# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

7th of September 2022 20:03 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, Shane Beikoff, Gavyn Croft, Craig Twining

Apologies: Les Sharpe

1. **Approval of minutes from last meeting.** Approved Craig Twinning, Second Shannon Williams, Shannon recognised the work and time that goes into the production minutes and thanked Andrew for the time and detail in the munities.
2. Business arising From Previous Minutes:

Topics of the Review of 2023 Regulations, Wheel track width and the Costing of valve go / no gauges will be covered under General business

1. President’s Report:

Main work effort has been focused on the Nationals, making sure all bases are covered an all boxes are ticked. President has spoken to Jamie Augustine from Motorsport Australia about the current position of where the regulations are. Jamie Augustine informed CERA that due to feedback from a high-profile motor sport person there will be one change this year with the allowance of the camber stops to be used that were written into the 2023 regulations. Motorsport Australia will release a bulletin, and this will be passed on to all clubs to allow the use of the camber stop this year.

President also the group informed the group that Jamie Augustine will be no longer looking after technical as he has moved to a higher position within Motorsport Australia and there will be a replacement for Jamie in the future.

1. **Secretaries Report:**

Secretary spoke about usual communications with Supashock in the lead up to the release of the next batch of dampers. The communications between CERA and Supashock have constant and regular to ensure that all state clubs were getting the latest information passed on.

1. **Treasurers Report:**

Treasurer explained that as per the balance sheet sent out there had only been one transaction that being the cost of email hosting. Current bank balance is $2892.12

1. Technical Delegate Report

Technical Delegate informed the group that he had received quite a few emails particularly from Interstate competitors with queries with competitors heading to the Nationals. Feedback to these competitors has been to literally go back over and read the regulations and rules as it explains what is permitted. The queries sent by email where topics such as ballast, battery position and componentry attached to the engine. CERA Technical explained queries by simply referring back to the regulations and answering their questions from there.

The group was also informed that the three sway bars being the OEM, the Whiteline and the Superpro had all been measured by use of scanning and digital equipment and that drawings were currently being produced that will be added to the regulations within the appendix. The President advised the group that the company that is measuring the sway bars is actually one of the manufacturers of the sway bars.

SA Delegate thanked CERA technical for the prompt response of queries sent in by competitors from South Australia.

1. Regulation Review

First part of general business was to address the 2023 rule / regulations review. President referred to an email sent by Victorian Delegate on the 7th of September . The Victorian Delegate asked for the vote to be postponed so that members could be consulted. President then reminded the group that as of last meeting there was common consensus among all Delegates with the proposed changes and that they had over a month since the last meeting to take they updated regulations back to committees and seek feedback. It was then decided to look through the document at the changes for 2023 and have a discussion about each point. The document was then displayed so that everyone could see it via the Zoom interface. A further outcome was that if there was agreement with any changes that they could be voted on and carried and if there was anything that required further feedback or had disagreements, it would be held off from a vote.

*4.2 CYLINDER BLOCK/ CRANK / RODS / PISTONS*

*(e) (ii) A minimum of one of the respective pistons and big end / lower half of one conrod must remain standard original as per manufacturer without any form of metal removal from balancing or polishing.*

President asked if any of the Delegates had issues with the changes with the above. All states were in agreement and happy with the wording. A vote was taken and all states in attendance voted unanimously for the change in 4.2 (e) (ii).

*6. TRANSMISSION*

*(h) It is permitted to use an A4AF2 Automatic gearbox. Detailed in Appendix 2.*

All agreed with the working and details put into Appendix 2. CERA technical brought up a conversation with a competitor that was asking if they could run an automatic transmission, it was stated it would be possible with the wording change within the regulations. The particular person inquiring was not disabled which was the intent of allowing the automatic gearbox to be used for people with disabilities. Conversation continued and revisited past discussions that this would have to be with the approval of Motorsport Australia. CERA was looking at a situation where a young lady in Tasmania was looking at converting an automatic Excel to hand controls to be able to compete in the series there. At this point in time the development of this car had stalled due to the cost of the conversion being around $10,000. Discussion continued about removing the wording until required, all states agreed that if a competitor in this circumstance was looking at going down that path CERA would re-introduce the wording and work with Motorsport Australia to allow the participation competitors with disabilities. End decision supported by all Delegates was to remove the current wording and appendix referring to the automatic transmission.

