# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

26th of October 2022 19:00 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, Gavyn Croft

1. Roll call

The following persons were present: John Broadbent (President), Andrew Young (Treasurer / Secretary), Shannon Williams, Tim Rowse, Gavyn Croft, Craig Twining, Shane Beikoff attended an hour into the meeting.

Apologies: Les Sharpe

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

Topics of 2023 Regulations and wheel track width will be covered under General business

1. President’s Report:

President advised the group that the 2023 regulations have been sent to Motorsport Australia as per what was discussed at the previous meeting. Only difference with what was discussed is that the technical drawings of the sway bars will now go into the technical document / guide instead of the regulations after advice from Motorsport Australia.

President also advised the group that the wording that appeared in the bulletin from Motorsport Australia on the camber stops will not be used. The MA bulletin had only referenced the rear, with the new wording removing the term rear therefore it can be applied to both front and rear. This was already in place for the 2023 regulations. A copy of regulations was sent out to all Delegates just prior to the meeting so all Delegates will have a copy.

1. **Secretaries Report:**

Secretary reported to the group that there had been virtually no incoming communications with the only other communications being with Supashock. Details of this will be covered within general business

1. **Treasurers Report:**

Treasurer advised the group that there had been some incoming funds via seals going out to the states. Current bank balance is $3,205.24 as per the balance sheet that was sent out with the agenda and minutes from the last meeting.

1. Technical Delegate Report

Technical Delegate was absent at that timer so there was no technical delegate report.

1. Nationals feedback for 2022 and feedback from States for future Nationals

President reported that overall the event was extremely successful with good driving standards throughout all the heats and first final. There was an incident in the final where two cars came together with the stewards conducting an investigation but, in the end, could not change any results with the evidence and footage that was supplied. All competitors were complemented on their behaviour and were a pleasure to deal with making the event a great experience for all. The social barbeque on the Friday night was a great success which added to the social aspect of the event. Feedback from the competitors was that they would like to continue to have Nationals every year, and their wish to be able to compete at a National event every year.

Feedback going back to Motorsport Australia was to do with the 1.5 mm tread depth as per the regulations cannot be prosecuted due to the fact that there is no definition of the shoulder of the tyre. This definition is just not for the Excel regulations but for all other categories as there is no definition in Motorsport Australia regulations of the shoulder of a tyre. Motorsport Australia will investigate this and come up with an answer for all categories, this will go into the MA manual.

There were four technical representatives there at Nationals. All cars were inspected with the end result finding no issues, therefore no prosecutions were required.

The group was informed that the money the Queensland’s club spent on social media by using Matthew Totani from South Australia was well worth it with the wrap up video being released on the 27th of October. This video will be made available to all clubs to use as a promotional tool and to show what the Nationals are about.

All competitors were asked if they would be going to the nationals in 2023 in Western Australia. Virtually all the competitors that were asked said they would not be attending the WA nationals due to the distance; the cost and it would be to time consuming. The dilemma for most of the competitors would be that they would have to give up two weeks which is extremely hard to do.

The Victorian delegate added that the momentum gained by the last nationals in Queensland could be lost with the Nationals being in WA and suggested to have a look at a different state. The Victorian delegate stated that it would be disappointing if WA were to lose the Nationals but we need to look at the category as a whole. The President informed the group that he had been approached by a senior person very high up in Motorsport had made an approach to him. This approach was to get sponsors and sponsorship to make the event extremely viable with the proviso being that the event must be ran on the east coast of Australia. This would allow the event to generate funds to help run CERA over the12 months but also employ a part time person for the organisation of the Nationals event. President asked this particular person to provide a proposal that could be sent out to the states for discussion

SA Delegate commented to the group that he was not aware of any South Australians that would be going to the Nationals as their preference is to go to NT in 2023 due to one of the competitors owning Haulage truck that was going NT. Victorian Delegate said just transportation costs alone would be around $2,500 and the QLD delegate said the WA trip would be a more costly and longer haul than going to Tasmania for their members.

