# CIRCUIT Excel Racing Association Inc

# Meeting Minutes

17th of August 2023 8:00pm AEST Meeting held via Zoom conference call

Invitees: John Broadbent (President), Andrew Young (Secretary), Shannon Williams Treasurer, Tim Rowse, Les Sharpe, Craig Twining, Linda Mrnjavac; Nick Scaife, Darren Bromley and Shane Beikoff.

1. Roll call

Roll call conducted. The following persons were present: John Broadbent (President), Andrew Young (Secretary), Shannon Williams (Treasurer), Shane Beikoff, Tim Rowse, Craig Twining, Linda Mrnjavac and Nick Scaife.

Apologies: Les Sharpe and Darren Bromley

1. **Approval of minutes from last meeting**: This included the May 3rd of May General Meeting, 12th of July 2023 Tyre Tender Evaluation Meeting and 19th of July 2023 Tyre Tender Follow Up Meeting. Approved by Tim Rowse, Seconded by Craig Twining.
2. Business arising From Previous Minutes:

* Tyre Tender – Completed.
* Regulation Review- Agenda item for this meeting
* WA Excel Nationals - Agenda item for this meeting, President has created a set of sporting Regulation to WA Delegate and Committee for feedback.
* Camera in Cars at National Events- documented in Sporting regulations sent to WA and CERA Delegates.
* Demerit point / Driving Standards System – passed onto Delegates for feedback from State committees.

1. President’s Report:

The President after several requests from delegates has decided to step back into the role. With the outcomes of the tyre tender and the possibility of National Series the President also made the decision to assist the Secretary, Treasurer and CERA Technical in the running of CERA.

President reported to the group of a meeting that he had had with Eugene Arocca and Michael Smith from Motorsport Australia on the 12th of August at Queensland Raceway. Here topics were discussed such as issues with local promoters and local officials at state level and club racing events. It was explained to both Eugene and Michael the problems that clubs are having with the promoters with an example being NSW not being able to be part of a Motorsport Australia State championship rounds. Other issues being confronted in both SA and Victoria were also presented. Another response from Motorsport Australia was that if clubs are having issues with their promoters for MA permitted events, please contact Motorsport Australia direct. A further response from MA was that clubs should be treated as customers and dealt with respect, so hence to let MA know if they are having issues and to give them appropriate feedback. MA want to know and want to assist to help fix the issues. MA is in full support of the category but realises it is falling down at the local level with officials and promoters. President encouraged all Delegates and Presidents if they are having issues to contact Michael Smith directly.

Discussions have been had with the Toyota 86 category. This is to set up communications between the two categories and in a way to look at how both can assist each other. Discussions have been had with the Toyota 86 driving standards advisor as they are developing a new demerit point driving standards system and they will share this with CERA.

1. **Secretaries Report:**

There have been ongoing communications with Supashock with the ongoing supply, this will be detailed in general business.

Secretary informed the group that there had been discussions and emails with ARG about the possibility of a support category at the Bathurst 6 Hour in 2024. Excels have been put on a list of as a preferred category but this does still not guarantee a position at the event. CERA was asked what they would like as regards to track time. A wish list of two practises, a qualifying session and three - 30 minute races (extend races from 6 to 8 laps) word put forward.

Ongoing communications with Wildan 13, this will be detailed in general business.

1. **Treasurers Report:**

CERA bank account at the end of the financial year was $1607.30. Prior to this there was invoice for CERA and Bathurst Email addresses accounts. Treasurer thanked all of the States and State Treasurers for the payment of $500 for ongoing business of CERA. Currently CERA has $1,921.53 in the account.

1. Technical Delegate Report

CERA Technical informed the group that he has had ongoing communications to do with tyres, tyre supply along with resolving issues with the Supashock control suspension.

The meeting was also informed that there had been ongoing discussions with the Northern Territory about setting up engine sealers for that area. They had also requested CERA Seals and CERA Seal books. NT had suggested I model that two engine builders could possibly become sealers. Here they would then seal engines that were built by the other engine builder, so that they would not seal engines built by themselves. CERA Technical pointed out to the group that this was not in line with practises with all other sealers across the country and asked all the states for their response here. The common consensus and feedback from all states is that this proposed model is not acceptable and that CERA must be consistent across all States and Territories. SA will continue to work with NT and until they have a club as their own entity may become members of the SA. SA at will also explore the possibility of sending an engine sealer to NT so cars with sealed engines can then compete at national level events.

1. Agenda Items from May Meeting
   * Add to CERA constitution (At AGM) that we can only change a rule if it meets the below criteria.
     1. Safety
     2. Availability
     3. Cost cutting
     4. An error or oversight in the wording of the rules. Example removal of brake distribution block so the brake bias valve will function when fitted.