*8. WHEELS AND TYRES*

*(f) fixed to the mating face of the wheel or hub* – wording removed for spacers.

President informed the group that Motorsport Australia had removed this wording from all other category regulations as the spacer becomes captive between the hub and the attached wheel. All states were in agreement and happy with the wording being removed. A vote was taken and all states in attendance voted unanimously for the change in 8 (f).

*11. SUSPENSION*

*As per Appendix 3* – This was added to the first paragraph in section 11.

*(c)* It is permitted to fit steel shim material between the rear suspension leg and the hub clevis mounting point to allow for clevis wear or variations in the original clevis thickness. *Sample Appendix 3* Wording of *Sample Appendix 3* added*.*

(d) It is permitted to fit a positive locking camber washer *or camber stop of free design* to each rear lower suspension to the hub clevis mounting point, *provided that no modifications are made to the damper or hub for its fitment and that it does not perform any other function. Sample Appendix 3.* Wording in italics added.

( e) *Aftermarket* Anti-Roll Bars *are permitted* is free with the following conditions:-

(ii) *Adjustable Anti Roll Bars are not permitted*

(iv) Anti-roll bars must be a one-piece design, *available for sale at widely represented retail outlets*, *and rear anti-roll bars shall* follow the *same* original shape and *form as either Super-Pro RC0069R-18, Whiteline BHR45 or OE Hyundai Excel X3 with dimensions of each as specified in Appendix 4.*

(v) The anti-roll bar link/s is free, *must mount to Anti-roll bars eyelets manufactured in the same orientation as an original anti-roll bar*, but may not incorporate spherical bearings, rose joints, or spring elements. The original sway bar link bushing and other elastomeric bushings are permitted.

Wording in italics added.

Discussion here went over any queries and clarified anything that Delegates were unsure of but overall, all Delegates were in favour of the intent of the new wording that had been added. The discussions included the changes to (c), (d) & €. President also explained that Appendix 4 would be the set of dimensioned drawings of the sway bars listed in (e) (iv). All states were in agreement and happy with the wording changes. A vote was taken and all states in attendance voted unanimously for the changes in section 11 - First paragraph (c), (d), (e)-(ii), (iv) and (v).

13.3 INTERIOR

(f) (vi) ballast, if required, *must be located in the confines of the driver's cockpit, and clearly visible and accessible by Scrutineers* and be in compliance with the Motorsport Australia general requirements definition for Ballast and Ballast Retention.

Wording in italics added

Wording removed *“must be installed in the area originally used for the front passenger seat”*

A small discussion was had over the terminology of cabin / cockpit and what defined it and all were in agreement with the terminology spoken about. It was basically summed up that the cabin and cockpit is the interior space of the car including that of the area of the hatch / trunk. All states were in agreement except for NSW however the NSW Delegate was happy for this to be passed seeing that the majority of the states had voted for the changes . A vote result of four states in favour of the changes and one against so therefore the changes in section 13.3(f) (vi) were carried and accepted.

Appendix 1

Body width – Front (+/- 15mm) *1630mm*. *1611mm* dimension removed

Victorian Delegate shared the document that was produced from measuring several Excels with the various camber settings with the Supashock control suspension. The relationship between guard width and track width was also discussed along with the use of wheel spacers and how they would affect the track of the cars. The end outcome of the discussion was a decision that the final dimensions for both guard and track widths would be settled after the Nationals in October as there could be up to 70 cars that could be checked and measured with this giving accurate feedback and sample size.

President then went around the group and asked each state Delegate if they were happy with the proposed rules changes that had been discussed in the meeting thus far. All state Delegates in attendance were happy with the proposed changes for 2023. Victorian Delegate who was acting as a proxy for WA stated that WA did not want to vote on any of the changes that were detailed.