Discussion continued over a host for the 2024 Nationals with the over overwhelming support going to NSW to host the event during that year. The other common consensus was that if Nationals are to be held in states that have a longer and costlier haulage component they need to be followed up in the next year by a state that would have a shorter haulage and travel cost.

1. Engine Sealers Meeting

Plan is to have Engine sealers meetings early in the year as an update and to address the sealing of gearboxes. This will be organised once all states have held AGM's with either new or existing Delegates being appointed.

1. Supashock I P information

Secretary informed the group that he had received a query about asking Supashock for the intellectual property being the dyno curves of the dampers. Part of this query was also to ask if Supashock would release the information to what they are pressurising the gas pressures too for the dampers. The response from Supashop was that this is their intellectual property and they would not be sharing it with competitors an individuals. Secretary reminded the group that Supashock are providing the service of testing the dampers for eligibility purposes. NSW had already sent a couple of sets of dampers over to be tested to Supashock. It was found the process worked quite well and Supashock was able to provide to fast back about the eligibility of the dampers and return the tested dampers in a timely manner. The NSW Delegate also suggested that it is a good idea to contact Supashock prior to sending them over so that they are aware that they are on the way and of the importance not to forecast that Eligibility would be checking dampers as this could lead to competitors swapping them over.

Secretary explained that the eligibility sets going out to each state are on hold because at point in time as Supashock are waiting for the seals to arrive. All sets of dampers sold by Supashock will have a seal on the top mount thread and all dampers being serviced will be returned with this seal as well. Secretary also brought up the point that the dampers are a controlled item so therefore competitors should not be dismantling them.

1. Enduro for 2023

Part of the discussion was around the three Enduros for 2022 that unfortunately had come back to two being the Enduro at Winton and the Enduro at the Bend. With the loss of Wakefield Park NSW lost their planned Enduro for 2022. The Victorian Enduro at Winton will be held on the 11th, 12th and 13th of October with the SA Enduro at the band being held on the 18th and 19th of October. Discussion continued around the setting up of Enduro dates to allow competitors to travel interstate and compete in multiple enduros. a suggestion was even to call it the CERA Enduro series. an ongoing outcome whilst that Both Victoria and SA have started open dialogue to try and get spacing in between there Enduros to aid the competitor base.

President advised the group that on other events he still has had no feedback from the promoters of the Bathurst 6 hour event but would continue to make enquiries with them.

1. Common Branding – Feedback

President asked that all delegates continue to get feedback so that discussion can be carried over to the AGM and a decision will be made. President stated that this is about common branding and not making clubs change their constitution. The end goal with this is to get a common media presence and branding across the country but clubs would still use their normal names with fair trading and via constitutions. For example, you could have Circuit Excel Racing Association Queensland operating under Series X3 Queensland or Motorsport Australia trading under the name of the Confederation of Australian Motor Sport. SA delegate informed the group that this had already been discussed at a committee level and that SA was in support of common branding.

The point was made that this is very important particularly with social media presence that we need to appear united and not as competitors.

1. General Business

**Items to be rolled over to 2023**

**Elantra Brakes**: The President has had discussions with several people over the Elantra brake setup. The feedback was not to take them out the regulations at this point in time but to leave them as they are. Virtually all the front runners are running the original X3 captive rotor brakes. President suggested that Delegates take this back to their clubs for discussion and can become part of the 2023 regulations review.

**Aftermarket Valve Springs:** The President asked the Victorian delegate if he could track down information for the aftermarket valve springs as we are lead to believe there is a new part number. CERA will need to confirm the dimensions for this aftermarket valve spring and confirm that it complies so it can then be added to the technical guide. Victorian Delegate will follow up this information and email it through to the President.