* 75% majority before a rule can be changed.
* States to each have one technical representative to discuss any rule changes as a sub committee and put forward their voted decisions. Rational. More in depth decision making, more than one prospective, less pressure on the current technical person. The Chair to be one of the State Delegates.

It was pointed out that changes like this can only happen at the AGM therefore the President asked if members could take this back too committees for feedback and it could be discussed at later general meetings leading up to the AGM. It was also suggested that using a percentage is not the normal in a lot of constitutions. Set percentages can become complicated if further States / Territories are added at later stages. Suggestion was to use terminology such as majority vote.

Technical Representative role and Sub Comittee: Delegates were asked to take this back to committees for their feedback and input.

1. General Business

**Tyre Tender Breakdown Video:** All agreed that the video produced by Matty Hull was extremely well received and thus far had received no negative commentary on social media. It was suggested that into the future this type of video presentation could be a good way of getting information out to the state club members and others interested in the category. All thanked Matty Hull for giving up his time and producing a high quality and a very informative video. CERA my look at this as a medium into the future to assist information rollout for topics such as the Regulation Review.

**Regulation Review:**

Data Logging/Cameras 12.2 (a) IV currently reads: *has a commercial price that does not exceed $1000 AUD including all hardware, software, sensors and wiring.*

All agreed that the current cap of $1000 as discussed at previous meeting is far too low. Discussion continued over the use of front and rear facing cameras along with the use of data loggers and cameras and systems that can perform both data logging and video. Data Loggers cap at $2000 and Camera Cap at $2000 so $4000 in total.

2. ELIGIBILITY *Add wording for “We require a competitors to produce the CERA Sealing Sheet relating to the engine number and seal numbers affixed to the race car at any race meeting.”*

Discussion included having digital records of sealing sheets but it was pointed out that not all states had submitted sealing sheets so they would be missing from the national database. All voted States voted yes.

3.2 NON-GENUINE PARTS *Look at adding Thermostats and Aftermarket Headlights and Indicators.*

All voted States voted yes

4.1 GENERAL *(a) Remove referenced to G4EK (SOHC) 66k Single Cam. Remove Single Cam Engines.*

Discussion was had over the use of single Cam engine and gearbox components, and it was stated that none of these could be used.

All voted States voted yes

4.5 COOLING SYSTEM: (*a) Minimum Radiator surface area. Current width of 610mm, max 685mm. Using the 3 inch gap.*

The initial discussion was that the standard radiator would not fit the sizes. The discussion went on to look at the possibility of offsetting a radiator and still maintaining the original mount points which then allowed a large gap as an air intake. It was discussed that the original intent of this particular change was to eliminate another possible air gap where air could be taken in for the induction system. The discussion went offsetting to create larger air pick up gaps. Outcome: More measurements and data required.

DEFINITIONS

*Engine Bay – Define the definition bottom of the Radiator support panel to stop air intake scoops in the outside of the panel contour.*

Discussion was had whether it should be I straight line from the lowest point of the bottom of the radiator support panel or should it actually follow the contour of the radiator support panel which is around 75 mm difference. SA and Vic voted for a straight line from the lowest point. Qld, NSW and Tas voted to follow the contour of the radiator support panel. Outcome will be to contact WA for their vote.

Single Cam Engine

*References to the single Cam Gar ratios can be removed if the Single Cam Engine is deleted from the regulations.*

Covered previously so all voted yes.

9. STEERING (c) *Will it be compulsory to fit a quick release coupling to race cars? Issue with smaller bodied people with high side seats not producing a lot of room for extraction*.

Discussion covered the issue that a quick release steering top links are used particularly with a smaller body people it puts them further away from the pedals that in turn creates other issues.

10. BRAKES (c) *It is permitted to fit a mechanical proportioning valve to a brake line provided such valve is not adjustable from within the cockpit. Minor localised modification of steel brakes lines required solely for fitment of a proportioning valve is permitted.*

*Current rule does not fit due to the diagonal setup in the cars from original. Options are:*

* *Standard system as original*
* *System with two T pieces, changes circuitry of the system*
* *Specialist system with new distribution block*

It has been noted that proportioning valves have been allowed in the regulations for quite some time but the oversight that you cannot modify the distribution block underneath. It was also stated that the option of an aftermarket proportioning valve must only be fitted to the rears as a circuit. A lot of discussion was had over the merits of creating front and rear circuits with the current system, if one line is fractured brake pressure is loss across the entire system. It was brought up that this should be considered a safety factor to allow people to change to this style of circuit of having a separate front and rear. Incidents of where brake pressure had been lost due to one pipe fracturing had been reported in both Queensland and Victoria. SA and NSW voted to keep a standard system as original. Queensland Tasmania and Victoria voted to allow multiple options as above. Outcome will be to contact WA for their vote.