1. General Business

Victorian Delegate brought up a query over the use of some of the cold air intake air boxes that have a lid that overhangs on to the radiator support panel. CERA Technical advised the group that this was also a query that came from South Australia and that it was explained that as per the regulations the back edge of the radiator support panel defines the engine bay area. Therefore anything that overhung or protruded past the back edge the radiator support panel was deemed to be outside of the engine bay. President reiterated the current regulation wording of the Engine Bay being, “*The engine bay of the automobile is defined as being the area in front of the firewall, behind the radiator support panel, above the bottom of the radiator support panel, and below the closed bonnet and between the inner guards*”.

**No Go / Go Gauges**: Victorian Delegate had sent emails through prior to the meeting about the gauges. president asked the Victorian Delegate to supply prices as a kit so that other states could make it decision if they wanted to go down that path and purchase these for their Engine Sealers. Victorian Delegate also offered to send up a sample set to CERA Technical for use at the Nationals.

**Elantra brakes removed from rules**. This point was brought up by the Victorian President and it was discussed that it was too late for 2023 but to put it through a process for the 2024 regulation review. President then asked all Delegates to go back and seek advice and feedback from all committees and members on this point. Delegates had received feedback from some members believing that the Elantra brake option should be removed and returned to the categories original braking system and DNA.

**Nationals 2023, 2024 and 2025.** President spoke about the vote that was taken by email in request of WA hosting the 2023 nationals, of which all states voted in favour of allowing WA to do so in 2023. Vote was conducted on the 29th of August.

Both Delegates from NSW and Tasmania also expressed an interest in hosting the Nationals in 2024. President also informed the group that they had been an expression of the interest from the NT group via SA as SA represent and work with NT with Motorsport Australia. Outcome here was for Delegates to take this discussion back to state committees and members and seek feedback. A suggestion was to also space out the more expensive Nationals for travel costs so for instance in 2024 look at NSW after WA has hosted 2023 and then in 2025 look to Tasmania.

**Compulsory onboard cameras in use for next year**. CERA had discussed this in the past and the difficulties in enforcing their use. This year at the Nationals cameras will be compulsory and competitors will not be able to remove the card from the camera until 30 minutes after the race has completed, this will be published in the sporting regulations. It was suggested that the easiest way to achieve this is to have a club rule or to talk to the promotor within that state. An issue can be what is the penalty for a competitor that does not turn on their camera or forgets to turn on the camera. Victorian President spoke about this circumstance in trying to enforce a penalty and feedback from Motorsport Australia and there was nothing in place to do so. The use of cameras can be put into supplementary regulations, but the issue still remains there is no penalty for the above circumstance. A suggested outcome was for CERA to work with Motorsport Australia and develop a policy around the use of cameras and penalties for not handing on footage, deleting footage or turning on the camera. It was also suggested that CERA need to educate Motorsport Australia about the category so that cameras can be used to assist in creating better driving standards which are one of the biggest issues within the category at this point in time. Further outcome was a recommendation if clubs are running a c;ub championship no points would be awarded to those not having cameras on board at that race.

On a non-agenda topic Victorian Delegate discussed checking engine lumes and ways of checking them for legality. It was suggested that a system could be set up where the four main engine sensors could be checked and measured it against a known electrical resistance. Discussion continued about ways of achieving this and possible solutions for a checking mechanism. CERA Technical advised the group that he had seen a switch that was wired into a console that when activated affected the resistance feedback from the temperature sensor.

**Communication with Supashock**. CERA will continue to work with Supashock about ongoing feedback from competitors about difficulties with communicating direct with Supashock. Secretary also reported that it was quite evident that information that was sent out to all club secretaries in some cases was not being passed on to the membership. Emails and phone calls to the CERA Secretary confirmed this as many of the queries had already been covered in updates sent out to clubs. President also confirmed that at this point in time there was plenty of stock on the shelf at Supashock. A suggested outcome was that members from each club could communicate via the Delegate and then the Delegate could pass this on to the CERA secretary. CERA secretary will pass these communications onto Supashock to avoid what happened in the past with many competitors trying to contact Supashock asking very similar questions and presenting similar queries. President also advised the group that the eligibility sets would be sent out after the new seals had arrived at Supashock. Secretary showed photos of the new method of sealing the Supashock via the top hat due to issues out of a state where a competitor tried to pull apart the spherical bearing in the top hat and then asked Supashock to supply a tool to aid the process. Secretary also advised the group that Supashock will be supplying a drill jig and seals to each state so that state eligibility personnel can add seals as required. Several Delegates also reported that delivery of Supashock control suspension was now a three-day turnaround from ordering the damper sets.