**Short Shifters:**  A South Australian manufacturer had produced a short shifter which was deemed to be outside the current regulations. This manufacturer has been informed of the CERA process and will write up a summation of the product. This can also become part of the regulations review in 2023. Victorian Delegate also informed the group that an alternative to upgrade existing shifters was to get a bush kit from Racer Industries

**Control Suspension and Tyre contracts**: President informed the group that both the control tyre and suspension contracts expire at the end of 2023 .That those on the committee next year would need to start to address this around mid-year. Both the tyre and suspension contracts were written in a way that allowed for a plus obligation / roll over into a new contract without having to go back to tender. There would obviously be negotiation between CERA and suppliers due to the fact that costs are going to increase due to inflation. An example was given a rough indication is that the tyres would be at least $10 more expensive due to freight costs. Common consensus among all delegates was that we must retain the current control tyre and suspension and avoid going back through a tender process.

President spoke about wanting to improve communications with WA with the obvious factor of the distance being an issue. He believes that we need to have better communication between the WA Technical and Eligibility representatives and the rest of the states. At this point in time there seems to be good dialogue among states on the eastern seaboard and South Australia with Technical and Eligibility issues so he would like to WA bought more into these conversations This is something that can be improved for 2023.

**South Australia**. Delegate reported that there is no pressing issues from SA at this point in time and that the other topics had already been discussed being the SA Enduro for 2023.

**New South Wales**. NSW Delegate had feedback from a competitor that went to the Nationals was concerned about the usage of tyres by some of the competitors. This competitor believed that there should be a limit of tyres for the National events. President explained the difficulty in trying to manage this over an event that had 60 cars. This along with the other eligibility checks becomes a very time-consuming process and requires the manpower to monitor this as all tyres would have to be marked.

NSW Eligibility Officer manufactured a tool to check the geometry of the front stub axle assembly. There was a suspicion that competitors were bending the steering arm component of the stub axle and the tool is designed to check that. 30 cars were checked at the last race meeting with only two not fitting the checking tool. NSW Eligibility Officer will look at getting 10 checking tools laser cut that will be distributed to all States.

Unfortunately, the Eligibility Officer also reported that he received some abuse from those being checked. All agreed that they abuse of volunteer officials is not to be tolerated. Abuse to fellow competitors is also not to tolerated and needs to be dealt through the appropriate processes and if warranted penalties issued. NSW also spoke about the difficulties in checking compliance on all cars in a compressed 5 hour race meeting. The conversation continued and included the difficulty in getting volunteers that have the experience that is required for eligibility purposes and other roles that are filled by volunteers. It was also noted that several clubs pay or reimburse Eligibility Officers and DSOs for any expenses. Discussions also included the lack of recognition of National and State committee members by some competitors. It was also agreed the majority of the competitors do not release the work that volunteer committee members do to keep the category functioning.

The topic of the pressure that is exerted at times on Eligibility officers and Committee members by some within the category. It was noted that some of the loudest voices tend to come from those that make a financial gain out of the category. The President's advice here to all was to ignore the vocal minority and if conducting an investigation stick to it and ensure due process is conducted.

**Victoria:** Victorian Delegate stated that he will chase up information on the Valve springs to be included in the Technical guide. Also spoke about the importance of reaching for help across the country as required and to support all committee members on National and State Levels.

Both the Delegate and the Victorian President congratulated the Queensland Club on the 2022 Nationals.

**CERA Technical:** Apologised for being late to the meeting and explained that he was sealing gearboxes. Currently working on a procedure for a benchtop inspection and sealing process which will be rolled out in 2023. CERA Technical detailed the steps, operations and tools required for a benchtop inspection to the group. This will be rolled out in early 2023 to all State Sealers. CERA Technical has advised that gearboxes are only sealed with benchtop inspections being conducted. In car inspections are not thorough enough to allow a seal to be placed.

President acknowledged and thanked all on the committee for their contributions over the year. Also stated that the regulations had been forwarded to Motorsport Australia and if there was any feedback that would be passed on to all Delegates. With all Delegates heading to state AGM's the President wished everyone the best over Christmas hope see all in 2023.

The next meeting will be the AGM which will be held in mid-January.

1. Adjournment

John Broadbent adjourned the meeting at 20:39 AEST Minutes submitted by: Andrew Young