11. SUSPENSION *(c) wording for offset castor bush was dropped out, need to be put back. Dropped when control suspension came in. for example the trailing arm No mention of shackle (double flanged) bushes that are in use. Must have original shape bushes.*

Discussion had started with the castor bush was omitted a couple of years ago and it was an oversight by all over that period of time. It then continued to the aftermarket shackle (double flanged) bushes with the current wording these cannot be used. Dialogue continued over the advantages and disadvantages of the aftermarket bushes in comparison to the use of original bushes. It was agreed to allow the aftermarket shackle (double flanged) bushes and that the crush tubes cannot exceed ⌀20mm diameter for the OD and must ⌀12mm for ID and bushes must not contain other metal components.

13. BODY, COACHWORK AND COCKPIT. *(d) iii Lightweight stays to support lower corners of bumpers when plastic inner guards are removed are permitted. Rear bumpers are being pulled in to give aerodynamic advantage. Bumpers must retain in original position.*

It was agreed that the lightweight stays could remain as long as they retain the bumper in the same position as the OEM plastic inner guards.

13.3 INTERIOR *j) People are adding pedal block instead of modifying the pedal position.*

CERA Technical explained a conversation that was had with MA technical representatives and their suggestion was not to allow pedal blocks but in turn allow people to cut and shut the pedals. General consensus was that all were not in favour of allowing the cutting and shutting and re-welding of pedals. Outcome was “pedal extensions up to 50mm are permitted to the original pedal pad position”.

Fuel Testing *Include a dry break coupling for Fuel Testing*.

It was explained that each dry break coupling for an individual car would be around the $100 mark and that then states would buy the hoses and fittings that would then fit the dry break coupling to for fuel testing. It was suggested that CERA could look at purchasing these as an outright to gain a bulk purchasing cost. WA previously voted for this Fuel testing and the addition of dry break coupling, NSW, QLD and SA also supported this. VIC and TAS voted no. Outcome was carried for the compulsory fitting of a dry break coupling.

*Parts Brakes and More*

* Re enforcement plate for the gearbox cross member front mount.
  + SA and QLD voted no, VIC TAS and NSW yes. Outcome: will be to contact WA for their vote.
* Clutch bleeder line
  + All voted yes in favour.
* Long clutch line
  + All voted yes in favour.
* Moving of the original front brake hose mount.
  + SA, QLD, TAS and NSW voted no and VIC voted yes so carried for No.

*Lantra Hubs.*

All agreed to keep Lantra front hubs and brake assembly.

*Change the rule so indicator lights do not have to function.*

It was mentioned that other categories such as Improved Production and 3E Production cars have it in their regulations to maintain indicators so therefore we fall under this area as well. Outcome consult with Motorsport Australia as this would be decided by them

*Wiring under dash for radio / head unit wiring removal.*

It pointed out that 13.3 Interior already states “radio, speakers, console and associated wiring. It not permitted to fit a non-standard console”.

*Pro Fab Weld Short Shifters*

Justification: Stops over shifting and protects the gearbox forks. The is a quality made product from new components and avoids cutting of fabricating of existing parts. It was also recognised that the current rule wording is not suitable for the many aftermarket shifters that are currently being used with most of these being fabricated from existing shifter parts. Discussion moved to the point that we are if we allow shifters that we would have to allow a group of approved shifters such as this one from Pro Fab Weld and Misch’s Excel. Garage. It was agreed that a 60mm extension is the maximum. SA, NSW, VIC, QLD and TAS voted yes so carried.

**Supashock Update:** the group was informed that the next batch of controlled suspension would start to roll out in early September. CERA representatives will also be meeting with Supashock to discuss some of the current issues and where to go after the end of the contract. There has been some concern over some of the last couple of batches and this will be discussed. Delegates where reminded again that the eligibility sets are property of Supashock and that the eligibility top mount seals cannot be removed. Next batch will be 75 sets followed up with the second batch in October. CERA will inform Supashock that the first batch will be reserved for only CERA club members. Secretary informed the group that there are still 30 to 40 people on Supashock waiting list that are not aligned top CERA.

**Nationals**

No report with WA absent.

**Information from Wildan 13:** Secretary informed the group that he had had conversations with Wildan 13 about the current stocks of the Dunlop Direzza tyre. It was informed that there are very good stocks in all locations across the country. CERA was also informed that there are regular containers of shipments of tyres coming into the country to cover the many categories that Dunlop looks after and that Excel tyres can be placed within shipments.

1. Adjournment

John Broadbent adjourned the meeting at 23:00 AEST Minutes submitted by: Andrew Young