**Sending suspension back to** **Supashock for eligibility testing**. NSW had sent several dampers back two Supashock for testing. These sets of dampers were currently on the way back after testing and the results had been reported to the NSW club. President advised the group that if you are sending dampers back to be tested be aware that there is a minimum of a two week turn around so all must be mindful of this factor. A further suggestion was for State Delegates that are sending dampers back to be tested that they communicate with Max and Myles from Supashock prior to sending them off to be tested.

**Eligibility Sets from Supashock / New sealing and Additional Sealing of Control suspension**. Covered in previous discussions under communications with Supashock and sending suspension back for eligibility testing

**Gearbox Forks CAD model**. Secretary spoke about that he had sent the third gear box selector fork and steel selector off for a quotation to be 3D scanned and a computer model generated. The cost to get both of these scanned and converted to a computer 3D model was $528. Secretary also informed that he is working with another company that would look at a more traditional method of digitising the component via the use of a coordinate measuring machine and develop a model from the points derived from that process. There would be further information to come from this as the companies were able to look at, analyse and develop a prototype selector fork. Group discussion also extended that a similar process like this may need to be done into the future for headlights.

**Locking down the rules for an extended period**. It was suggested by the President that this is not something that can be legislated. The current group in CERA can have a gentlemen's agreement not to look at rule changes over a set period of time but we all need to be mindful that the group will change and new Delegates may want to move away from this. There will also be unknowns that will come along that will require rule changes. There was a common consensus amongst Delegates in attendance at the meeting that there was strong agreement that they would like to see the rules left as is for quite a number of years. The example given was the minimal amount of changes required for the 2023 regulations, once again more clarifying grey areas than significant rule changes.

**More sealers for each state.** Discussion around this point that this is the responsibility of the individual States and the committees to appoint sealers as required. It was suggested the current model is working well with the majority of states having a main Sealer that does the main percentage of the work. CERA Technical also reported here that with some State Sealers he is yet to receive any engine sealing sheets and could Delegates please follow this up again.

**Nationals Update.** QLD Delegate informed the group that with three weeks to go there was 70 entrants from around the country. QLD Delegate also advised the group that they have 5 technical personnel and one eligibility officer assigned to the category. The organising committee was also organising a get-together BBQ after the Friday practise that would be run by the local Lions Club. The group was also informed that at this point in time IPRA only had 40 entries.

**Common Branding:** NSW president suggested this at the previous meeting being that with the different club names we can even appear as competitors instead of an alliance. SA took this point back to their committee and the committee agreed that a common branding is a really good idea. Outcome was for Delegates to go back to their committees and membership and discuss this and bring back ideas. A suggestion was to have the National branding across all states e.g. CERA NSW, CERA QLD etc.

**Other Business**

Victorian Delegate asked if there was an option to roll over for another three years with a controlled suspension. President informed the group that there was a provision for this in the contract or something else could be negotiated and this process along with the discussion with Federal for continuance would start mid-2023. The group was also updated that in the future Federal may only do one production batch per year due to the limited use of the size tyre used in Circuit Excel so we may need to supply numbers.

Victorian Delegate asked about rumours that had been circulating around leaks within the Supashock control suspension package. President fedback that there were a couple of dampers in early sets that developed leaks and these were sent back to Supashock for rectification at no cost to the competitor.

SA Delegate informed the group that the SA Enduro is on the 18th and 19th of November at the Bend on the West circuit with the 18th being a practise day. Format for the 19th would be a practise session for both drivers, a qualifying session for both drivers and then later in the day two 1-hour races with compulsory driver a change. Victorian President suggested that in the future that SA and Victoria communicate about Enduro dates to space their Enduro dates apart to ensure that competitors can freely travel interstate for both events.

SA also requested that once the regulations had been settled that it would be a good idea to get the engine sealers together for another meeting to go over the regulations and to address gearbox sealing.

Next Meeting suggestion was for the end of October, no date was set.

1. Adjournment

John Broadbent adjourned the meeting at 21:55 AEST Minutes submitted by: Andrew Young