that would be added to appendix 4. All were in agreeance. Delegates were asked to keep existing cars including standard and race cars with 25mm offset and spacer options. Will verify sizes at next meeting with Delegates feedback.

Next topic was guard width with current dimension being 1610mm + 15mm. Measurements were taken on standard street cars being 1625mm and 1630mm. End result was to use the dimension of 1630+15mm and produce a drawing to show measurement location position.

Next topic was wheel track width. Delegates were asked to check existing cars including standard and race cars with 25mm offset and spacer options. Will verify sizes at next meeting with Delegates feedback.

President stated that Minutes of previous meeting would not be available until just prior to the next meeting and as per normal protocol would be sent out with the agenda items for the next meeting. Here it was also stated that Delegates need to take notes to give feedback back to state committees and members.

Newsletter was still the current status with no one putting up their hand to put one together so at this point in time there would be no new newsletter composed. If anyone would like to take this on please notify the Secretary.

Scrutineering issues from other states. WA Delegate brought up the issues as discussed in the previous meeting and the need to share this across states. The suggestion also was does CERA need a tech group to discuss issues like this? President replied at this current point in time engine sealers and eligibility officers do converse amongst themselves as well as the CERA Technical on issues and sharing different information. It was also stated it is the responsibility of the state delegates to take information back to committees and members as well as Engine sealers and Eligibility officers. President also recognised the work of the Victorian delegate in the investigation of ECUs and possibilities of the ways that they could be manipulated. The President encouraged all delegates to look at issue such as these explore them. If it is an issue then bring information back to the committees at national and state levels. A future area to be investigated will need be portions of engine looms.

The question was asked by the WA delegate do we need to re institute the technical committee? The President suggested the issue with this is then it adds another group that needs to be setup, managed, and governed. SA Delegate advised the group that SA retained its technical committee and technical issues are taken back to that committee and recommendations are forwarded on to the main committee for approval and then feedback to CERA. SA Delegate stated that this is up to each individual state if at the time they wanted to maintain their technical committees or perhaps now re-establish them. President did recognise that unfortunately WA are somewhat isolated from the constant exchange of having interstate competitors along the eastern seaboard and SA continually have so this does encourage conversations between sealers and eligibility officers from those states. WA Delegate did state that a lot of WA members source componentry such as engines from interstart. President suggested as a possible solution that the WA eligibility officer can attend CERA meetings as a guest.

Nationals: QLD delegate stated there had been over 50 expressions of interest for the 2022 nationals at Morgan Park in October. At this point there can be 87 entries with the possibility of trying to push that out to 96, conversations were being had with this with Motorsport Australia and the Track steward. WA did express that I would like to see Nationals there in 2023 seeing that they missed out on opportunity during the two years of the COVID shutdowns. President suggested the idea that we look to maintain Nationals with Improved Production due to the fact that it allows for more track time in comparison to having National with state rounds or Shannons events.

Driving Standards: President advised the group that the 2022 Circuit Racing Driver Notes document that was distributed earlier this year is not being recognised by Motorsport Australia and warned groups such as CERA not to use it. Victorian delegates advised the group that driving standards in Victoria had drastically improved due to the club working with the Stewards to impose time penalties. They also advised penalties such as 30 second penalties for running people off the track were regularly being imposed and then this acting as a good deterrent. Queensland Delegate advised that the officials took it on themselves to have a Steward in the control tower that could make decisions on the spot, and if they decided to issue a penalty they did so. In this case the competitor could not appeal it as it was issued by a Steward. Clubs need to be proactive and work with the Stewards so that realistic penalties can be given out when required.

General Business around the States:

Tasmania: nothing at this point in time.

Western Australia: asked about feedback for the one to five year plans that has been on the agendas. President spoke that we really need the feedback from members and in particular club committees on what their visions are for the category. We also need to look at if possible trying to secure marquee events again, such as Bathurst. WA had already submitted some ideas for this in May and the President reminded the group that we would need to follow up on this once the regulations had been sorted.

South Australia: As the Secretary reminded the group that if new member signed up, please forward their details on so that they could be forwarded to Supashock so if a priority system is used they are on it and ready to go. Also spoke about if lap records are set if they could be forwarded through so that the 103% listing on the CERA website gets updated. Feedback from the South Australian committee and tech committee was they would like to see another engine sealers meeting once the regulations had been settled. Here the President took the opportunity whilst on the topic to inform the group that Victoria had a new sealer and he had been through the induction process.

Victoria: Victorian Delegate spoke off the use of inlet and exhaust valves for go / no go gauges and detailed costings of these. President asked for all this information to be put into an email and forwarded to all Delegates. The question was also posed that should engine looms be sealed and then could be periodically inspected? Victorian Delegate will continue investigation into the Unichip devices and feedback to the group with more information into the future.

The topic of control suspension came up again and the President informed the group that an estimate of around 150 sets had gone to those outside of the Motorsport Australia system and that Supahock had over produced on the original estimate supplied by CERA. It was stated that at that point in time that over 450 sets had been produced with another 75 underway. President mentioned that there are other series such as the Track Attack series, the North Queensland series, a group formed in the Northern Territory that is aligned to the SA club as well as numerous individuals that have been purchasing for sprints and hill climb events. The Secretary also mentioned that the older packages that were used in the past are no longer being produced therefore Supashock is really the only supply option for Excel dampers.

Queensland: nothing at this point in time.

New South Wales: Delegate asked if the seals could be used for the eligibility officer to use in their role. President stated that details of the seal supplier will be passed on as we need this seal supply by CERA seals to be used on engines so that the batch numbers are given to engine sealers and therefore can be tracked and traced. NSW Eligibility Officer stated that he would use the seals for gearboxes and informed the group that he is investigating instances of where gearbox bolts had been out in position with lock tight with seals to give the illusion that it was a sealed gearbox. Outcome of the discussion CERA will acquire seals that can be used for purposes such as sealing gearboxes, engine looms or other circumstances. The Secretary was thanked for his rapid response to those in NSW that needed to go on to the priority list. The Victorian delegates also recognised and thanked the Secretary the efforts here as well. NSW suggested that moving into the future we should really address branding across all states. Currently all states have different names for the Excel race series that occurs there. The suggestion was as part of the five-year plan that all States carry the same branding. Picked up at the last race meeting was that a Getz get gearbox was found. Question was, is the easy way to identify this? NSW Delegates explained how the Getz gearbox was found.

President said that he would compile the feedback for the regulations and included into the draft document which would then be forwarded out by email to all club delegates. Once received could all clubs look over this and supply any feedback.

 Next Meeting the 7th of September.

1. Adjournment

John Broadbent adjourned the meeting at 21:39 AEST Minutes submitted by: Andrew Young